

## G. APPENDIX G – PUBLIC AND AGENCY COMMENTS

### G.1 RELEASE OF THE DRAFT EIS

The Notice of Availability of the Draft Environmental Impact Statement (DEIS) and public hearing was published in the Federal Register on November 4, 2011. The public was notified of the release of the DEIS and the public hearing through local newspaper announcements, mailed notices, and the project website.

#### G.1.1 Comments Received

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) received 64 comments on the DEIS during the 45-day comment period. The comments received were submitted in writing and verbally at the public hearing (held December 8, 2011), mailed directly to CDOT, or were submitted in email form via the project website. The Environmental Protection Agency, City of Pueblo Historic Preservation Commission, Colorado Parks and Wildlife, St. Charles Mesa Water District, U.S. Army Corps of Engineers, and the U.S. Department of the Interior submitted comments to the lead agencies. Two petitions were submitted: 49 individuals signed the Eiler's

Heights petition and 252 individuals signed the St. Mary petition. Each of these petitions expressed concerns about impacts to the properties surrounding Mesa Avenue.

The comments are divided into four groups:

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

Within each category, the comments are alphabetized either by agency or by individual's last name. Responses to all comments are presented in this appendix. Many comments require an explanation, clarification, or factual correction. Some of these comments resulted in a change to the Final Environmental Impact Statement. These changes, if applicable, are noted in the comment responses.

The comments received were mixed in support and criticism of the details of the DEIS and identification of the Preferred Alternative and are discussed in broader detail in **Chapter 6 – Comments and Coordination**.

**TABLE G-1**  
Index of Comments Received

Name	Comment Number	Source	Page
<b>Federal, State, and Local Agencies</b>			
City of Pueblo Historic Preservation Commission / Pueblo Planning and Community Development	01	Letter	G-1
Colorado Parks and Wildlife	02	Letter	G-10
St. Charles Mesa Water District	03	Email	G-17
United States Army Corps of Engineers	04	Email	G-18
United States Department of the Interior	05	Letter	G-19
United States Environmental Protection Agency	06	Letter	G-22
<b>Organizations and Interest Groups</b>			
Diocese of Pueblo	07	Letter	G-29
Eiler Heights Petition	08	Petition	G-30
Historic Arkansas Riverwalk of Pueblo	09	Email	G-41
Historic Arkansas Riverwalk of Pueblo	10	Website	G-45
Historic Pueblo, Inc.	11	Letter	G-46
St. Mary Help of Christians Church	12	Letter	G-48
St. Mary Petition	13	Petition	G-52
<b>Individuals</b>			
Anonymous	14	Website	G-62
Beauvais, Phil	15	Letter	G-63

**TABLE G-1**  
Index of Comments Received

Name	Comment Number	Source	Page
Berryman, Dale	16	Website	G-64
Brice, Bonner	17	Website	G-66
Bustos, Jereldine	18	Letter	G-68
Claros, Monica	19	Website	G-69
Cline, Dick	20	Website	G-70
Cogburn, Colby and Odom, Beritt	21	Letter	G-71
Conatore, Paul D. , RG, CPG	22	Letter	G-76
Gagliano, Vincent	23	Comment Form	G-77
Gagliano, Vincent	24	Comment Form	G-78
Garrett, Dave	25	Website	G-79
Griffin, Michael	26	Website	G-80
Hobbs, Richard T.; Hobbs, Ruth; Hobbs, Dave and Kathy; Hobbs, Rick; and Easton, Sherri	27	Letter	G-81
Hobbs, R.	28	Letter	G-83
Hodanish, Steve	29	Comment Form	G-85
Holman, Andy	30	Website	G-86
Ives, Frank	31	Comment Form	G-87
Kocman, Joe and Pam	32	Letter	G-88
Lopez, Leo	33	Comment Form	G-92
Martin, Willie	34	Website	G-93
Martin, Willie	35	Website	G-94
Martinez, Ruben Rosales	36	Comment Form	G-95
Mihelich, Anthony	37	Website	G-96
Miklich, Ray and Karla	38	Letter	G-97
Miller, Franklin	39	Website	G-99
Murillo, Megan	40	Website	G-100
Mutz, Lori	41	Website	G-103
Nawrocki, Peter	42	Website	G-104
Nelson, Jene	43	Letter	G-105
Nickolson, Kenneth and Gwen	44	Letter	G-106
O'Hara, Roger	45	Comment Form	G-108
Pagano, Don	46	Comment Form	G-109
Prichard, Chuck	47	Letter	G-110
Prichard, Chuck	48	Letter	G-111
Quinones, Ernesto	49	Comment Form	G-114
Sears, James Bentley	50	Letter	G-115
Stevens, Regina	51	Website	G-116
Vander Valk, Heric	52	Letter	G-117
Waye, Gary	53	Letter	G-119
Whitman, Greg	54	Website	G-120

**TABLE G-1**  
Index of Comments Received

Name	Comment Number	Source	Page
<b>Verbal Comments at the Public Hearing</b>			
Balsick, David	55	Public Hearing	G-121
Delmonico, Jean	56	Public Hearing	G-123
Hobbs, Rick	57	Public Hearing	G-125
Moorcroft, John	58	Public Hearing	G-127
Pagano, Don	59	Public Hearing	G-129
Prichard, Chuck	60	Public Hearing	G-131
Romero, Nicolas	61	Public Hearing	G-132
Sears, James	62	Public Hearing	G-133
Shinovich, Mike	63	Public Hearing	G-134
Spera, Lou	64	Public Hearing	G-137

**Comment**

**Response**

**Comment Number:** 01

**Name:** Pueblo Planning and Community Development



Planning & Community Development  
Jerry M. Pacheco, Director

211 East D Street | Pueblo, Colorado 81003 | Tel 719-553-2259 | Fax 719-553-2359 | TTY 719-553-2611 | www.pueblo.us

December 19th, 2011

Richard Zamora, PE  
Resident Engineer  
Department of Transportation  
Region-2 South Engineering Program  
Material Laboratory  
1019 Eric Avenue  
Pueblo, CO 81001

Dear Mr. Zamora,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the New Pueblo Freeway Project. As we are already involved in the ongoing Section 106 discussion I will keep our comments brief and related to the most important issues.

**Blast Furnace Impacts**

First of all the Historic Preservation Commission still feels strongly that we try to take further steps to avoid the stacks at the steel mill. Current consensus among citizens is that these are an irreplaceable portion of the skyline and an integral part of Pueblo's identity. A Steel City without steel mill stacks would be a great loss for our history and identity, especially now that a museum and cultural center has sprung up to interpret that story and uses the stacks as their logo. We think we have a nationally significant opportunity to interpret industrial history in Pueblo.

01-1

**Response to 01**

01-1 As you are aware, Interstate 25 (I-25) bisects the Steelworks Suburbs Historic District with National Register of Historic Places (NRHP)-listed and -eligible properties on both sides of I-25. Because of the constraints in this location, neither Build Alternative could be designed to avoid impacts to the Evraz Rocky Mountain Steel Mills (steel mill), including the stacks. Throughout the development of the Build Alternatives, the Colorado Department of Transportation (CDOT) evaluated opportunities to avoid and minimize impacts, including moving the alignment further to the west to avoid impacts to the stacks. This option was not carried forward into detailed analysis because it would have impacted the NRHP-listed Minnequa Works headquarters building and other neighborhoods dense with historic properties. The design was able to incorporate retaining walls near the steel mill to avoid some historic features of the property, such as the boilers, the High Line Rail, and working features of the steel mill. The Modified I-25 Alternative is identified as the Preferred Alternative in the Final Environmental Impact Statement (FEIS) because it better addresses the local and regional mobility problems identified in the Purpose and Need for the project. It directly impacts fewer contributing elements, improves access overall, and restores connectivity for many of the historic neighborhoods within the Steelworks Suburbs Historic District (see response to **Comment #08-11** regarding the identification of the Preferred Alternative).

As discussed in the July 12, 2010 meeting with the State Historic Preservation Officer (SHPO) and the consulting parties, in which the City of Pueblo Historic Preservation Commission participated, additional opportunities to avoid the stacks may be possible 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. Input received from these meetings was incorporated into the Programmatic Agreement developed by the Federal Highway Administration (FHWA), CDOT, and the SHPO, which outlines mitigation for adverse effects to historic properties, including the steel mill and stacks. In the Programmatic Agreement, CDOT commits to investigate options to relocate the stacks in accordance with the mitigation goals that have been identified in consultation with the SHPO and the consulting parties. The Programmatic Agreement is included in **Appendix H** to the FEIS.

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 01</p>	<p><b>Name:</b> Pueblo Planning and Community Development (cont'd)</p>	<p><b>Response to 01 Continued</b></p>
<p>01-2</p>	<p>The HPC does not feel like a clear enough case has been made to justify six lanes running through the Bessemer area, although we do understand straightening and bridge replacement is vital. If there is any opportunity to avoid the stacks at this time, it should be strongly pursued. Due to the recession, and recent reassessments of population growth, in the region CDOT and PACOG should reevaluate the need for the total number of traffic lanes. If the lanes could be reduced, even for a portion of the area, the stacks might be avoided. The Pueblo HPC was briefed in 2011 about the removal, or relocation, of the stacks and they unanimously urged staff to work on a solution to save or relocate the stacks.</p>	<p>01-2 As detailed in <b>Chapter 1 – Purpose and Need, Exhibits 1-4 through 1-6</b>, a four-lane highway would not provide the additional capacity necessary to meet future travel demand in many segments in the corridor (from north of 29th Street to Central Avenue). The theoretical capacity of a four-lane highway is approximately 2,000 vehicles per lane, per hour (Transportation Research Board, 2010). For more discussion on theoretical capacity, refer to <b>Section 3.1 Transportation</b>.</p> <p>As summarized in <b>Chapter 2 – Alternatives</b>, six strategies were evaluated during the alternatives screening process, several of which included four lanes on I-25. The four-lane strategies 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. The six-lane strategy 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.</p> <p>Since the publication of the DEIS, CDOT has performed a detailed analysis of the design of the Preferred Alternative (Modified I-25 Alternative) south of Central Avenue, where traffic data indicates that four lanes could accommodate future travel demand. The analysis shows that the number of lanes cannot be reduced until Indiana Avenue, where there are off-ramps to safely accommodate the change in the roadway profile. To further minimize impacts to the Ervaz Rocky Mountain Steel Mill, the Preferred Alternative (Modified I-25 Alternative) has been revised to include a four-lane section south of Indiana Avenue. While this would reduce the total acreage of land needed from the steel mill property by 4.5 acres, it would not avoid impacts to any of the steel mill features (e.g., stacks or stoves). The Preferred Alternative with four lanes south of Indiana Avenue would also not reduce impacts to the Bessemer Neighborhood since the neighborhood extends to</p> <p>Continued on next page</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 01</p>	<p><b>Name:</b> Pueblo Planning and Community Development (cont'd)</p>	<p><b>Response to 01 Continued</b></p> <p>01-2 Continued from previous page</p> <p>a point just south of Illinois Avenue, where six lanes are required. Even if a four-lane roadway could be designed through the Bessemer Neighborhood, it would not meaningfully reduce impacts, which are largely the result of the configuration of the interchange, frontage road system, and the need to realign the railroad.</p> <p>Traffic forecasts used to evaluate and screen alternatives were derived from the Pueblo Area Council of Governments' (PACOG) most current travel demand model. The model reflects the adopted <i>2035 Fiscally Constrained Regional Transportation Plan</i>. As the Metropolitan Planning Organization for the Pueblo Area, PACOG is responsible for the development of regional transportation plans and travel demand forecasting for the metropolitan area.</p> <p>Refer to the response to <b>Comment #01-1</b> for a detailed discussion regarding the efforts that have been made to avoid the stacks and the mitigation measures that are being considered.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 01</p>	<p><b>Name:</b> Pueblo Planning and Community Development (cont'd)</p>	<p><b>Response to 01 Continued</b></p>
<p>01-3</p>	<p>If no compromise can be made to avoid the steel mill stacks then an appropriate mitigation would be to relocate the stacks. Our preference is to keep the stacks in their original environment on the eastern side of the freeway near the industrial buildings. We do not feel that they are an appropriate accessory to a neighborhood park, although we prefer that to total demolition.</p>	<p>01-3 See response to <b>Comment #01-1</b> for more information about mitigation.</p>
<p>01-4</p>	<p>Since the freeway project might take years to begin, we believe an appropriate immediate mitigation would be a formal documentation and recordation of the remaining historic mill buildings, with their date of construction and statement of significance, and some context to their use. Understanding the remaining buildings and their story will help develop a sensitive mitigation plan, as well as document buildings that are not currently protected by any land use or preservation regulations. We'd also like to encourage a creative photo project to document the remains before they are demolished or deteriorate further. We will continue to provide feedback regarding the stacks through the Section 106 Consultation.</p>	<p>A Programmatic Agreement developed by FHWA, CDOT, and the SHPO outlines mitigation for adverse effects to historic properties. In the Programmatic Agreement, CDOT commits to investigate options to relocate the stacks in accordance with the mitigation goals that have been identified in consultation with the SHPO and the consulting parties. The Programmatic Agreement is included in <b>Appendix H</b> to the FEIS.</p>
	<p>01-4 A Programmatic Agreement developed by FHWA, CDOT, and the SHPO outlines mitigation for adverse effects to historic properties. While the Programmatic Agreement does not stipulate a timeframe for mitigation, the commitments will be finalized after funding is identified for each project phase. The Programmatic Agreement commits CDOT to the Level II documentation of the steel mill property and to the development of a creative mitigation plan identified through consultation with the SHPO and the consulting parties. The Office of Archaeology and Historic Preservation has established three levels of documentation for historic sites. Level II documentation is an intermediate level of site documentation that includes full descriptive and historical narrative (including relevant contexts), measured drawings, and medium format black and white photography, all in archivally stable format. Consulting parties, including the City of Pueblo Historic Preservation Commission, have had the opportunity to review and comment on the Programmatic Agreement. The Programmatic Agreement is included in <b>Appendix H</b> to the FEIS. We look forward to the continued participation of the City of Pueblo Historic Preservation Commission in the Section 106 consultation process.</p>	

Comment		Response
<p><b>Comment Number:</b> 01</p>	<p><b>Name:</b> Pueblo Planning and Community Development (cont'd)</p>	<p><b>Response to 01 Continued</b></p>
<p>01-5</p>	<p><b>Eiler Heights Historic District Impacts</b>                  Since CDOT's consultants identified the rather large and unweilding Steelworks Suburb Historic District encompassing multiple ethnic sub neighborhoods specific history of the Eiler Heights Historic District was lost and the impact to this significant neighborhood obscured. Eiler Heights (also called East Bessemer, East Mesa, and Bojon Town) began in the 1880s and grew rapidly after the 1921 flood. Slovenian immigrants moved up from the Grove to this area and even rebuilt Eilers Smelter into the St. Mary's School. In the 1950s St. Mary's church was constructed and the church sold the lot used for extensive baseball stadium for residential development, one of the few Mid Century Modern developments adjacent to a working Steel Mill, that is surprisingly in tact. Finally, Eiler's Bar (326 E. Mesa Avenue), has sewn the neighborhood together for decades and the residents of Eiler Heights are in many cases the original owners of the 1950s homes and are currently engaged in an innovative historic preservation project sharing their stories and tying them to the built environment. As such an Eiler Heights (the name was voted on by the association for this project) is a small historic district stretching from Rio Grande to Santa Fe and from the old Eiler's Smelter lot to Northern on the South, characterized by a mix of early 1880/90s housing through the 1950s associated with Slovenian immigrants. The commercial corridor on Northern Avenue is also a significant contributing element, as buildings like 'King Taco' served as Columbus Hall; an import part of the 'Americanization' process for immigrants. The neighbors and the HPC would be glad to provide additional data to expand the cultural resources survey to cover the Eiler Heights Historic District so we can assess the individual impacts to this historic district. In conclusion Eiler Heights Historic District is anchored by St. Mary's School (now a genealogical center at 211 E. Mesa Avenue) St. Mary's Church, Eiler's Bar on the North and the Eastern Northern Avenue Commercial Corridor on the South.</p>	<p>01-5 Under Section 106 of the National Historic Preservation Act, the protection for a new and distinct Eiler Heights Historic District would not be different from the protections afforded the Steelworks Suburbs Historic District, which includes the Eiler Heights neighborhood. The effects on the Eiler Heights neighborhood from the undertaking have been identified and would not change if there were two districts rather than a single, larger district. Under both Build Alternatives, there would be an Adverse Effect to the identified Steelworks Suburbs Historic District. The Adverse Effect determination applies to the Eiler Heights neighborhood since it is located within the Steelworks Suburbs Historic District and contributes to its eligibility. Adverse Effects to the overall Steelworks Suburbs Historic District, including Eiler Heights, will be addressed through mitigation (which has been outlined in a Programmatic Agreement between FHWA, CDOT, and the SHPO), in accordance with Section 106 regulations. The mitigation would not be different if there were two distinct districts.</p> <p>Reopening the eligibility and district boundary discussions would not change the effect determination or mitigation commitments. Note that CDOT's response to your comment does not preclude the City of Pueblo or the neighborhood from establishing the neighborhood as a local district or nominating it for listing in the National Register of Historic Places.</p> <p>The boundaries of the Steelworks Suburbs Historic District were defined through consultation, neighborhood reconnaissance, and records research over a number of years. The City of Pueblo Historic Preservation Commission and other consulting parties participated in the Section 106 consultation process, which included the identification of the Steelworks Suburbs Historic District. The reconnaissance work involved driving the streets of neighborhoods, making approximate counts of the different architectural styles represented in the district, gathering information about changes in the character of the built environment, and taking representative photographs of individual properties and streetscapes. This work was supplemented by information from assessor's records characterizing periods of development in the neighborhoods, as well as archival research from local repositories. In correspondence dated October 27, 2008, the SHPO</p> <p>Continued on next page</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 01	<b>Name:</b> Pueblo Planning and Community Development (cont'd)	<p data-bbox="1094 269 1373 297"><b>Response to 01 Continued</b></p> <p data-bbox="1094 313 1461 341">01-5 Continued from previous page</p> <p data-bbox="1163 358 1871 444">concluded with the boundaries of the Steelworks Suburbs Historic District presented in the FEIS, which includes the Eiler Heights Neighborhood (<b>Appendix B</b>).</p> <p data-bbox="1163 461 1902 638">The FEIS evaluates the effects on the contributing properties within the Area of Potential Effect (APE) in the Steelworks Suburbs Historic District. The effects on the contributing properties east of I-25 between Northern Avenue and Mesa Avenue (in particular east and west of Taylor Avenue) were essential in making an Adverse Effect determination for the Steelworks Suburbs Historic District overall.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 01</p>	<p><b>Name:</b> Pueblo Planning and Community Development (cont'd)</p>	<p><b>Response to 01 Continued</b></p> <p>01-6 Access to St. Mary's Church property would be maintained under either Build Alternative. Please see response to <b>Comment #07-2</b> for more information on access to St. Mary's Church.</p> <p>CDOT does not disagree that the impacts to the Eiler Heights area contribute to the Adverse Effect on the Steelworks Suburbs Historic District. Contributing properties to the Steelworks Suburbs Historic District within the APE east of I-25 between Northern Avenue and Mesa Avenues were identified and included in the effects assessment, as required under Section 106. Both Build Alternatives would result in an Adverse Effect on the Steelworks Suburbs Historic District as a result of the loss of these and other contributing properties, and from the height increase of the roadway, alterations to the viewshed, closures and realignments of existing streets, and other impacts identified in the <i>2010 Effects Report and Addendum</i> (CH2M HILL, 2010a; 2010b). On May 17, 2010, the SHPO concurred with the determination of Adverse Effects for the Steelworks Suburbs Historic District.</p> <p>As noted in the responses to <b>Comments #01-1, #01-3, and #01-4</b>, mitigation for adverse effects to historic properties has been outlined in a Programmatic Agreement between FHWA, CDOT, and the SHPO. As a consulting party, the City of Pueblo Historic Preservation Commission has had an opportunity to participate in the development of the Programmatic Agreement.</p>
<p>01-6</p>	<p>That said, the extended Mesa Avenue ramp approach would negatively impact the historic district. The ramp and modified alignment would sever access to St. Mary's School and Church, and take significant 'lopped' houses on the South Side of Mesa Avenue. We have discovered a curious phenomena rather unique to this neighborhood of two story houses being lopped to one story and then redesigned in Mid Century Styles, the modified alignment would take at least one of these homes (212 E. Mesa Avenue). The potential historic district has approximately 160 structures, and losing 56 of them would mean a 35% reduction in the building stock.</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 01</p>	<p><b>Name:</b> Pueblo Planning and Community Development (cont'd)</p>	<p><b>Response to 01 Continued</b></p> <p>01-7 See response to <b>Comments #01-1, #01-3, and #01-4</b>. Historic properties within the area of potential effect (which includes the Eiler Heights Neighborhood) were documented in accordance with Section 106 of the National Historic Preservation Act, which requires multiple steps to identify and evaluate historic properties, determine the effects to historic properties, and resolve and mitigate for adverse effects to historic properties. Mitigation for adverse effects to historic properties has been outlined in a Programmatic Agreement. The Programmatic Agreement reflects efforts by FHWA, CDOT, the SHPO, and the consulting parties to identify specific categories of mitigation for further consultation and investigation, including resource relocation, interpretive mitigation, and archival documentation. The specific mitigation recommended in your comment (assisting with the Eiler Heights Neighborhood Build Survey and providing national and/or local register nominations) is not included in the Programmatic Agreement.</p> <p>The City of Pueblo Historic Preservation Commission has participated in the development in the Programmatic Agreement and will be consulted regarding the mitigation measures that are ultimately selected.</p>
<p>01-7</p>	<p>As with the blast furnace, if the area cannot be avoided, appropriate mitigation would be to assist with the Eiler Heights Neighborhood Built Survey and help provide some National and or local register nominations for the district. The 'mitigation' would help a positive ongoing project as well as provide the documentation that should have been done in the first place. If so much of the neighborhood will be taken then we should takes steps to strengthen what's left.</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 01</p>	<p><b>Name:</b> Pueblo Planning and Community Development (cont'd)</p>	<p><b>Response to 01 Continued</b></p>
<p>01-8</p>	<p>The HPC realizes that shifting the bridge approach to the west would also impact the historic Italian Bessemer sub neighborhood and Gus's Place. We think that a creative engineering solution can be found to minimize impacts to both historically significant neighborhoods.</p>	<p>01-8 See responses to <b>Comments #01-1</b> and <b>#01-2</b>. Constrained right-of-way throughout the I-25 corridor made avoiding individual properties difficult because the avoidance of one property or area resulted in impacts to another. It is not possible to meet the Purpose and Need for the project while avoiding all individual historic properties along the corridor. By keeping the improvements east of Elm Street in this area, both of the Build Alternatives avoid impacts to a number of historic properties west of I-25, including Gus's Place.</p> <p>01-9 The analysis presented in <b>Section 3.2 Historic Properties</b> considered the potential for direct and indirect effects such as noise and visual impacts and concluded that there would be No Adverse Effect to the Minnequa Steel Works Office Building &amp; Dispensary (5PE4179) under either Build Alternative. Project impacts would not alter the qualities that make the property significant or diminish the characteristics that qualify it for listing in the NRHP.</p> <p>Determination of effects to historic properties was undertaken in consultation with the SHPO and other consulting parties. Detailed documentation supporting these determinations is presented in the <i>2010 Effects Report and Addendum</i> (CH2M HILL, 2010a; 2010b).</p> <p>Three-Dimensional (3-D) artistic renderings were prepared and presented to consulting parties in 2011 during the development of the Section 106 Programmatic Agreement for the project. Copies were forwarded to the City of Pueblo Historic Preservation Commission in April 2012 and are included in <b>Appendix B</b>. The renderings provide a depiction of what this area would look like under the Preferred Alternative. CDOT will follow the I-25 New Pueblo Freeway Aesthetic Guidelines (<b>Appendix C</b>) and continue to work with stakeholders during final design to ensure compatibility between the Preferred Alternative and the surrounding visual environment.</p>
<p>01-9</p>	<p><b>Steelworks Museum Area Impacts</b> Although we acknowledge CDOT has done a good job trying to avoid impacts to the Steelworks Museum complex we are still worried about the impacts an elevated and extended roadway would have on the already reduced visually integrity of the Steelworks Museum and CF and I Headquarters Building, and we are not certain that the Bessemer Historical Society understands what the new freeway will look like or the visual impact it will have on the complex. The HPC encourages CDOT to provide 3D renderings of this section of the existing and modified alignments to help better understand the impacts.</p>	
<p>Sincerely,  Wade Broadhead Planner / City of Pueblo Historic Preservation Commission Staff</p>		

Comment	Response
<p><b>Comment Number:</b> 02      <b>Name:</b> Colorado Parks and Wildlife</p>  <p><b>COLORADO PARKS &amp; WILDLIFE</b>          600 Reservoir Road • Pueblo, Colorado 81005          Phone (719) 561-5300 • FAX (719) 561-5321          wildlife.state.co.us • parks.state.co.us</p> <p>December 16, 2011</p> <p>Mr. Richard Zamora          Resident Engineer          Department Of Transportation Region 2          1019 Erie Avenue          Pueblo, CO 81001</p> <p>RE: DEIS for I-25 Improvements through Pueblo</p> <p>Dear Mr. Zamora:</p> <p>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.</p> <p><b>Wetlands/Mitigation:</b>          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.</p> <p>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.</p>	<p><b>Response to 02</b></p> <p>02-1 CDOT wetland policy emphasizes a "no net loss" of wetland resources and mitigates impacts to wetlands on a 1:1 basis regardless of jurisdictional determination. The FHWA has begun discussions with the United States Army Corps of Engineers (USACE) to allow CDOT to mitigate wetland impacts by purchasing credits at a wetland bank located in the same watershed as the project. Additional mitigation measures identified by the USACE include placing tree cuttings at various locations near the project area. Mitigation measures are described in more detail in <b>Section 3.7 Wetlands</b>. CDOT will coordinate potential wetland mitigation locations with Colorado Parks and Wildlife (CPW) and will provide CPW with the Section 404 permit for review.</p> <p>02-2 During final design, CDOT will develop a Noxious Weed Management Plan and will adhere to the Best Management Practices outlined in the Final Environmental Impact Statement (FEIS) to minimize soil erosion and sedimentation during construction to minimize impacts to water quality. CDOT will provide CPW an opportunity to review wildlife survey protocols at the time that CPW administers the Colorado Senate Bill (SB) 40 clearance. In addition, CDOT will coordinate with CPW during the SB 40 application process, including detailed plans and specifications, as stated in <b>Section 3.7 Wetlands</b>.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
Comment Number: 02	Name: Colorado Parks and Wildlife (cont'd)	<b>Response to 02 Continued</b>
02-3	<p><b>Weeds:</b> 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.</p>	02-3 Prior to construction, the impact area will be surveyed for the presence of noxious weeds. Vegetation removed during construction will be re-established as soon as feasible, and all weed growth within the construction area will be treated prior to seed set. All imported seed or hay will be certified weed-free. A Noxious Weed Management Plan will be developed and implemented by CDOT and incorporate herbicides, mechanical removal, and potential biological controls in accordance with the Colorado Noxious Weed Act to control and prevent weed infestation and spread. Specific noxious weed mitigation measures can be found in <b>Section 3.18 Noxious Weeds</b> . The Noxious Weed Management Plan will be provided to CPW for review prior to its completion.
02-4	<p><b>Wildlife:</b> 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.</p>	02-4 Mitigations will be provided by CDOT to offset impacts to wildlife resources within the study area. Additional wildlife surveys will be conducted prior to construction to identify additional opportunities to avoid and minimize impacts to wildlife. Specific wildlife mitigation measures can be found in <b>Section 3.12 Fish and Wildlife Habitat</b> . Best Management Practices (described in more detail in <b>Section 3.12 Fish and Wildlife Habitat</b> ) such as limiting sedimentation, revegetation, and clearly marking construction boundaries to prevent equipment or other intrusion into habitat located outside the construction zone will be adopted to minimize construction impacts on wildlife and habitat resources within the study area.
02-5	<p><b>Birds/Bats:</b> 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.</p>	
02-6		
02-7	<p><b>Aquatic Wildlife:</b> 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 <i>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</i> (2004).</p> <ul style="list-style-type: none"> <li>• 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. <ul style="list-style-type: none"> <li>○ Stream corridors should be buffered a minimum of 50 feet from the ordinary high water mark where possible.</li> <li>○ Wetlands should be buffered a minimum of 50 feet from the outer edge where possible.</li> </ul> </li> <li>• 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.</li> </ul>	<p>The Arkansas River and Fountain Creek corridors allow for wildlife movement. Although impacts to habitat in these two areas would occur under the I-25 Modified Alternative (Preferred Alternative), the impacts would not impede wildlife movement through either corridor.</p> <p>02-5 Updated wildlife surveys will be completed prior to construction and CDOT will coordinate with CPW to ensure the Burrowing Owl Survey Protocol is incorporated into impact avoidance and mitigation plans.</p> <p>02-6 To avoid injury or mortality to bat species, CDOT will survey for bats prior to repairing or replacing bridges, and if found, efforts will be made to remove them humanely.</p> <p>02-7 Bridge construction will comply with all applicable laws and Memorandums of Agreement, as noted in <b>Section 3.12 Fish and Wildlife Habitat</b>.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 02      <b>Name:</b> Colorado Parks and Wildlife (cont'd)</p> <ul style="list-style-type: none"> <li>○ The majority of plains fish species (see Appendix A &amp; 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>● 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.</li> <li>● 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.</li> </ul> <p>02-8 [ 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.</p> <p>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.</p> <p>Sincerely,</p>  <p>Michael Trujillo</p> <p>Cc: Dan Prenzlów Dave Lovell Brian Dreher Doug Krieger</p>	<p><b>Response to 02 Continued</b></p> <p>02-8 CDOT will coordinate with CPW regarding the results of wildlife surveys and action plans.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response																																																																																																											
<p><b>Comment Number:</b> 02</p> <p><b>Name:</b> Colorado Parks and Wildlife (cont'd)</p> <p><b>Appendix A. Fish Species - Fountain Creek</b></p> <table border="1"> <thead> <tr> <th>Common Name</th> <th>Scientific Name</th> <th>Status Listing</th> </tr> </thead> <tbody> <tr><td>ARKANSAS DARTER</td><td><i>Etheostoma craigini</i></td><td>ST</td></tr> <tr><td>BLACK BULLHEAD</td><td><i>Ameiurus melas</i></td><td></td></tr> <tr><td>BROOK STICKLEBACK</td><td><i>Culaea inconstans</i></td><td></td></tr> <tr><td>CENTRAL STONEROLLER</td><td><i>Campostoma anomalum</i></td><td></td></tr> <tr><td>FATHEAD MINNOW</td><td><i>Pimephales promelas</i></td><td></td></tr> <tr><td>FLATHEAD CHUB</td><td><i>Platygobio gracilis</i></td><td>SC</td></tr> <tr><td>GREEN SUNFISH</td><td><i>Lepomis cyanellus</i></td><td></td></tr> <tr><td>LARGEMOUTH BASS</td><td><i>Micropterus salmoides</i></td><td></td></tr> <tr><td>LONGNOSE DACE</td><td><i>Rhinichthys cataractae</i></td><td></td></tr> <tr><td>LONGNOSE SUCKER</td><td><i>Catostomus catostomus</i></td><td></td></tr> <tr><td>PLAINS KILLIFISH</td><td><i>Fundulus kansae</i></td><td></td></tr> <tr><td>RED SHINER</td><td><i>Notropis lutrensis</i></td><td></td></tr> <tr><td>SAND SHINER</td><td><i>Notropis stramineus</i></td><td></td></tr> <tr><td>WHITE SUCKER</td><td><i>Catostomus commersonii</i></td><td></td></tr> </tbody> </table> <p><b>Appendix B. Fish Species - Arkansas River</b></p> <table border="1"> <thead> <tr> <th>Common Name</th> <th>Scientific Name</th> <th>Status Listing</th> </tr> </thead> <tbody> <tr><td>BLACK BULLHEAD</td><td><i>Ameiurus melas</i></td><td></td></tr> <tr><td>BLUEGILL</td><td><i>Lepomis macrochirus</i></td><td></td></tr> <tr><td>BROWN TROUT</td><td><i>Salmo trutta</i></td><td></td></tr> <tr><td>CENTRAL STONEROLLER</td><td><i>Campostoma anomalum</i></td><td></td></tr> <tr><td>COMMON CARP</td><td><i>Cyprinus carpio</i></td><td></td></tr> <tr><td>FATHEAD MINNOW</td><td><i>Pimephales promelas</i></td><td></td></tr> <tr><td>FLATHEAD CHUB</td><td><i>Platygobio gracilis</i></td><td>SC</td></tr> <tr><td>GREEN SUNFISH</td><td><i>Lepomis cyanellus</i></td><td></td></tr> <tr><td>LARGEMOUTH BASS</td><td><i>Micropterus salmoides</i></td><td></td></tr> <tr><td>LONGNOSE DACE</td><td><i>Rhinichthys cataractae</i></td><td></td></tr> <tr><td>LONGNOSE SUCKER</td><td><i>Catostomus catostomus</i></td><td></td></tr> <tr><td>MOSQUITOFISH</td><td><i>Gambusia affinis</i></td><td></td></tr> <tr><td>ORANGESPOTTED SUNFISH</td><td><i>Lepomis humilis</i></td><td></td></tr> <tr><td>PLAINS KILLIFISH</td><td><i>Fundulus kansae</i></td><td></td></tr> <tr><td>RAINBOW TROUT</td><td><i>Oncorhynchus mykiss</i></td><td></td></tr> <tr><td>RED SHINER</td><td><i>Notropis lutrensis</i></td><td></td></tr> <tr><td>SAND SHINER</td><td><i>Notropis stramineus</i></td><td></td></tr> <tr><td>SMALLMOUTH BASS</td><td><i>Micropterus dolomieu</i></td><td></td></tr> <tr><td>WHITE CRAPPIE</td><td><i>Pomoxis annularis</i></td><td></td></tr> <tr><td>WHITE SUCKER</td><td><i>Catostomus commersonii</i></td><td></td></tr> </tbody> </table>	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>		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>		
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>																																																																																																												
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	Response
<p><b>Comment Number:</b> 02      <b>Name:</b> Colorado Parks and Wildlife (cont'd)</p> <div style="text-align: center;">  </div> <p style="text-align: center;"><b>RECOMMENDED SURVEY PROTOCOL AND ACTIONS TO PROTECT NESTING BURROWING OWLS</b></p> <p>Western Burrowing Owls (<i>Athene cunicularia hypugaea</i>) are commonly found in prairie dog towns throughout Colorado. Burrowing owls require prairie dog or other suitable burrows (e.g. badger) for nesting and roosting. Burrowing owls are migratory, breeding throughout the western United States, southern Canada, and northern Mexico and wintering in the southern United States and throughout Mexico.</p> <p>Federal and state laws prohibit the harming or killing of burrowing owls and the destruction of active nests. It is quite possible to inadvertently kill burrowing owls during prairie dog poisoning projects, removal of prairie dogs, destruction of burrows and prairie dogs using a concussive device, or during earth moving for construction. Because burrowing owls often hide in burrows when alarmed, it is not practical to haze the birds away from prairie dog towns prior to prairie dog poisoning/removal, burrow destruction, or construction activity. Because of this, the Colorado Division of Wildlife recommends surveying prairie dog towns for burrowing owl presence before potentially harmful activities are initiated.</p> <p>The following guidelines are intended as advice on how to determine if burrowing owls are present in a prairie dog town, and what to do if burrowing owls are detected. These guidelines do not guarantee that burrowing owls will be detected if they are present. However, adherence to these guidelines will greatly increase the likelihood of detection.</p> <p><b>Seasonal Timing</b> Burrowing owls typically arrive on breeding grounds in Colorado in late March or early April, with nesting beginning a few weeks later. Active nesting and fledging has been recorded and may be expected from late March through early August. Adults and young may remain at prairie dog towns until migrating to wintering grounds in late summer or early autumn.</p> <p>Surveys should be conducted during times when burrowing owls may be present on prairie dog towns. Surveys should be conducted for any activities occurring between March 15<sup>th</sup> and October 31<sup>st</sup>. No burrowing owls are expected to be present between November 1<sup>st</sup> and March 14<sup>th</sup>.</p> <p><b>Daily Timing</b> Burrowing owls are active throughout the day; however, peaks in activity in the morning and evening make these the best times for conducting surveys (Conway and Simon 2003). Surveys should be conducted in the early morning (1/2 hour before sunrise until 2 hours after sunrise) and early evening (2 hours before sunset until 1/2 hour after sunset).</p> <p><b>Number and locations of survey points</b> Burrowing owls are most frequently located visually, thus, obtaining a clear view of the entire prairie dog town is necessary. For small prairie dog towns that can be adequately viewed in their entirety from a single location, only one survey point is necessary. The survey point should be selected to provide unobstructed views (with binoculars if necessary) of the entire prairie dog town</p> <p style="text-align: center;">1</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 02      <b>Name:</b> Colorado Parks and Wildlife (cont'd)</p> <p>(burrow mounds and open areas between) and all nearby structures that may provide perches (e.g., fences, utility poles, etc.)</p> <p>For prairie dog towns that can not be entirely viewed from a single location because of terrain or size, enough survey points should be established to provide unobstructed views of the entire prairie dog town and nearby structures that may provide perches. Survey locations should be separated by approximately 800 meters (1/2 mile), or as necessary to provide adequate visual coverage of the entire prairie dog town.</p> <p><b>Number of surveys to conduct</b>            Detection of burrowing owls can be highly variable and multiple visits to each site should be conducted to maximize the likelihood of detecting owls if they are present. At least three surveys should be conducted at each survey point. Surveys should be separated by approximately one week.</p> <p><b>Conducting the survey</b></p> <ul style="list-style-type: none"> <li>• <b>Weather Considerations</b> Because poor weather conditions may impact the ability to detect burrowing owls, surveys should only be conducted on days with little or no wind and no precipitation.</li> <li>• <b>Passive surveys</b> Most burrowing owls are detected visually. At each survey location, the observer should <i>visually</i> scan the area to detect any owls that are present. Some burrowing owls may be detected by their call, so observers should also <i>listen</i> for burrowing owls while conducting the survey.</li> </ul> <p>Burrowing owls are frequently detected soon after initiating a survey (Conway and Simon 2003). However, some burrowing owls may not be detected immediately because they are inconspicuous, are inside of burrows, or are not present on the site when the survey is initiated. We recommend that surveys be conducted for 10 minutes at each survey location.</p> <ul style="list-style-type: none"> <li>• <b>Call-broadcast surveys</b> To increase the likelihood of detecting burrowing owls, if present, we recommend incorporating call-broadcast methods into burrowing owl surveys. Conway and Simon (2003) detected 22% more burrowing owls at point-count locations by broadcasting the primary male (<i>coo-coo</i>) and alarm (<i>quick-quick-quick</i>) calls during surveys. Although call-broadcast may increase the probability of detecting burrowing owls, most owls will still be detected visually.</li> <li>• We recommend the following 10-minute timeline for incorporating call-broadcast methods (Conway and Simon 2003, C. Conway pers. commun.). The observer should scan the area for burrowing owls during the entire survey period.               <ul style="list-style-type: none"> <li>○ 3 minutes of silence</li> <li>○ 30 seconds call-broadcast of primary call (<i>coo-coo</i>)</li> <li>○ 30 seconds silence</li> <li>○ 30 seconds call-broadcast of primary call (<i>coo-coo</i>)</li> <li>○ 30 seconds silence</li> <li>○ 30 seconds call-broadcast of alarm call (<i>quick-quick-quick</i>)</li> <li>○ 30 seconds silence</li> <li>○ 4 minutes of silence</li> </ul> </li> </ul>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 02      <b>Name:</b> Colorado Parks and Wildlife (cont'd)</p> <p>Calls can be broadcast from a "boom box", a portable CD or cassette player, or an mp3 player attached to amplified speakers. Calls should be broadcast loudly but without distortion.</p> <p>Recordings of this survey sequence (compact disc or mp3 sent via email) are available free of charge by contacting:</p> <p>David Klute  Bird Conservation Coordinator  Colorado Division of Wildlife  6060 Broadway  Denver, CO 80216  Phone: 303-291-7320  Email: David.Klute@state.co.us</p> <p><b>Identification</b>  Adult burrowing owls are small, approximately 9-11 inches. They are brown with white spotting and white barring on the chest. They have long legs in comparison to other owls and are frequently seen perching on prairie dog mounds or other suitable perches (e.g., fence posts, utility poles) near prairie dog towns. Juvenile burrowing owls are similar to adults but smaller, with a white/buff colored chest that lacks barring.</p> <p>General information about burrowing owls is available from the Colorado Division of Wildlife website:  <a href="http://wildlife.state.co.us/WildlifeSpecies/Profiles/Birds/BurrowingOwl.htm">http://wildlife.state.co.us/WildlifeSpecies/Profiles/Birds/BurrowingOwl.htm</a></p> <p>Additional identification tips and information are available from the U.S. Geological Survey Patuxent Wildlife Research Center website:  <a href="http://www.mbr-pwrc.usgs.gov/id/framlst/i3780id.html">http://www.mbr-pwrc.usgs.gov/id/framlst/i3780id.html</a></p> <p><b>What To Do If Burrowing Owls Are Present</b>  If burrowing owls are confirmed to be present in a prairie dog town, there are two options before proceeding with planned activities:</p> <ol style="list-style-type: none"> <li>1. Wait to initiate activities until after November 1st or until it can be confirmed that the owls have left the prairie dog town.</li> <li>2. Carefully monitor the activities of the owls, noting and marking which burrows they are using. This is not easy to accomplish and will require considerable time, as the owls may use several burrows in a prairie dog town. When all active burrowing owl burrows have been located and marked, activity can proceed in areas greater than 150 feet from the burrows with little danger to the owls. Activity closer than 150 feet may endanger the owls.</li> </ol> <p><b>Reference</b>  Conway, C. J. and J. C. Simon. 2003. Comparison of detection probability associated with Burrowing Owl survey methods. <i>Journal of Wildlife Management</i> 67:501-511.</p> <p><i>revised 02/2008</i>  See also: "Controlling Prairie Dogs: Suggestions For Minimizing Risk To Non-Target Wildlife Species" Colorado Division of Wildlife 03/2007</p> <p style="text-align: center;">3</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 03      <b>Name:</b> St. Charles Mesa Water District</p> <p>From: David Simpson [mailto: <a href="mailto:david.scmwd@gmail.com">david.scmwd@gmail.com</a>]            Sent: Thursday, November 17, 2011 2:07 PM            To: DEN I-25 Pueblo PF            Subject: Abriendo/Northern Split Diamond – relocated I25</p> <p>Richard Zamora - CDOT Project Manager            Scott Asher – CH2M Hill Project Manager</p> <p>03-1 I will like set up a meeting to discuss the proposed I25 project. In looking at your web site interchange details of Abriendo/Northern split diamond proposal. I felt we needed to discuss the proposed relocation of the interstate, and how It could affect the Water District’s Diversion on Moffat St.</p> <p>Please let me know when you have time to get together.</p> <p>David K. Simpson            District Manager            St. Charles Mesa Water District            1397 Aspen Rd. Pueblo, CO 81006            719-542-4380  <a href="mailto:david.scmwd@gmail.com">david.scmwd@gmail.com</a>  <a href="http://www.scmwd-pueblo.org">www.scmwd-pueblo.org</a></p>	<p><b>Response to 03</b></p> <p>03-1 Per your request, CDOT Project Manager Richard Zamora met with you at the Public Hearing on December 8, 2011 to discuss the details of the Abriendo/Northern Avenue interchange design. Per this discussion, the St. Charles Mesa Water District diversion on Moffat Street will be avoided. Further details will be available at the time of final design.</p>

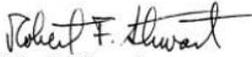
Comment		Response
<p><b>Comment Number:</b> 04</p>	<p><b>Name:</b> U.S. Army Corps of Engineers</p>	<p><b>Response to 04</b></p> <p>04-1 Thank you for your comment. Per your request, CDOT has coordinated with your office for a re-issuance of the jurisdictional determination for wetlands within the project corridor. Re-issuance was given in January 2012 (see <b>Appendix B</b>). <b>Section 3.7 Wetlands</b> has been revised to reflect the additional coordination with your office and field work that was performed as part of the process, including the re-issued jurisdictional determinations.</p> <p>As disclosed in <b>Chapter 5 – Phased Project Implementation</b>, the construction projects included in Phase 1 of construction would result in the direct loss of 0.13 acre. CDOT will coordinate with your office to re-issue jurisdictional determinations for wetlands affected by future construction projects if the timing for these projects falls outside the 5-year timeframe.</p>
<p>From: Grosso, Christopher M SPA [mailto:Christopher.M.Grosso@usace.army.mil]                  Sent: Tuesday, November 29, 2011 3:00 PM                  To: Zamora, Richard                  Subject: I-25 New Pueblo Freeway</p> <p>Hi Richard,</p> <p>I called and left a message earlier today, and spoke to Glenn Ballantyne at CH2MHill today by phone. After reviewing past paperwork and your newest draft EIS, it seems that wetland and waterway impacts in regards to 404 permitting from our office have already been discussed. I will not be providing additional comments relating to your recent request. However, in reviewing your past documentation it became apparent that the jurisdictional determination for the wetland delineation for the project has expired. These normally run 5 years. A copy of the letter can be found in Appendix D - Wetland Finding of the DEIS, dated May 26, 2006 and written by Anita Culp from this office. Second to last paragraph states the 5 year limit. Wetlands can change through time hence the requirement. This jurisdictional determination needs to be re-issued for your project. Please have your appropriate personnel contact me for best way forward and thanks.</p> <p>Christopher M Grosso                  Regulatory Project Manager                  U.S. Army Corps of Engineers                  Southern Colorado Regulatory Office                  200 South Santa Fe Avenue, Suite 301                  Pueblo, CO 81003-4270                  Direct: (719) 543-8102                  Fax: (719) 543-9475</p>	<p>04-1</p>	

Comment	Response
<p><b>Comment Number:</b> 05      <b>Name:</b> U.S. Department of the Interior</p> <div style="display: flex; justify-content: space-around; align-items: center;">  <div style="text-align: center;"> <p><b>United States Department of the Interior</b></p> <p>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</p> </div>  </div> <p style="text-align: right;">December 15, 2011</p> <p>9043.1 ER-11/1012</p> <p>John Cater Colorado Division Administrator Federal Highway Administration 12300 West Dakota Avenue, Ste. 180 Lakewood, CO 80228</p> <p>Dear Mr. Cater:</p> <p>The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for I-25 Improvements through the city of Pueblo (New Pueblo Freeway), Pueblo County, CO and hereby submits these comments to you as an indication of our thoughts regarding this project.</p> <p><b>WILDLIFE COMMENTS</b></p> <p>05-1 Page 3.12-1, section 3.12.1, Fish and Wildlife Laws and Regulations, states that, "In Colorado, wildlife is protected under Colorado Senate Bill (SB) 40 Wildlife Certification (33-5-107, Colorado Revised Statute [CRS] 1973)." The implication of the statement as written is that all wildlife is regulated by SB40 when in reality, it requires other State agencies to obtain certification from Colorado Parks and Wildlife (formerly Colorado Division of Wildlife) when that agency plans construction in any stream or its banks or tributaries. The bill emphasizes the protection of fishing waters, although it does also acknowledge the need to protect and preserve all wildlife associated with streams in Colorado. SB40 compliance is better described on page 3.7-1.</p> <p>05-2 Also on page 3.12-1, section 3.12.1, the definition of a migratory bird could be clarified. The DEIS states that, "A migratory bird is any species or family of birds that live, reproduce, or migrate within or across international borders at some point during their annual life cycle." The statutory definition is, "Any bird, whatever its origin and whether or not raised in captivity, which belongs to a species listed in 50 CFR 10.13 or which is a mutation or hybrid of any such species, including any part, nest or egg of any such bird, or any product, whether or not manufactured, which consists or is composed in whole or part, of any such bird or any part, nest or egg thereof." This statutory definition is broader than the definition in section 3.12.1, and should be incorporated into that definition.</p>	<p><b>Response to 05</b></p> <p>05-1 Your comment is noted and is incorporated into <b>Section 3.12 Fish and Wildlife Habitat</b>. The revised text states: "Colorado Senate Bill (SB) 40 is meant to protect and preserve all wildlife associated with streams in Colorado. SB 40 (33-5-101-107, Colorado Revised Statute [CRS] 1973) requires state agencies to obtain certification from Colorado Parks and Wildlife (CPW) when that agency plans construction in any stream or its banks or tributaries. The bill emphasizes the protection of fishing waters, although it does also acknowledge the need to protect and preserve all wildlife associated with streams in Colorado. Additionally, CRS 33-5-102 sets forth legislation protecting fishing streams from agency actions."</p> <p>05-2 Your comment is noted and is incorporated into <b>Section 3.12 Fish and Wildlife Habitat</b>. The revised text states: "Migratory birds, such as ducks and hawks, are protected under the federal Migratory Bird Treaty Act (MBTA) (16 USC 703 712), which provides full federal protection of migratory birds. According to the MBTA, a migratory bird is any bird, whatever its origin and whether or not it was raised in captivity, which belongs to a species listed in 50 Code of Federal Regulations (CFR) 10.13 or which is a mutation or hybrid of any such species, including any part, nest, or egg of any such bird, or any product, whether or not manufactured, which consists, or is composed in whole or part, of any such bird or any part, nest, or egg thereof. The take (capture or kill) of a migratory bird, including disturbance of eggs or nests, is a violation of the MBTA. The New Pueblo Freeway project would cross habitat that may be used by migratory birds."</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 05</p>	<p><b>Name:</b> U.S. Department of the Interior (cont'd)</p>	<p><b>Response to 05 Continued</b></p> <p>05-3 <b>Section 3.3 Parks and Recreation</b> has been revised to include a discussion about the Land and Water Conservation Fund (LWCF) grants that were used for these properties and the specific mitigation requirements of the LWCF program.</p> <p>CDOT has coordinated with the CPW and the DOI with regard to the conversion of Section 6(f)(3) assisted property (see correspondence dated June 25, 2012 and July 10, 2012 in <b>Appendix B</b>). CDOT will ensure there is an equal value exchange for all Section 6(f)(3) property acquired. The official conversion request and DOI concurrence will occur prior to project completion, and the value of the land will be assessed prior to DOI final approval.</p> <p><b>Chapter 4 – Section 4(f) Evaluation</b> has been updated to reference the Section 6(f) analysis where appropriate (see <b>Comment #05-4</b>).</p> <p>05-4 CDOT met with Colorado Parks and Wildlife (CPW) in February 2012 to discuss the New Pueblo Freeway project and its compliance with Section 6(f)(3) of the LWCF Act. The anticipated conversion of properties protected under Section 6(f) and the locations proposed for replacement were discussed and agreed upon. CPW initiated coordination with the DOI in June 2012, and the DOI responded in correspondence dated July 10, 2012 (see <b>Appendix B</b> and <b>Comment #05-3</b>).</p> <p>05-5 Comment noted. The draft Programmatic Agreement was circulated to FHWA, CDOT, the SHPO, and the consulting parties for review and comment in February 2012. It was revised based on comments received, and a final Programmatic Agreement was signed by the signatory and invited signatories in July 2012 (see <b>Appendix H</b>). Of the concurring parties, Colorado Preservation Incorporated signed the document in August 2012. The National Trust for Historic Preservation, Steelworks Museum/Bessemer Historical Society and Evraz Rocky Mountain Steel Commission was also given an opportunity to review the agreement but has not yet signed it.</p>
<p>Mr. John Cater</p>	<p>2</p>	
<p><b>SECTION 4(F) EVALUATION COMMENTS</b></p>		
<p><b>Land and Water Conservation Fund Comments</b></p>		
<p>The Section 4(f) Evaluation cites several parks and trails that could be affected by the proposed project, each of which was improved with Land and Water Conservation Fund (LWCF) assistance in the past and are, accordingly, protected under Section 6(f)(3) of the LWCF Act of 1965 (Public Law 88-578, as amended). These properties are Benedict Park, Fountain Creek Trail, and the Arkansas River Corridor.</p> <p><u>Benedict Park</u> – The current design is to move the park to a different location near the original site.</p> <p><u>Arkansas River Corridor</u> - Current design is to build a new pedestrian bridge across the Arkansas River which will affect the Arkansas River Trail. During construction, temporary detours/and or closings of the Trail could be required to protect the public when construction is occurring above the trail.</p> <p><u>Fountain Creek Trail</u> – No impact is anticipated at this time. Designers have currently reassessed the encroachment situation and have made adjustments to eliminate the section 4(f) use at this location.</p> <p>While we agree with the overall assessment of the identified impacts to these parks, the Section 4(f) evaluation lacks any discussion about the LWCF relationship to these properties and the specific mitigation requirements of the LWCF program as detailed in 36 Code of Federal Regulations Part 59.3. Accordingly, we cannot categorically state that the proposed mitigation measures will satisfy the LWCF program requirements.</p> <p>We want to reiterate that section 6(f)(3) of the LWCF Act is the cornerstone of Federal compliance efforts to ensure that the Federal investments in LWCF assistance are being maintained in public outdoor recreation use. This section of the Act assures that once an area has been funded with LWCF assistance, it is continually maintained in public recreation use unless the National Park Service approves substitution property of reasonably equivalent usefulness and location and of at least equal fair market value. This section specifically states: “No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversions only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”</p>	<p>05-3</p>	
<p>For additional guidance on the LWCF program and compliance with Section 6(f)(3) in this specific area, we recommend you consult with Mr. Gary Thorson, Deputy Director, Colorado Division of Parks and Wildlife, 1313 Sherman Street, Room 618, Denver, Colorado 80203. Mr. Thorson is the official who administers the LWCF program in the State of Colorado.</p>	<p>05-4</p>	
<p><b>Section 4(f) Evaluation Comments</b></p>		
<p>We acknowledge that you are working with the Colorado State Historic Preservation Office to prepare a Memorandum of Agreement (MOA) to minimize adverse effects to historic properties. We know that a MOA is seldom finalized at the time a Section 4(f) Evaluation is released to the public; however, we find it difficult to concur that all mitigation measures have been taken to minimize harm to historic properties if the Section 106 process has not been completed. Therefore, in these situations, we often provide conditional concurrence with the understanding that the Section 106 process will be completed</p>	<p>05-5</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 05</p>	<p><b>Name:</b> U.S. Department of the Interior (cont'd)</p>	<p><b>Response to 05 Continued</b></p> <p>05-6 See response to <b>Comments #05-3</b> and <b>05-4</b>. Mitigation for the conversion of Section 6(f)(3) assisted property has been proposed and has been reviewed by the CPW and the DOI (see correspondence dated June 25, 2012 and July 10, 2012 in <b>Appendix B</b>). CDOT will ensure there is an equal value exchange for all Section 6(f)(3) property acquired. The official conversion request and DOI concurrence will occur prior to project completion, and the value of the land will be assessed prior to DOI final approval. When the construction of the Preferred Alternative is complete, the region will have a net gain in Section 6(f) protected recreational space.</p>
<p>05-6</p> <p>Mr. John Cater</p> <p>before project implementation, and ideally before the decision document is signed. However, in this circumstance, we cannot 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 because of the lack of mitigation measures identified for the LWCF properties.</p> <p>We appreciate the opportunity to review this document. Should you have questions about the Wildlife Comments, please contact Alison Deans Michael, U.S. Fish and Wildlife Service, Colorado Field Office, 303.236.4758. For LWCF comments, please contact Dennis Burmeister, Outdoor Recreation Planner, National Park Service, 402.661.1556. For Section 4(f) comments, please contact Cheryl Eckhardt, Environmental Compliance Specialist, National Park Service, at 303.969.2851.</p> <p>Sincerely,</p>  <p>Robert F. Stewart Regional Environmental Officer</p> <p>cc: FHWA (<a href="mailto:chris.horn@dot.gov">chris.horn@dot.gov</a>) CO DOT (<a href="mailto:richard.zamora@dot.state.co.us">richard.zamora@dot.state.co.us</a>) SHPO CO (<a href="mailto:ed.nichols@state.co.us">ed.nichols@state.co.us</a>) SLO CO (<a href="mailto:gary.thorson@state.co.us">gary.thorson@state.co.us</a>)</p>	<p>3</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 06      <b>Name:</b> U.S. Environmental Protection Agency</p>  <p>UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  <b>REGION 8</b>                      1595 Wynkoop Street                      DENVER, CO 80202-1129                      Phone 800-227-8917  <a href="http://www.epa.gov/region08">http://www.epa.gov/region08</a></p> <p>DEC 16 2011</p> <p>Ref: 8EPR-N</p> <p>Mr. John Cater                      Division Administrator                      Federal Highways Administration                      12300 West Dakota Avenue, Suite 180                      Lakewood, CO 80228</p> <p>Mr. Don Hunt                      Executive Director                      Colorado Department of Transportation                      4201 E. Arkansas Avenue                      Denver, CO 80222</p> <p>Re: I-25 Improvements through Pueblo Draft                      Environmental Impact Statement, Colorado                      CEQ # 20110368</p> <p>Dear Mr. Cater and Mr. Hunt:</p> <p>The U.S. Environmental Protection Agency (EPA) Region 8 has reviewed the I-25 Improvements through Pueblo Draft 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. It is EPA's responsibility to provide an independent review and evaluation of the potential environmental impacts of this project, which includes a rating of the environmental impact of the proposed action and the adequacy of the NEPA document.</p> <p>Based on the EPA's procedures for evaluating potential environmental impacts on proposed actions and the adequacy of the information present, EPA is rating the Preferred Alternative an EC-2 (Environmental Concerns - Insufficient Information). A copy of EPA's rating criteria is attached.</p>	<p><b>Response to 06</b></p> <p>06-1      Regarding the U.S. Environmental Protection Agency rating of EC-2, Environmental Concerns – Insufficient Information, please see responses to your <b>Comments #06-2</b> regarding environmental justice and <b>#06-3</b> regarding air quality.</p>

06-1

Comment		Response
<p><b>Comment Number:</b> 06</p>	<p><b>Name:</b> U.S. Environmental Protection Agency (cont'd)</p>	<p><b>Response to 06 Continued</b></p> <p>06-2     The environmental justice analysis was prepared in accordance with the policies and procedures contained in FHWA Order 6640.23 <i>FHWA Actions to Address Environmental Justice in Minority and Low-Income Populations</i>. Consistent with this guidance, the analysis reviewed each human and natural resource to identify adverse effects to the general population. Proposed mitigation, enhancements, and off-setting benefits were then factored into the analysis before a determination was made regarding whether effects would be disproportionately high and adverse. The analysis indicated that for resources where adverse effects were anticipated, the proposed mitigation and/or offsetting benefits and enhancements reduced the severity of the effects to the level that they would no longer be considered high and adverse. CDOT acknowledges that even after mitigation, some construction related effects would remain. It is important to note that construction related impacts would occur under either Build Alternative and there would be no notable difference in these impacts between the two Build Alternatives. However, construction-related effects would be relatively short-term in duration and the public will be given advanced notification of all construction related activities in both English and Spanish.</p> <p>The environmental justice analysis has also been revised to include a qualitative discussion of the potential health effects from construction emissions. This analysis can be found in <b>Section 3.6 Social Resources, Economic Conditions, and Environmental Justice</b>. CDOT considered breaking out air quality in <b>Exhibit 3.6-3</b> to address the pre- and post-construction periods. Because construction related impacts for all applicable resources (including air quality) are addressed in the final row of <b>Exhibit 3.6-3</b>, this change was not made. However, <b>Exhibit 3.6-3</b> has been revised to reflect the changes in the analysis requested by the EPA and described above.</p>
<p><b>PROJECT DESCRIPTION</b></p> <p>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 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.</p> <p>The FHWA and CDOT have preliminarily 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 three phases.</p> <p><b>ENVIRONMENTAL CONCERNS</b></p> <p><b>Environmental Justice</b></p> <p>FHWA and CDOT conducted a very commendable outreach effort to engage the environmental justice (EJ) communities that live alongside this 7-mile stretch of the I-25 corridor in Pueblo. In doing so, the agencies acknowledged the community vision (Exhibit I-6) for fair treatment and meaningful involvement for the affected communities. In Exhibit 3.6-3, the EIS indicates that except for air quality, the impacts are predominantly borne by minority/low-income populations, but that in no instances are impacts to minority/low income populations considered disproportionately high and adverse. The EPA believes that these EJ communities may be disproportionately adversely impacted. However, the EPA acknowledges that most of these impacts are mitigated, that FHWA and CDOT have appropriately involved the affected communities in determining mitigation, and that these EJ populations will ultimately benefit from the enhanced parks, the increased connectivity within their neighborhoods and across the city, the potential construction jobs and the noise walls.</p> <p>Exhibit 3.6-3 states “No adverse air quality impacts are anticipated under both Build Alternatives.” While that may be true once the project is completed, it is likely that these EJ communities, which are immediately adjacent to the highway and old interchanges that will be replaced, will be exposed to fugitive dust emissions (PM<sub>10</sub>) and diesel engine emissions (especially PM<sub>2.5</sub>) during construction. Particulate emissions particularly affect the health of children, the elderly and the health-impaired. The EPA is concerned that there is no discussion of potential health effects from construction emissions in the EJ section in the DEIS or in the EJ Technical Memorandum except for the brief mention of fugitive dust in Exhibit 3.6-3.</p> <p>The EPA recommends that FHWA and CDOT acknowledge in the FEIS that the EJ communities are disproportionately adversely impacted by this project compared to the general population, but that these impacts will be mitigated. The EPA further recommends that the agencies break out air quality in Exhibit 3.6-3 to reflect impacts during construction and after completion of the project. In addition, EPA recommends that the FEIS include a discussion on potential health impacts to EJ communities along the corridor during construction and mitigation for these impacts.</p>		

06-2

**Comment**

**Response**

**Comment Number:** 06

**Name:** U.S. Environmental Protection Agency (cont'd)

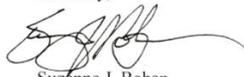
**Air Quality**

The EPA notes that when a highway is constructed, widened or expanded and is moved closer to residences and other critical receptors, the localized concentrations of Mobile Source Air Toxics (MSAT) will likely be higher for the build alternatives than existing conditions or the no action alternative. While over time regional concentrations of MSATs will decrease over time due to federal vehicle and fuel regulations, this does not preclude the possibility of localized emission increases and potential impacts during construction. This is important because according to EPA's final rule on MSATs published in the Federal Register on February 26, 2007, MSATs "... have the potential for serious adverse health effects. Some MSATs are known or suspected to cause cancer. Some of these pollutants are also known to have adverse health effects on people's respiratory, cardiovascular, neurological, immune, reproductive, or other organ systems and they may also have developmental effects. Some may pose particular hazards to more susceptible and sensitive populations, such as pregnant women, children, the elderly, or people with pre-existing illnesses" (72 FR 8428).

As shown in Exhibit ES-6 and Exhibit 3.0-2, this project will be constructed directly adjacent to several residential areas. For purposes of public disclosure, estimated emissions of the MSATs of concern should be considered for inclusion in the FEIS. This can be performed with EPA's MOBILE6.2 model, however, preferably and more accurately with EPA's current model, the Motor Vehicle Emissions Simulator model (MOVES) MOVES2010a model. This analysis would be useful to determine whether future conditions will be worse than baseline conditions, and whether one alternative has more impact than another. MSAT analysis would be helpful to the public and the decision maker in identifying available mitigation. For purposes of comparison, this analysis could compare the existing (2002) and future (2035) years with information provided similar to that found in Exhibit 5.10-13 "Annual Mobile Source Air Toxics Emissions by Alternative" in the DEIS for the I-70 East project (see: <http://www.i-70east.com/reports.html>). Additional comments regarding air quality are discussed in our detailed comments.

Thank you for the opportunity to provide comments on the I-25 Improvements through Pueblo Draft EIS. 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

Richard Zamora, Colorado Department of Transportation, Region 2

Enclosures: EPA's Rating System  
 Detailed Comments

3



**Response to 06 Continued**

06-3 FHWA's *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA* (December 2012) allows for a qualitative assessment of emissions projections for projects with low potential Mobile Source Air Toxic (MSAT) effects. Examples of these types of projects include minor widening projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic; new interchanges that connect an existing roadway to a new roadway; new interchanges that connect to new roadways; or minor improvements or expansions to intermodal centers or other projects that affect truck traffic.

CDOT has added the following supplemental language to the Final Environmental Impact Statement (FEIS) regarding MSATs because the project includes plans to construct travel lanes closer to populated areas, as you have indicated: "The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each alternative, there may be localized areas where ambient concentrations of MSAT could be higher under certain Build Alternatives than the No Action Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built at the Eiler Heights neighborhood, under the Modified I-25 Alternative. The magnitude and the duration of these potential increases compared to the No Action Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In summary, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Action Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from these locations. More importantly, on a regional basis and over time, the Environmental Protection Agency's (EPA) vehicle and fuel regulations, coupled with fleet turnover, will cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than current conditions."

CDOT understands that MOVES2010a software functionally replaced MOBILE6.2 in December 2011. However, the air quality analysis for this FEIS began prior to the replacement of MOBILE6.2. Any future analysis will be performed with MOVES2010a.

06-3

Comment	Response
<p data-bbox="201 258 426 280"><b>Comment Number:</b> 06</p> <p data-bbox="642 258 999 310"><b>Name:</b> U.S. Environmental Protection Agency (cont'd)</p> <p data-bbox="359 329 894 376" style="text-align: center;"><b>U.S. Environmental Protection Agency Rating System for Draft Environmental Impact Statements</b></p> <p data-bbox="468 402 789 425" style="text-align: center;"><b>Definitions and Follow-Up Action*</b></p> <p data-bbox="485 446 768 469" style="text-align: center;"><u>Environmental Impact of the Action</u></p> <p data-bbox="201 488 1041 550"><b>LO - - Lack of Objections:</b> The Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.</p> <p data-bbox="201 570 1041 631"><b>EC - - Environmental Concerns:</b> The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.</p> <p data-bbox="201 651 1041 735"><b>EO - - Environmental Objections:</b> The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.</p> <p data-bbox="201 755 1041 859"><b>EU - - Environmentally Unsatisfactory:</b> The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).</p> <p data-bbox="491 878 762 901" style="text-align: center;"><u>Adequacy of the Impact Statement</u></p> <p data-bbox="201 920 1041 982"><b>Category 1 - - Adequate:</b> EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.</p> <p data-bbox="201 1002 1041 1102"><b>Category 2 - - Insufficient Information:</b> The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new, reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.</p> <p data-bbox="201 1122 1041 1310"><b>Category 3 - - Inadequate:</b> EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.</p> <p data-bbox="201 1330 1020 1372">* From EPA <u>Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment</u>. February, 1987.</p>	

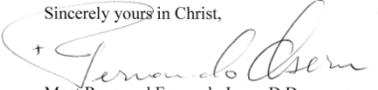
Comment		Response
<p><b>Comment Number:</b> 06</p>	<p><b>Name:</b> U.S. Environmental Protection Agency (cont'd)</p>	<p><b>Response to 06 Continued</b></p>
<p align="center"><b>I-25 IMPROVEMENTS THROUGH PUEBLO DEIS DETAILED COMMENTS</b></p>		
<p><b>Air Quality</b></p>		
<p><u>Mobile Source Air Toxics (MSAT)</u></p>		
<p>06-4</p>	<p>Page 3.10-3: The document states in the first column, last paragraph, first sentence, “The estimated average annual daily traffic (AADT) volume for the New Pueblo Freeway project is much lower than the 140,000 AADT threshold.” The project’s AADT are not given to support this statement and should be provided for the existing conditions (2002) and both the no-build and build alternatives for 2035.</p>	<p>06-4 <b>Section 3.10 Air Quality</b> has been revised to include the projected corridor maximum average annual daily traffic (AADT) on I-25 for the 2035 Build Alternatives and No Build Alternative. The projected corridor maximum AADTs are as follows: 108,400 (No Action Alternative), 108,900 (Existing I-25 Alternative), and 106,700 (Modified I-25 Alternative). In all scenarios, the projected AADT falls well below the 140,000 threshold.</p>
<p>06-5</p>	<p>Page 3.10-3: The document states in the second column, first paragraph, last sentence, “... emissions increases cannot be reliably projected due to the inherent deficiencies of the technical models.” EPA’s MOVES 2010a model is the newest evaluation tool available and has been approved for quantitative carbon monoxide (CO) and PM<sub>2.5</sub> / PM<sub>10</sub> hotspot analyses. (See <a href="http://www.epa.gov/otaq/models/moves/index.htm">http://www.epa.gov/otaq/models/moves/index.htm</a> for further information.) The EPA believes a discussion of the MOVES2010a model would enhance the public’s understanding of what emissions evaluation tools are currently available; the capabilities of the MOVES2010a model; and how it can calculate regional, county and project level emissions of criteria, MSAT pollutants and greenhouse gases.</p>	<p>06-5 The emissions increase is somewhat offset by lower MSAT emission rates due to increased speeds; according to EPA’s MOBILE6.2 model, emissions of the priority MSATs (except for diesel particulate matter) decrease as speed increases. The extent to which the speed-related emission decreases will offset vehicle miles traveled (VMT)-related emission increases was not evaluated for this analysis. In December 2011, MOVES2010a software functionally replaced MOBILE6.2. It should be noted that MOVES 2010a provides more aggregated speed and facility link refinement and includes emissions generated from cold starts, as well as refined evaporative emissions rates, which especially affects VOC and MSAT emissions. These refinements will generally increase the VOC and MSAT emissions calculations. However, for the purposes of highway alternatives comparison, the VMT comparative analysis shown in <b>Exhibit 3.10-3</b> was considered representative.</p>
<p><u>Traffic Information</u></p>		
<p>06-6</p>	<p>Page 3.10-3, Exhibit 3.10-3 “Daily Vehicle Miles Traveled in Project Area (2035):” This table may be mislabeled. It appears these data were derived from the “Addendum to Traffic Report-September 2004” that was included with the DEIS’s “Traffic Report Technical Memorandum.” The Addendum states on its first page, third paragraph, first sentence, “Evening peak traffic was analyzed ...” This may only address the peak one-hour traffic. Exhibit 3 of the Addendum includes “Total Vehicle Miles,” which appears to correlate to those vehicle miles traveled (VMT) in Exhibit 3.10-3, but these may only represent a single hour and not daily VMT.</p> <p>In addition, EPA notes that on page 3.17-2, Exhibit 3.17-1 “2035 Peak-hour Vehicle Miles Traveled in the I-25 Corridor (PM Peak)” that these peak-hour VMT numbers are substantially larger than those shown in Exhibit 3.10-3. We question whether this table is mislabeled and instead depicts Daily VMT in the project corridor.</p>	<p>06-6 As noted in your comment, <b>Exhibit 3.10-3</b> and <b>Exhibit 3.17-1</b> were mislabeled in the Draft Environmental Impact Statement (DEIS). <b>Exhibit 3.10-3</b> has been revised per <b>Comment #6-7</b>, and the title has been updated accordingly in the FEIS. <b>Exhibit 3.17-1</b> presents 2035 daily VMT for the project corridor, not peak hour as the exhibit title in the DEIS suggests. The title for this exhibit has been corrected in the FEIS.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 06</p>	<p><b>Name:</b> U.S. Environmental Protection Agency (cont'd)</p>	<p><b>Response to 06 Continued</b></p>
<p>06-7</p>	<p>For clarity and a better comparison of the existing conditions of 2002 (Exhibit 3.1-7 and the Traffic Report Technical Memorandum) and those projected in 2035, EPA recommends that tables be prepared to present the following information in Section 3.10 Air Quality:</p> <ul style="list-style-type: none"> <li>• Project corridor Peak PM VMT for 2002 and the 2035 no-build and two build alternatives,</li> <li>• Project corridor Daily total VMT for 2002 and the 2035 no-build and two build alternatives,</li> <li>• Tables similar to Exhibit 3.1/-1 and 3.1/-2, but that are expanded to include data for the existing conditions in 2002.</li> </ul>	<p>06-7 Per your comment, <b>Exhibit 3.10-3</b> has been revised to include 2035 project corridor peak hour VMT and daily VMT for the No Action Alternative and both Build Alternatives. Corridor VMTs for existing conditions (2002) were not developed for the project analysis. However, the purpose of <b>Exhibit 3.10-3</b> is to show the relative change in VMTs between the No Action Alternative and both Build Alternatives, which is proportionate to the increase in MSATs that would be expected as a result of the project. As noted in response to <b>Comment #6-5</b>, the VMT comparative analysis shown in <b>Exhibit 3.10-3</b> (without base year VMT) was considered representative for the purposes of highway alternatives comparison.</p>
<p>06-8</p>	<p><u>Construction Mitigation</u></p> <p>Page 3.10-4, section 3.10-3, Mitigation: As stated in the cover letter, the EPA is concerned about potential health impacts to the general public and EJ communities aligning the corridor during construction. Factors to be considered are the immediate proximity of the I-25 highway project to homes, schools, businesses and other sensitive populations. With similar concerns, the Colorado Department of Public Health and Environment (CDPHE) mandated PM<sub>10</sub> monitoring in the construction permit for the T-REX project in Denver and is considering doing the same for the I-70 East project, a highway corridor similar to Pueblo's with EJ communities adjacent to the roadway. As there have been recent advances in real time monitoring technology, FHWA and CDOT should consider working with the CDPHE's Particulate Monitoring group in the Technical Services program of the Air division (303-692-3235) to capitalize on these advances for this project. The EPA recommends PM<sub>10</sub> monitoring during construction.</p>	<p>06-8 The City of Pueblo is an attainment area for both PM<sub>2.5</sub> and PM<sub>10</sub>, so real-time monitoring of particulate matter is not required and will not be provided on this project.</p>
<p>06-9</p>	<p>Although the DEIS states that best management practices (BMPs) will be utilized during construction, potential localized impacts from PM<sub>2.5</sub> and PM<sub>10</sub> emissions could occur. EPA recommends that the monitoring plan include elements such as how the monitoring will be performed, identification of action levels for the monitored data and how the data will be shared with the appropriate agencies and the public. A complete monitoring plan would demonstrate how well the preferred alternative resolves potential dust emissions concerns by measuring the effectiveness of the mitigation measures in controlling or minimizing adverse effects.</p>	<p>06-9 The City of Pueblo is an attainment area for both PM<sub>2.5</sub> and PM<sub>10</sub>, so real-time monitoring of particulate matter is not required and will not be provided on this project.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 06</p>	<p><b>Name:</b> U.S. Environmental Protection Agency (cont'd)</p>	<p><b>Response to 06 Continued</b></p>
<p>06-10</p>	<p>In addition to the mitigation measures noted in section 3.10.3, we suggest that consideration be given to all the possible methods and techniques that might be employed to mitigate the negative impacts of the project's construction phases on air quality. The following specific construction mitigation measures to reduce impacts should be considered for inclusion in the Final EIS:</p> <ul style="list-style-type: none"> <li>• Requiring heavy construction equipment to use the cleanest available engines or to be retrofitted with diesel particulate control.</li> <li>• Requiring diesel retrofit of construction vehicle engines and equipment as appropriate.</li> <li>• Using alternatives for diesel engines and/or diesel fuels such as: biodiesel, LNG or CNG, fuel cells, and electric engines.</li> <li>• Installing engine pre-heater devices to eliminate unnecessary idling during winter time construction.</li> <li>• Prohibiting the tampering of equipment to increase horsepower or to defeat emission control devices effectiveness.</li> <li>• Requiring construction vehicle engines to be properly tuned and maintained.</li> <li>• Using construction vehicles and equipment with the minimum practical engine size for the intended job.</li> <li>• Using water or wetting agent to control dust.</li> <li>• Using wind barriers and wind screens to prevent spreading of dust from the site.</li> <li>• Having a wheel wash station and/or crushed stone apron at egress/ingress areas to prevent dirt being tracked onto public streets.</li> <li>• Using vacuum-powered street sweepers to remove dirt tracked onto streets.</li> <li>• Covering, as appropriate, all dump/haul trucks leaving sites.</li> <li>• Covering or wetting temporary excavated materials.</li> <li>• Using a binding agent for long-term excavated materials.</li> <li>• Locating diesel engines as far away as possible from residential areas.</li> <li>• Locating staging areas as far away as possible from residential uses.</li> <li>• Using construction vehicles and equipment with the minimum practical engine size for the intended job.</li> <li>• Scheduling work outside of normal hours for sensitive receptors; this should be necessary only in extreme circumstances, such as construction immediately adjacent to a health care facility, church, outdoor playground, or school.</li> </ul>	<p>06-10 Thank you for your suggestions. The recommended construction mitigation measures have been considered. The following measures have been incorporated into <b>Section 3.10.3 Air Quality Mitigation</b>:</p> <ul style="list-style-type: none"> <li>– Require construction vehicle engines to be properly tuned and maintained.</li> <li>– Use water or wetting agents to control dust.</li> <li>– Have a wheel wash station and/or crushed stone apron at egress/ingress areas to prevent dirt being tracked onto public streets.</li> <li>– Use vacuum-powered street sweepers to remove dirt tracked onto streets.</li> <li>– Use a binding agent for long-term excavated materials.</li> <li>– Schedule work outside of normal hours for sensitive receptors; this should be necessary only in extreme circumstances, such as construction immediately adjacent to a health care facility, church, outdoor playground, or school.</li> </ul>
<p>06-11</p>	<p><b>Global Climate Change</b></p> <p>Pages 3.23-15 through 3.23-17 and Exhibit 3-23-4: The DEIS includes a thoughtful discussion and data regarding global climate change.</p>	<p>06-11 Comment noted.</p>

	<b>Response</b>
<div style="display: flex; justify-content: space-between;"> <div data-bbox="199 256 430 284" style="width: 30%;"> <p><b>Comment Number:</b> 07</p> </div> <div data-bbox="640 256 1050 308" style="width: 65%;"> <p><b>Name:</b> Reverend Fernando Isern, Diocese of Pueblo</p> </div> </div> <div style="text-align: center; margin: 20px 0;">  <p><b>DIOCESE OF PUEBLO</b> C O L O R A D O</p> </div> <p data-bbox="199 451 493 495">OFFICE OF THE BISHOP Wednesday, December 14, 2011</p> <p data-bbox="262 532 472 613">Mr. Richard A. Zamora, P.E. Department of Transportation 1019 Erie Avenue Pueblo, CO 81001</p> <p data-bbox="262 633 388 657">Dear Mr. Zamora,</p> <p data-bbox="262 673 934 714">I am writing to register my concern about the impact of the I-25 project through Pueblo. Specifically, I am writing in <b>support of the Existing I-25 Alternative</b>.</p> <p data-bbox="262 730 934 836">One of our parishes, St. Mary's, would be profoundly affected by the most recent version of the I-25 project. This most recent plan would cut off direct access to the church, hall, offices, religious education center and convent. This cut-off would require the development of a back alley access, which would certainly be untenable for this faith community in the long run, risking financial ruin and a long, slow process of eventual demise.</p> <p data-bbox="262 852 934 1055">St. Mary's is one of our large city parishes with 680 families, some 2100 souls. It has a venerable history among the Slovenian community, who worked at the nearby mills from the beginning of the 20<sup>th</sup> century until 1985, and the parish is named for the patroness of Slovenia, the Blessed Virgin Mary, under the title Marija Pomagaj, Mary Help Us. This community, now serving some Hispanic families as well, has long been noted for being quite tightly-knit. It has a thriving life of worship, religious education, parish festivals and breakfasts, and youth ministry. People from all over the city attend its Saturday and Sunday Masses, and it is the place of worship for many funerals each month. Its convent is a powerhouse of prayer for the city and the Diocese. The Sisters of the Blessed Sacrament who live there abide in prayer before the Blessed Sacrament 24 hours a day.</p> <p data-bbox="262 1071 934 1153">The previous plan for I-25, which was inconvenient for St. Mary's but workable, far surpasses the current proposal. The current plan represents high threat of significant loss to livelihood and the vibrant faith life of many Catholic people throughout the City of Pueblo, particularly the city's Slovenian community.</p> <p data-bbox="315 1169 514 1193">Please reconsider your plan.</p> <p data-bbox="262 1209 451 1234">Sincerely yours in Christ,</p> <div style="text-align: center;">  <p data-bbox="262 1291 525 1331">Most Reverend Fernando Isern, D.D. Bishop of Pueblo</p> </div> <p data-bbox="220 1380 955 1404" style="font-size: small;">101 North Greenwood Street • Pueblo, CO 81003-3164 • (719) 544-9861 ext. 122 • email: bishop@dioceseofpueblo.org • www. dioceseofpueblo.org</p>	<p data-bbox="1102 267 1270 300"><b>Response to 07</b></p> <p data-bbox="1102 308 1690 341">07-1 Your support for the Existing I-25 Alternative is noted.</p> <p data-bbox="1102 357 1858 414">07-2 Access to St. Mary's Church property would be maintained under either Build Alternative.</p> <ul style="list-style-type: none"> <li data-bbox="1165 430 1911 617">• Under the Existing I-25 Alternative, the historic rail line must be shifted to the east, requiring reconstruction of the Mesa Avenue bridge over I-25. For the Existing I-25 Alternative, Mesa Avenue would tie back into the existing roadway grade at Taylor Avenue as shown in <b>Exhibit 3.1-8</b> of the DEIS, resulting in no changes to St. Mary's Church property access points.</li> <li data-bbox="1165 633 1911 933">• Under the Modified I-25 Alternative (Preferred Alternative), I-25 is shifted to the east, also requiring reconstruction of the Mesa Avenue bridge. Under the Modified I-25 Alternative (Preferred Alternative), Mesa Avenue would tie back into the existing roadway grade at Berwind Avenue, as shown in <b>Exhibit 3.1-9</b> of the DEIS. Although this is a block further east than the Existing I-25 Alternative, grading of the existing driveways onto St. Mary's property would allow for each access point to be maintained. The ability to maintain access has been clarified in <b>Exhibit 3.1-9</b> and <b>Exhibit 3.1-10</b> of the Final Environmental Impact Statement (FEIS).</li> </ul> <p data-bbox="1165 950 1900 1104">During final design of the Preferred Alternative, CDOT will meet with the Diocese of Pueblo to review the proposed design of Mesa Avenue and any changes in access to St. Mary's Church. Because access is maintained, CDOT does not believe that the St. Mary's Church would be adversely affected by implementation the project.</p>

07-1

07-2

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 08</p> <p><b>Name:</b> Eiler Heights Petition</p> <p>December 13, 2011</p> <p>Mr. Richard A. Zamora, P. E. Region Materials Engineer State of Colorado Department of Transportation Region 2, Materials 1019 Erie Ave. Pueblo, CO 81001</p> <p>Dear Mr. Zamora,</p> <p>Eiler Heights, our neighborhood, is located East of the Northern Avenue and Mesa Avenue bridges and runs from I-25 east to the west side of Santa Fe Ave. and from Northern Avenue South to Agram. Our rich, multi-cultural neighborhood is currently a very vibrant, historical area. The neighborhood was primarily comprised of Slovenian immigrant families with many of the original owners still in residence today. Recently we have seen an influx in the next generation of original owner families moving back to the neighborhood and returning to their family homes. Also, younger people from varying backgrounds have been purchasing homes in the neighborhood. We are extremely concerned about the negative impact the I-25 project will cause to our neighborhood.</p> <p>08-1 [ The residents of "Eiler Heights," the name just recently voted on by the homeowners of the 1100 block of Eilers and the 200 and 300 blocks of E. Mesa Ave. and St. Mary's Church, are currently in the process of recording their personal and family home histories as a possible step towards some form of historic designation. This historic survey is being done in conjunction with the City of Pueblo Planning Department. We are committed to preserving and recording our unique history and our well preserved homes and neighborhood for this and future generations. We are very concerned that the I-25 Project will demolish what we are desperately trying to preserve.</p> <p>08-2 [ This letter is intended to (<b>support the Existing I-25 Alternative</b>) which will minimize the negative impacts on our neighborhood.</p>	<p><b>Response to 08</b></p> <p>08-1 Section 106 of the National Historic Preservation Act requires multiple steps to identify and evaluate historic properties, determine the effects to historic properties, and resolve and mitigate for adverse effects to historic properties. The process is done in consultation with the State Historic Preservation Officer (SHPO) and other consulting parties. For the New Pueblo Freeway Project, other consulting parties include the Bessemer Historical Society, City of Pueblo Planning Department, Colorado Preservation, Inc., National Trust for Historic Preservation, and Pueblo Historic Preservation Commission.</p> <p>As noted in response to <b>Comment #01-5</b>, the boundaries of the Steelworks Suburbs Historic District (which includes Eiler Heights) were defined through consultation, neighborhood reconnaissance, and records research that occurred over a number of years. The SHPO concurred with the boundaries of the Steelworks Suburbs Historic District presented in the Final Environmental Impact Statement (FEIS) in correspondence dated October 27, 2008 (<b>Appendix B</b>). Under Section 106, the protection for a new and distinct Eiler Heights District would not be different from the protections afforded the Steelworks Suburbs Historic District (which includes Eiler Heights) under federal law. As described in response to <b>Comment #01-5</b>, the effects on Eiler Heights from the project have been evaluated and would not change if there were two districts rather than a single, larger district. The mitigation would also not be different if there were two distinct districts. Note that CDOT's response to your comment does not preclude the City of Pueblo or Eiler Heights from establishing the neighborhood as a local district or nominating it for listing in the National Register of Historic Places.</p> <p>08-2 Your support of the Existing I-25 Alternative has been noted.</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 08</p>	<p><b>Name:</b> Eiler Heights Petition (cont'd)</p>	<p><b>Response to 08 Continued</b></p>
<p>08-3</p>	<p>One main goal of the I-25 project is to minimize the impact of the freeway on existing neighborhoods. Even though the Modified Alternative was defined to have caused the least impact on neighborhood homes, we disagree with this assessment based on the number of properties needed to be acquired as shown on Diagram 3.4-1 of the Environmental Impact Study. According to this chart the number of residential homes increases from 89 in the Existing Alternative to 117 in the Modified Alternative. This increase proves that the Modified Alt. does not minimize the impact on existing homes and this is clearly true in our neighborhood.</p>	<p>08-3 The Modified I-25 Alternative is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project as discussed in <b>Chapter 2 – Alternatives</b>. Although it does require additional right-of-way, impacts to other resources, off-setting benefits from the project, and proposed mitigation must also be factored into the analysis. Please refer to <b>Comment #08-11</b> for more information regarding identification of a Preferred Alternative.</p> <p>It is important to consider that the higher number of residential displacements under the Modified I-25 Alternative (Preferred Alternative) is a result of the need to acquire 34 residences from the Grove Neighborhood east of the current I-25 alignment. An examination of the property impacts by neighborhood reveals that the Modified I-25 Alternative (Preferred Alternative) results in fewer residential acquisitions from the Bessemer Neighborhood overall, which includes Eiler Heights – 67 residential acquisitions as compared to 71 under the Existing I-25 Alternative. Please refer to response to <b>Comment #08-4</b>, which specifically addresses residential impacts to Eiler Heights.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p data-bbox="201 256 426 280"><b>Comment Number:</b> 08</p> <p data-bbox="642 256 989 280"><b>Name:</b> Eiler Heights Petition (cont'd)</p> <p data-bbox="96 391 138 415">08-4</p> <p data-bbox="201 345 1041 500">In the Environmental Impact Statement our neighborhood is lumped together in the Steel Works Historic District. We are, in fact, totally separate and our unique situation needs to be considered independently. The majority of the impact that occurs between the two alternatives happens in our neighborhood. Just look at the following statistics. Our neighborhood, from I-25 to Santa Fe Avenue comprises 139 residential homes of which 36 homes or 25.9% of the total will be acquired under the Existing I-25 Alternative. Under the Modified Alternative, 52 homes or 37.4% of the total number of homes in our neighborhood will be acquired. It is evident that the Modified Alt. has a much greater negative impact on our area. This is totally unacceptable.</p>	<p data-bbox="1098 269 1377 293"><b>Response to 08 Continued</b></p> <p data-bbox="1098 310 1902 792">08-4 As a point of clarification, the Steelworks Suburbs Historic District that you referred to in your comment is defined for the purpose of evaluating impacts to <i>historic resources</i>, which, as you indicate, includes the historic properties in Eiler Heights. In the FEIS, Eiler Heights is also included in the City of Pueblo-defined Bessemer Neighborhood boundary for the purposes of evaluating impacts to <i>neighborhood resources</i>. An historic district might, or might not, have the same boundaries as a city-defined neighborhood. As noted in response to <b>Comment #01-5</b>, the boundaries of the Steelworks Suburbs Historic District, which includes Eiler Heights, were defined through consultation, neighborhood reconnaissance, and records research over several years. Through the Section 106 consultation process, the City of Pueblo Historic Preservation Commission and other consulting parties were involved in the identification of historic districts, including the Steelworks Suburbs Historic District. The SHPO concurred with the boundaries of the Steelworks Suburbs Historic District presented in the FEIS in correspondence dated October 27, 2008 (<b>Appendix B</b>).</p> <p data-bbox="1167 813 1902 1146">Given that your concern is over the number of properties being acquired in the Eiler Heights area (neighborhood resources), the remainder of this comment response will reference the Bessemer Neighborhood (which includes Eiler Heights). The City of Pueblo Planning Department delineates the boundaries of its neighborhoods and CDOT used those established boundaries in this environmental document. The Eiler Heights subarea is located within the Bessemer Neighborhood as defined by the City of Pueblo. CDOT recognizes that there are many subareas within delineated neighborhoods and has updated <b>Section 3.6 Social Resources, Economic Conditions, and Environmental Justice</b> to specifically identify this area as Eiler Heights.</p> <p data-bbox="1167 1167 1902 1313">CDOT acknowledges that the Modified I-25 Alternative (Preferred Alternative) would result in a greater impact to residential properties in Eiler Heights and has revised <b>Section 3.6 Social Resources, Economic Conditions, and Environmental Justice</b> to ensure that impacts to your community are not understated.</p> <p data-bbox="1167 1334 1398 1359">Continued on next page</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 08      <b>Name:</b> Eiler Heights Petition (cont'd)</p>	<p><b>Response to 08 Continued</b></p> <p>08-4 Continued from previous page</p> <p>Throughout the development of the Build Alternatives, CDOT has conducted extensive public involvement and held numerous meetings within the Bessemer Neighborhood. In addition, CDOT has met individually with property owners and with representatives from Eiler Heights. Input received from these meetings was used to develop and revise the Build Alternatives.</p> <p>The Mesa Avenue bridge connection and Stanton Avenue extension were incorporated into the Modified I-25 Alternative (Preferred Alternative) at the request of citizens in the Eiler Heights subarea.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 08      <b>Name:</b> Eiler Heights Petition (cont'd)</p> <p>Our review of the Environmental Impact Statement and Section 4 (f) Evaluation for I-25 Improvements Through Pueblo has led us to strongly advocate against the Modified Alternative and therefore, recommend the Existing Alternative for the following reasons:</p> <p>08-5 [</p> <ul style="list-style-type: none"> <li>The Existing Alternative will remove fewer family homes. We believe removing too many homes from the neighborhood will increase the chances of deterioration.</li> <li>The Existing Alternative will minimize the impact to our Historical neighborhood. Both from the number of homes that will be destroyed as well as the impact on the access to St. Mary's Historic School Building, the Prayer Garden and St. Mary's Church. St Mary's Historic School currently has been approved for an Historical Structure Assessment. The school houses the Genealogy Library and the Slovenian Library and is utilized in many different ways by various citizens of Pueblo. Out of love for the school that they were brought up in, hundreds of former students have donated funds to update and remodel the school so that it will continue to be used as a cultural center and for neighborhood functions. <b><u>Under the Existing I-25 Alternative all the current entrances to the St. Mary's Church Complex are left intact.</u></b> Under the Modified Alt. the only entrance to the parking lot for St. Mary's School is eliminated with no alternative available. The entrances to the Prayer Garden are eliminated. The entrances to the main parking areas for St. Mary's Church are eliminated. <b><u>In other words, all of the Mesa Avenue entrances to the St. Mary's Church Complex are eliminated.</u></b> This is a major concern because of the neighborhood use of the facilities. There are neighborhood and church events weekly that attract 200 to 300 plus people. Based on the Modified Alt.(no Mesa Ave.entrances), the only entrance is from Agram. There will be continuous traffic jams in and out of the Church parking area. The alley entrance off of Agram that has been designated as the only access point is not acceptable. It will not accommodate the traffic and will create a dangerous intersection at the corner of Agram and Santa Fe. Ave. Visualize 100 cars trying to exit at Agram and 100 cars trying to enter at Agram!!</li> </ul> <p>08-6 ]</p>	<p><b>Response to 08 Continued</b></p> <p>08-5 CDOT does not disagree that effects to your neighborhood would be adverse under either Build Alternative and that the Modified I-25 Alternative (Preferred Alternative) would require additional acquisition of homes from this area. As noted in response to <b>Comment #08-9</b>, CDOT will continue to evaluate ways to minimize impacts during final design.</p> <p>08-6 Access to St. Mary's Church property would be maintained under either Build Alternative. Please see response to <b>Comment #07-2</b> for more information on access to St. Mary's Church.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
Comment Number: 08	Name: Eiler Heights Petition (cont'd)	<b>Response to 08 Continued</b>
08-7	<ul style="list-style-type: none"> <li>Benedict Park which is currently 1.92 acres is large enough for our neighborhood. We don't know how the City is going to maintain a larger park whether it be the 4.05 acre (Existing Alt. Park) or the 4.30 acre (Modified Alt. Park) but the smaller of the two parks is obviously preferable. We also understand that the Existing Alternative does not have a contiguous park. The Study states that this is important. We disagree with this. If the park is designed the right way, two sections can be better utilized. Again, we vote for the Existing Alt.</li> </ul>	<p>08-7 As described in <b>Section 3.3 Parks and Recreation</b>, the mitigation proposed for Benedict Park under the Modified I-25 Alternative (Preferred Alternative) would be constructed on remnant parcels of land required for changes in access due to the closures of Taylor Avenue and Rio Grande Avenue. No private property would be acquired solely for Benedict Park mitigation. CDOT has worked closely with the Parks Advisory Committee, which includes representation from your neighborhood, to develop the proposed mitigation concepts for Benedict Park. CDOT has also consulted with the City of Pueblo Parks and Recreation Department during the development of the DEIS; Department staff indicated that they prefer the contiguous park under the Modified I-25 Alternative (Preferred Alternative) for ease of maintenance and the mitigation it provides. A letter included in <b>Appendix B</b> documents the City of Pueblo's preference for the Modified I-25 Alternative (Preferred Alternative). Additionally, in a Memorandum of Understanding between the City of Pueblo and CDOT (see <b>Appendix F</b>), the City of Pueblo has committed to accept ownership and maintenance of the reconstructed Benedict Park. Although a larger, contiguous Benedict Park is a benefit of the Modified I-25 Alternative (Preferred Alternative), it is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although the Modified I-25 Alternative (Preferred Alternative) requires some additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation. Please see response to your <b>Comment #08-11</b> for more information on the identification of the Preferred Alternative.</p>
08-8	<ul style="list-style-type: none"> <li>The Existing Alternative maintains the Commercial Buildings along Northern Avenue between Taylor Avenue and Eilers Avenue. Availability of local businesses is required to maintain vibrant and attractive neighborhoods.</li> </ul>	<p>08-8 Acquisition of properties along the north side of Northern Avenue under the Modified I-25 Alternative (Preferred Alternative) would occur between Rio Grande Avenue and Berwind Avenue. The commercial properties between Berwind Avenue and Eilers Avenue would remain. However, five commercial properties would be acquired under the Modified I-25 Alternative (Preferred Alternative) between Taylor Avenue and Berwind Avenue. As you indicate, the Existing I-25 Alternative would preserve these five properties. CDOT agrees that businesses bring vitality to a neighborhood. CDOT has worked to minimize the impacts to private property through preliminary design refinements and will continue to examine design refinements during final design in order to minimize property and business impacts.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
Comment Number: 08	Name: Eiler Heights Petition (cont'd)	Response to 08 Continued
08-9	<ul style="list-style-type: none"> <li>On the Existing Alt. the Mesa Ave. bridge slopes for only one half a block to Elm St. Elm St. is not affected in any way. On the East side the slope seems to be comparable which doesn't affect access to the St. Mary's Complex or the 200 block of E. Mesa Ave. The Modified Alt., on the other hand, still does not affect Elm St. but now the impact from the slope to the east of the bridge occurs for two blocks all the way to Eilers Ave. This Alt. eliminates all access to the St. Mary's Church complex and to the entire 200 block of E. Mesa Ave. and impedes access to Berwind Ave. Why is this change in slope to the east so much greater in the Modified Alt.? Again, the Existing Alt. is the <b>Preferred</b> option for our neighborhood. The Mesa bridge grade in the Existing Alternative minimizes the impact on our neighborhood.</li> </ul>	<p>08-9 The slope of the Mesa Avenue bridge is not greater in the Modified I-25 Alternative (Preferred Alternative), as your comment suggests. The reconstructed bridge ties into the existing grade further east under the Modified I-25 Alternative (Preferred Alternative) because the bridge must remain elevated further to the east to accommodate for the shifted I-25 alignment and both ramps; all of which are located further east (almost to Taylor Avenue) in the Modified I-25 Alternative (Preferred Alternative). In the Existing I-25 Alternative, the relocated railroad is the eastern-most feature that must be spanned by the new bridge, but it is located closer to the current I-25 alignment, near Rio Grande Avenue. Under both Build Alternatives, the current Mesa Avenue bridge must be removed and reconstructed to City of Pueblo design standards. CDOT will continue to work with the City of Pueblo during final design to determine if impacts can be further minimized through variances in City of Pueblo design standards.</p>
08-10	<ul style="list-style-type: none"> <li>Regarding the Mesa Avenue bridge: Whether on the Existing or Modified Alternatives, we do not support widening the Mesa bridge to accommodate farmers markets, etc. The bridge should remain the same width as the current bridge to insure that no additional land or homes will be affected.</li> </ul>	<p>Please refer to response to <b>Comment #07-2</b> regarding access to St. Mary's Church under the Build Alternatives.</p> <p>Please refer to response to your <b>Comments #08-3</b> and <b>#08-4</b> regarding impacts to your neighborhood.</p> <p>Please refer to response to your <b>Comment #08-11</b> regarding identification of a Preferred Alternative.</p> <p>08-10 As a result of feedback that was received during the public involvement process, the Mesa Avenue bridge would be reconstructed as a wider bridge under either Build Alternative to accommodate wider sidewalks and increase pedestrian safety on the bridge. It is important to note that the bridge was not designed for the purpose of holding farmers markets as your comment suggests. However, the ability to close the bridge off for neighborhood events is one benefit of the design. The width of the bridge has no effect on the number of homes that are required for acquisition under the Modified I-25 Alternative (Preferred Alternative). Refer to <b>Comment #08-9</b> for more information on the neighborhood impacts resulting from the Mesa Avenue bridge.</p>

**Comment**

**Response**

**Comment Number:** 08

**Name:** Eiler Heights Petition (cont'd)

08-11

- We believe that moving the railroad as required under the Existing Alt. is preferred rather than acquiring 28 additional residential homes, 4 additional commercial properties and 4 additional public facilities all of which would be required under the Modified Alt. per exhibit 3.4-1. Moving a small section of railway track should always take precedence over demolishing homes and impacting peoples lives, especially when the cost of both alternatives is the same.

In conclusion, the Existing Alternative, while still encroaching into our neighborhood, minimizes the negative impacts on our neighborhood and therefore, we strongly support this Alternative.

Sincerely,

Eiler Heights Homeowners

Pk210.mw

*Pam Korman 12/13/11*      *Blacks Deloj 12/15/11*  
*Kevin & Cezar Stokes 12/13/11*  
*Evelyn Vertovec 12/13/11*  
*Rudman G. Allen 12-13-11*  
*Phil & Eileen Marting 12/13/11*  
*Rose and Gilbert Garcia 12-13-11*  
*Dorothy Quintana 12/13/11*  
*Ray P. Krasovic 12/13/11*  
*Josephine Krasovic 12/13/2011*  
*Nancy Marting 12/13/2011*  
*Sadie Montoya 12-13-11*  
*Jim 12-13-11*  
*Don & T. Galich 12-13-11*  
*Mario Velasco 12/14/11*  
*Carole Dummerd 12-14-11*

**Response to 08 Continued**

08-11 The Modified I-25 Alternative (Preferred Alternative) is not identified as the Preferred Alternative solely because it avoids impacts to the railroad. Although it does require additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation. While both Build Alternatives address the safety and capacity elements of the Purpose and Need (see **Chapter 1 – Purpose and Need**), the Modified I-25 Alternative is identified as the Preferred Alternative because it best meets the local and regional mobility elements as described below.

Both Build Alternatives would restore some connectivity to neighborhoods previously divided by the original construction of I-25. However, the Modified I-25 Alternative (Preferred Alternative) provides additional connectivity to the north and south with the extension of Stanton Avenue north and west to Santa Fe Avenue and south to Santa Fe Drive. Residents of the Eiler Heights area would be more connected to the rest of the neighborhood, as well as the community resources in the Grove Neighborhood and Downtown Neighborhood. This opportunity is not available under the No Action Alternative or the Existing I-25 Alternative.

The Modified I-25 Alternative (Preferred Alternative) improves north-south local and regional mobility by converting the existing highway south of the Arkansas River to an extension of Santa Fe Drive to facilitate local trips more efficiently and maintain regional trips on I-25. This opportunity is not available under the No Action Alternative or the Existing I-25 Alternative.

The Modified I-25 Alternative (Preferred Alternative) improves east-west local mobility over the Existing I-25 Alternative by providing a more direct connection to I-25 at Abriendo Avenue. Under the Existing I-25 Alternative, drivers on Abriendo Avenue would have to turn at a signalized intersection at Santa Fe Drive to remain on Abriendo Avenue (see **Exhibit 2-30**). For the Modified I-25 Alternative (Preferred Alternative), this is a direct connection that does not require a turn at a signal (see **Exhibit 2-33**).

Continued on next page

Comment	Response
<p><b>Comment Number:</b> 08      <b>Name:</b> Eiler Heights Petition (cont'd)</p> <p><i>All signatures below &amp; attached are in support of the Existing I-25 Alternative &amp; reference the Eiler Heights neighborhood letter to Richard Zamora dated December 17, 2011</i></p> <p><i>Rev Benjamin J. Basiro      12-13-2011</i> <i>St. Mary's Church</i></p> <p><i>Hermininda E. Vazil - St Marys Church      13 Dec 2011</i></p> <p><i>Jack R Manty      12-13-2011</i> <i>Theresa Manty      12-13-2011</i></p>	<p><b>Response to 08 Continued</b></p> <p>08-11 Continued from previous page</p> <p>The extension of Santa Fe Avenue under the Modified I-25 Alternative (Preferred Alternative) provides a benefit to residences on the south end between Minnequa Avenue and Logan Avenue by returning the functionality of their properties. When I-25 was originally constructed, homes that had access to Schley Avenue lost that access, and their front doors were adjacent to the new highway. As a result, access to these homes was provided only through the back alley. With the extension of Santa Fe Avenue, access to the front of these homes would be restored.</p> <p>Other factors considered in the identification of the Preferred Alternative include a comparison of potential impacts to the environment under each alternative, the cost effectiveness of each alternative, the recommendation of local officials, and consistency with other regulatory requirements, in particular Section 4(f) of the United States Department of Transportation Act of 1966 and Section 404 of the Clean Water Act, both of which have specific requirements that must be met by the Preferred Alternative. Ultimately, the Modified I-25 Alternative is identified as the Preferred Alternative because it best meets project Purpose and Need and, with the proposed mitigation, appears to cause the least overall harm to Section 4(f) properties. Detailed discussion regarding identification of the Preferred Alternative can be found in <b>Section 2.7</b>.</p>

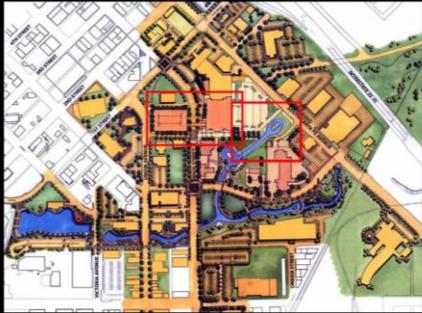
APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

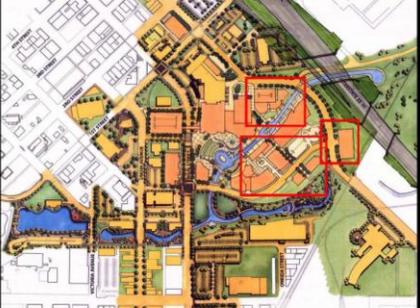
Comment	Response
<p>Comment Number: 08      Name: Eiler Heights Petition (cont'd)</p> <p>Sam Sierra            David Bina            Rose B. Marting            Gloria Morinay            Guadalupe Gomez            Margaret A Gomez            Adolfo Espinosa            Katherine Kochera            Michael Romero            George Dula Cruz</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p>Comment Number: 08      Name: Eiler Heights Petition (cont'd)</p>	
<p> <i>Richard G. Clark</i>  <i>Karla Mikulich 12-16-2011</i>  <i>David Gorman 12-16-2011</i>  <i>Susan M. Mikuta 12-16-2011</i>  <i>Donna MacFarlane Franz 12-16-11</i>  <i>Nick Zakrasek 12-16-11</i>  <i>Dorothy M. Zakrasek 12-16-11</i>  <i>David Edgin 12-16-11</i>  <i>Rosehelle Polkiewicz</i>  <i>Prof. Balucic</i>  <i>Joe Koeman 12/13/11</i>  <i>John or Ann 12/13/11</i>  <i>Bill Davis 12-13-11</i>  <i>Heleen Davis 12-13-11</i>  <i>Juni Mohamud 12-13-11</i>  <i>Scott R. Blyden 12/13/11</i>  <i>Dennis P. Curley 12/13/11</i>  <i>Raymond Watson 12/13/11</i> </p>	

Comment		Response
<p><b>Comment Number:</b> 09</p>	<p><b>Name:</b> James Munch, Historic Arkansas Riverwalk of Pueblo</p>	<p><b>Response to 09</b></p> <p>09-1 Thank you for providing us with the adopted plans illustrating the easterly extension of the Historic Arkansas Riverwalk of Pueblo (HARP). CDOT has incorporated the adopted plan into <b>Section 3.8 Land Use</b> and considered the benefits and impacts that the Preferred Alternative could have on the adopted plan. It appears that the HARP considered the Preferred Alternative in the development of the four phases of development. The Preferred Alternative, as identified in the Final Environmental Impact Statement (FEIS), would not preclude the completion of the HARP.</p> <p>CDOT remains committed to coordinating with the HARP during final engineering design to minimize or avoid disruption of adopted development plans.</p>
<p>09-1</p> <p><b>From:</b> Jim Munch [<a href="mailto:jim@puebloharp.com">mailto:jim@puebloharp.com</a>]  <b>Sent:</b> Monday, December 19, 2011 9:32 AM  <b>To:</b> Zamora, Richard  <b>Subject:</b> Comments from the Historic Arkansas Riverwalk of Pueblo Authority - I-25 New Pueblo Freeway draft Environmental Impact Statement (DEIS)</p> <p>Richard, Attached please find the graphic identifying the preferred route for the easterly extension of Historic Arkansas Riverwalk of Pueblo under the preferred alignment of I-25. We have included the alignment of the preferred I-25 alternative on this graphic. Please incorporate, include, and consider the impact of the preferred alignment for I-25 and the design of the earthwork supporting the roadway, on Pueblo's planned extension of the Riverwalk. I have also included the four graphics that exhibit the phased extension of the Riverwalk per the City's Regional Tourism Application. It would be our intention to coordinate the extension of the Riverwalk with the construction of this portion of I-25. Would you please forward these comments to the appropriate body. I tried to attach these graphics to the comment section of the web site but was not able to. Thanks, Jim</p> <p><b>James F. Munch</b>  <b>Executive Director</b></p>  <p>(719) 595-0242                  200 West 1st Street, Suite 303                  Pueblo, CO 81003</p>	<p>Richard, Attached please find the graphic identifying the preferred route for the easterly extension of Historic Arkansas Riverwalk of Pueblo under the preferred alignment of I-25. We have included the alignment of the preferred I-25 alternative on this graphic. Please incorporate, include, and consider the impact of the preferred alignment for I-25 and the design of the earthwork supporting the roadway, on Pueblo's planned extension of the Riverwalk. I have also included the four graphics that exhibit the phased extension of the Riverwalk per the City's Regional Tourism Application. It would be our intention to coordinate the extension of the Riverwalk with the construction of this portion of I-25. Would you please forward these comments to the appropriate body. I tried to attach these graphics to the comment section of the web site but was not able to. Thanks, Jim</p>	

Comment		Response
<p><b>Comment Number:</b> 09</p>	<p><b>Name:</b> James Munch, Historic Arkansas Riverwalk of Pueblo (cont'd)</p>	
<div data-bbox="195 362 831 841"> <p style="text-align: center;"><b>Phasing</b></p> <p><b>Phase 1</b></p> <ul style="list-style-type: none"> <li>• Exhibition Hall</li> <li>• Hotel</li> <li>• Parking Structure</li> <li>• Channel Extension to Santa Fe</li> </ul>  </div>		
<div data-bbox="195 862 831 1341"> <p style="text-align: center;"><b>Phasing</b></p> <p><b>Phase 2</b></p> <ul style="list-style-type: none"> <li>• Multi-Use/ PBR Arena</li> <li>• Gateway Welcome Center</li> <li>• Gateway Park Amphitheater</li> <li>• Mixed Use Commercial</li> </ul>  </div>		

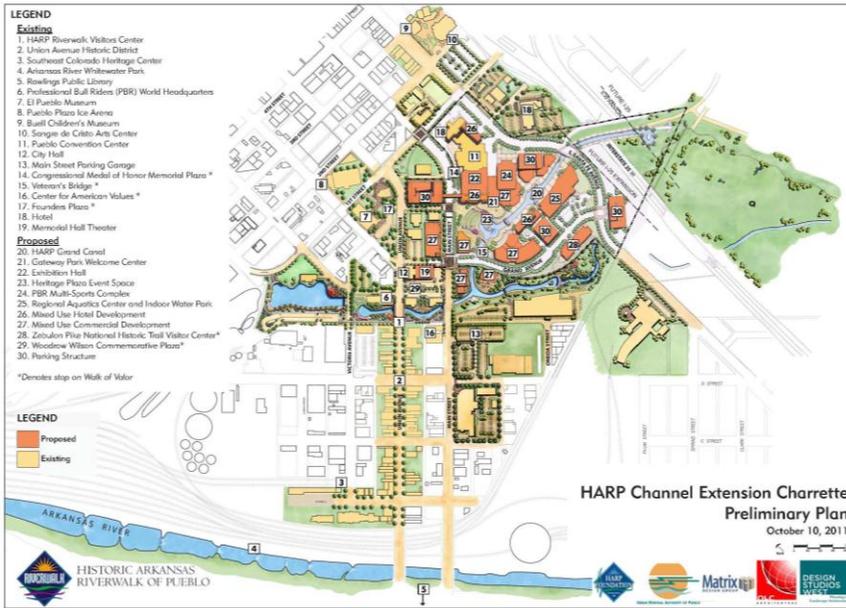
Comment		Response
<p><b>Comment Number:</b> 09</p>	<p><b>Name:</b> James Munch, Historic Arkansas Riverwalk of Pueblo (cont'd)</p>	
<div data-bbox="195 350 831 833"> <h3 style="text-align: center;">Phasing</h3> <p>Phase 3</p> <ul style="list-style-type: none"> <li>• Santa Fe Realignment</li> <li>• Channel East Extension</li> <li>• Aquatics Center</li> <li>• Hotel Addition &amp; Parking</li> <li>• Main Street Mixed Use &amp; Parking</li> </ul>  </div>		
<div data-bbox="195 854 831 1336"> <h3 style="text-align: center;">Phasing</h3> <p>Phase 4</p> <ul style="list-style-type: none"> <li>• Hotel &amp; Parking Structure</li> <li>• Grand Mixed Use &amp; Parking</li> <li>• Santa Fe Mixed Use &amp; Parking</li> <li>• National Trail Center</li> <li>• Parking Structure</li> </ul>  </div>		

**Comment**

**Response**

**Comment Number:** 09

**Name:** James Munch, Historic Arkansas Riverwalk of Pueblo (cont'd)



APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 10</p>	<p><b>Name:</b> James Munch, Historic Arkansas Riverwalk of Pueblo</p>	<p><b>Response to 10</b></p> <p>10-1 Thank you for providing us with the adopted plans illustrating the easterly extension of the Historic Arkansas Riverwalk of Pueblo (HARP). As indicated in the response to <b>Comment #09-1</b>, CDOT has incorporated the adopted plan into <b>Section 3.8 Land Use</b> and considered the benefits and impacts that the Preferred Alternative could have on the adopted plan.</p> <p>The HARP was included in the Downtown Viewshed for the visual analysis. The roadway would be elevated 35 feet above existing I-25 elevations, making the highway more visually apparent than it is today between 13th Street and 6th Street. Retaining walls and fill slopes along the raised portions of the roadway would also become more visually dominant through downtown.</p> <p>The I-25 New Pueblo Freeway Aesthetic Guidelines (see <b>Appendix C</b>) will be used during final design to identify appropriate aesthetic design elements to ensure compatibility within the community and each viewshed. The following mitigation measures are being considered for visual enhancements: gateway features for city boundaries, downtown, and neighborhoods; architectural treatments on retaining walls, bridges, and other structures designed to reflect the architectural character of the surrounding area; and landscaping with native vegetation, including trees and shrubs. CDOT remains committed to coordinating with HARP during final engineering design to minimize or avoid disruption of adopted development plans and to minimize visual impacts throughout the City of Pueblo.</p>
<p>10-1</p>	<p>The Historic Arkansas Riverwalk of Pueblo Authority has identified a preferred alignment for the eastward extension of Pueblo's Riverwalk under I-25, south of the First Street Interchange. A graphic of this preferred alignment has been sent to Richard Zamora at the CDOT Region 2 Office in Pueblo. Please consider and address the impact, including the visual impact, of the two I-25 alignment alternatives and the earthen embankment that will support I-25 in the vicinity of the proposed extension of the Riverwalk in the Final I-25 New Pueblo Freeway Environmental Impact Statement. Thanks, Jim Munch, Executive Director, Historic Arkansas Riverwalk of Pueblo.</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 11      <b>Name:</b> David Webb, Historic Pueblo, Inc.</p>  <p>P.O. Box 2386 ★ Pueblo, CO 81004 ★ www.HistoricPueblo.org</p> <p>December 13, 2011</p> <p>Colorado Department of Transportation Region 2 Richard Zamora, P.E., New Pueblo Freeway Project Manager 1019 Erie Avenue Pueblo, CO 81002</p> <p>Dear Mr. Zamora:</p> <p>My name is David Webb, and I am the President of Historic Pueblo, Inc., which is a non-profit organization created in 2002 to assist in the promotion of the preservation of Pueblo. I am writing to you on behalf of the Board of Directors and our membership regarding the realignment of Interstate 25 within Pueblo.</p> <p>As a citizen and one who travels the freeway frequently in Pueblo, I acknowledge that some improvements are needed in various places of the interstate. However, we believe that these improvements must not be made at the expense of the great history of our beautiful city. Under the current plan, it appears that numerous historical businesses, residences, and landmarks are in jeopardy.</p>	<p><b>Response to 11</b></p> <p>11-1 As noted in <b>Comment #01-8</b>, constrained right-of-way throughout the I-25 corridor made avoiding individual historic properties difficult as the avoidance of one property or area resulted in impacts to another. It is not possible to meet the Purpose and Need for the project while avoiding all individual historic properties along the corridor. Mitigation for adverse effects to historic properties have been outlined in a Programmatic Agreement between CDOT, the Federal Highway Administration (FHWA), and the State Historic Preservation Officer (SHPO) and are included in <b>Section 3.2 Historic Properties</b>. The Programmatic Agreement is included in <b>Appendix H</b>.</p>

11-1

Comment	Response
<p data-bbox="201 256 424 280"><b>Comment Number:</b> 11</p> <p data-bbox="642 256 1031 306"><b>Name:</b> David Webb, Historic Pueblo, Inc. (cont'd)</p> <p data-bbox="96 488 138 513">11-2</p> <p data-bbox="233 339 993 550">Two of the primary landmarks that need protecting from this project are <i>Lake Clara</i> in Mineral Palace Park and <i>The Stacks</i> located within the Evraz steel mill. <i>Lake Clara</i> has already been greatly reduced in the original construction of Interstate 25. The proposed modification of the Interstate will further reduce the historical water feature to little more than a pond which will have little, if any, of its original design or character. <i>The Stacks</i> is a significant icon to the city of Pueblo, and represents what built this city over the years. <i>The Stacks</i> are to Pueblo what the <i>Gateway Arch</i> is to St. Louis and the <i>Space Needle</i> is to Seattle. It identifies what Pueblo has been about over the decades. Removing these iconic structures will be essentially removing the historical identity of Pueblo.</p> <p data-bbox="233 581 982 721">On behalf of the Board of Directors and members of Historic Pueblo, Inc., I ask you to please reconsider the demolition of iconic historical features of our great city. For those who are not from or live in Pueblo, these may seem like insignificant features, businesses, and homes. However, for those of us who live in Pueblo and love it, these are structures that represent who we are. Additionally, when a historic structure is removed, it is gone forever. There is no rebuilding a historical structure. There is no rebuilding our history.</p> <p data-bbox="233 743 310 764">Sincerely,</p>  <p data-bbox="233 829 478 867">David R.G. Webb President, Historic Pueblo, Inc.</p>	<p data-bbox="1100 269 1377 293"><b>Response to 11 Continued</b></p> <p data-bbox="1100 310 1913 683">11-2 Either Build Alternative results in impacts to the Evraz Rocky Mountain Steel Mill stacks because of the constrained right-of-way throughout the I-25 corridor. CDOT is aware that the stacks are of special importance to many Pueblo citizens and will continue to look for opportunities to avoid these features as the design of this phase of the project is finalized. If avoidance cannot be achieved, the stacks could potentially be relocated. Mitigation for adverse effects to historic properties, including the stacks, has been outlined in a Programmatic Agreement between CDOT, FHWA, and the SHPO. The Programmatic Agreement is included in <b>Appendix H</b> and mitigation measures for adverse effects to historic properties are detailed in <b>Section 3.2 Historic Properties</b>. For additional detail regarding efforts made to avoid the stack sand coordination efforts through the development of the Programmatic Agreement, see the response to <b>Comment #01-1</b>.</p> <p data-bbox="1167 708 1902 847">The size of Lake Clara will not be reduced as a result of the project. Both Build Alternatives do impact approximately 15 to 20 percent of Lake Clara, but mitigation included in the project will expand the surface of the lake and ultimately improve its health and function. More information regarding mitigation for impacts to Lake Clara can be found in <b>Section 3.3 Parks and Recreation</b>.</p> <p data-bbox="1167 872 1913 1214">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. To avoid impacts to Mineral Palace Park, CDOT considered maintaining the existing number of lanes immediately adjacent to park and widening I-25 to the north and south, but found that creating a bottle neck through this area would result in unacceptable safety and operational problems and would no longer meet the Purpose and Need for the project. CDOT also evaluated widening I-25 further to the east, but this option required shifting the UPRR tracks east into the Fountain Creek floodplain and Fountain Creek Parkland for almost 2 miles. See <b>Section 4.3.3 Mineral Palace Park</b> for detailed information on the Mineral Palace Park avoidance options.</p> <p data-bbox="1167 1239 1902 1380">City of Pueblo staff and citizens participated in an extensive public involvement process to determine adequate mitigation for impacts to Mineral Palace Park. The process resulted in the development of a restoration plan for the park that will increase its size and restore many of its historic functions. This process is documented in <b>Chapter 6 – Comments and Coordination</b>.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 12      <b>Name:</b> Reverend Benjamin Bacino, St. Mary Help of Christians Church</p> <p><i>Saint Mary Help of Christians Church</i></p> <p><i>217 East Mesa Avenue • Pueblo, Colorado 81006</i></p> <p>15 December 2011</p> <p>Mr. Richard A Zamora, P.E. Region Materials Engineer State of Colorado Department of Transportation Region 2, Materials 1019 Erie Ave Pueblo, CO 81001</p> <p>Dear Mr. Zamora,</p> <p>Eiler Heights, our neighborhood, is located East of the Northern Avenue and Mesa Avenue Bridges and runs from I-25 east to the west side of Santa Fe Avenue and from Northern Avenue South to Agram. Our Neighborhood is currently a very vibrant historical area. The neighborhood was primarily comprised of Slovenian immigrant families with many of the original owners still in residence today. Recently we have seen an influx in the next generation of original owner families moving back to the neighborhood and returning to their family homes. Also, younger people have been purchasing homes in the neighborhood. We are extremely concerned about the negative impact the I-25 project will cause to our neighborhood.</p> <p>Eiler Heights, the name just recently voted on by the homeowners, is currently in the process of recording the history of the residents and their homes as a step towards some form of historic designation. This historic survey is being done in conjunction with the City of Pueblo Planning Department. We are committed to preserving and recording our unique history and our well preserved homes and neighborhood for this and future generations. We are very concerned that the I-25 Project will demolish what we are desperately trying to preserve.</p> <p>This letter is intended to <b>(support the Existing I-25 Alternative)</b> which will minimize the negative impacts on our neighborhood.</p> <p><i>One faith community in Pueblo's South side, in service to God, each other and those in need.</i></p>	<p><b>Response to 12</b></p> <p>12-1 Please see response to <b>Comment #08-1.</b></p> <p>12-2 Please see response to <b>Comment #08-2.</b></p>

12-1

12-2

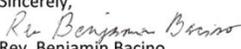
APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<b>Comment Number:</b> 12	<b>Name:</b> Reverend Benjamin Bacino, St. Mary Help of Christians Church (cont'd)	<b>Response to 12 Continued</b>
12-3	<p>One main goal of the I-25 project is to minimize the impact of the freeway on existing neighborhoods. Even through the Modified Alternative was defined to have caused the least impact on neighborhood homes, we disagree with this assessment based on the number of properties needed to be acquired as shown in Diagram3.4-1 of the Environmental Impact Study. According to this chart the number of residential homes increases from 89 in the Existing Alternative to 117 in the Modified Alternative. This increase proves that the Modified Alternative does not minimize the impact of existing homes and this is clearly true in our neighborhood.</p>	12-3 Please see response to <b>Comment #08-3.</b>
12-4	<p>In the Environmental Impact Statement our neighborhood is lumped together in the Steel Works Historic District. We are, in fact totally separate and our unique situation need to be considered independently. The majority of the impact that occurs between the two alternatives happens in our neighborhood. Just look at the following statistics. Our neighborhood, from I-25 to Santa Fe Avenue comprises 139 residential homes of which 36 homes or 25.9% of the total will be acquired under the Existing I-25 Alternative. Under the Modified Alternative 52 homes or 37.4% of the total number of homes in our neighborhood will be acquired. It is evident that the Modified Alternative has a much greater negative impact on our area. This is totally unacceptable.</p>	12-4 Please see response to <b>Comment #08-4.</b>
12-5	<p>Our review of the Environment Impact Statement and Section 4 (f) Evaluation for I-25 Improvements Through Pueblo has led us to strongly advocate against the Modified alternative and therefore, recommend that Existing Alternative for the following reasons:</p>	12-5 Please see response to <b>Comment #08-5.</b>
12-6	<ul style="list-style-type: none"> <li>• The Existing Alternative will remove fewer family homes. We believe removing too many homes from the neighborhood will increase the chances of deterioration.</li> <li>• The Existing Alternative will minimize the impact to our Historical neighborhood. Broth from the numbers of homes that will be destroyed as well as the impact on the access to St. Mary's Historic School Building, the Prayer Garden and St. Mary's Church. St Mary's Historic School currently has been approved for an Historical Structure Assessment. The school houses the Genealogy Library, Slovenian Library and is utilized for Religious Education, Sacramental Classes, as well as various citizens groups of Pueblo. Out of love for the school that they were brought up in, hundreds of former student have donated funds to update and remodel the school so that it will continue to be used by the parish community and as a cultural center and for the neighborhood functions. <b><u>Under the Existing I-25 Alternative all the current entrances to the St Mary's Church Complex are left intact.</u></b> Under the Modified Alternative the only entrance to the parking lot for St. Mary's School is eliminated with no alternative available. The entrance to the Prayer Garden is eliminated. The entrances to the main parking areas for St. Mary's Church are eliminated. In other words, all of the Mesa Avenue entrances to the St. Mary's Church Complex are eliminated. This is a major concern because of the neighborhood use of the facilities. It is a major concern for our elders and handicapped that are brought to church and are dropped off or will be trying to find a parking space. There are neighborhood and church events weekly that attract 200 to 300 plus people,</li> </ul>	12-6 Please see response to <b>Comment #07-2.</b>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 12</p>	<p><b>Name:</b> Reverend Benjamin Bacino, St. Mary Help of Christians Church (cont'd)</p>	<p><b>Response to 12 Continued</b></p>
<p>12-7</p>	<ul style="list-style-type: none"> <li>Benedict Park which currently 1.92 acres is large enough for our neighborhood. We don't know how the City is going to maintain a larger park whether it be the 4.05 acre (Existing Alternative Park) or the 4.30 acre (Modified Alternative Park) but the smaller of the two parks is obviously preferable. We also understand that the Existing Alternative does not have a contiguous park. The Study states that this is important. We disagree with this. If the park is designed the right way, two sections can be better utilized. Again we vote for the Existing Alternative.</li> </ul>	<p>12-7 Please see response to <b>Comment #08-7</b>.</p>
<p>12-8</p>	<ul style="list-style-type: none"> <li>The Existing Alternative maintains the Commercial Buildings along Northern Avenue between Taylor Avenue and Eilers Avenue. Availability to local business is required to maintain vibrant and attractive neighborhoods.</li> </ul>	<p>12-8 Please see response to <b>Comment #08-8</b>.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 12</p>	<p><b>Name:</b> Reverend Benjamin Bacino, St. Mary Help of Christians Church (cont'd)</p>	<p><b>Response to 12 Continued</b></p>
<p>12-9</p>	<ul style="list-style-type: none"> <li>On the Existing Alternative the Mesa Avenue bridge slopes for only one half a block of Elm Street. Elm Street is not affected in any way. On the East side the slope seem to be comparable which doesn't affect access to the St. Mary's Complex or the 200 block of East Mesa. The Modified Alternative, on the other hand, still does not affect Elm Street but now the impact from the slope to the east of the bridge occurs for two block all the way to Eilers Avenue. This Alternative eliminates all access to the St Mary's Church complex and to the entire 200 block of East Mesa Avenue and impedes access to Berwind Avenue. Why is the change in slope to the east so much greater in the Modified Alternative? Again, the Existing Alternative is the <b>Preferred</b> option for our neighborhood. The Mesa bridge grade in the Existing Alternative minimizes the impact on our neighborhood.</li> </ul>	<p>12-9 Please see response to <b>Comment #08-9</b>.</p>
<p>12-10</p>	<ul style="list-style-type: none"> <li>We believe that moving the railroad is required under the Existing Alternative is preferred rather than acquiring 28 additional residential homes, 4 additional commercial properties and 4 additional public facilities all of which would be required under the Modified Alternative per exhibit 3,4-1. Moving a small section of railway track should always take precedence over demolishing and impacting peoples lives. Especially when the cost of both alternatives the same.</li> </ul>	<p>12-10 Please see response to <b>Comment #08-11</b>.</p>
<p>In conclusion, the Existing Alternative, while still encroaching into our neighborhood, minimizes the negative impacts on our neighborhood and therefore, we strongly support this Alternative</p>		
<p>Sincerely,                        Rev. Benjamin Bacino                      Pastor</p>		

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 13      <b>Name:</b> St. Mary Petition</p> <p>December 17, 2011</p> <p>Mr. Richard Zamora Region Materials Engineer State of Colorado Department of Transportation Region 2, Materials 1019 Erie Avenue Pueblo, Colorado 81001</p> <p>Dear Mr. Zamora:</p> <p>We, as parishioners of St. Mary Help of Christian Church, located at the 200-300 blocks of East Mesa Avenue, are concerned about the proposed Modified Alternative for the I-25 construction project. This alternative for Mesa Avenue would adversely affect our access to St. Mary's Church, school, and offices. By closing off the entrances to the church facility, the modified plan will:</p> <ul style="list-style-type: none"> <li>• Close off the three existing driveways/entrances to the St. Mary School, rectory/business offices and church thereby denying reasonable access to parking</li> <li>• Create a parking/traffic nightmare when masses, funerals, weddings, might and do often attract 200-300 people. When a St. Mary Grade School Reunion was held a few years ago, the attendance was estimated at between 900-1000 people.</li> <li>• Make walking access to the St. Mary's buildings difficult at best (some parishioners walk to church from the west side of the bridge to attend mass, youth religious education classes, church and community functions)</li> </ul>	<p><b>Response to 13</b></p> <p>13-1 Access to St. Mary's Church property would be maintained under the Modified I-25 Alternative (Preferred Alternative). Please see response to <b>Comment #07-2</b> for more information on access to St. Mary's Church.</p> <p>Regarding your comment about parishioners who walk to St. Mary's Church from the west side of I-25, the sidewalks on the Mesa Avenue bridge will be widened to accommodate safer pedestrian travel across I-25.</p>

13-1

Comment		Response
<p><b>Comment Number:</b> 13</p>	<p><b>Name:</b> St Mary Petition (cont'd)</p>	<p><b>Response to 13 Continued</b></p>
<p>13-2</p> <ul style="list-style-type: none"> <li>Decimate the historic neighborhood by destroying homes on Mesa and business buildings on Northern. The homes have been part of the neighborhood and church community for over 100 years and are very well-maintained (many by multi-generation parishioners) and add to the history and integrity of the neighborhood and church community.</li> </ul> <p>13-3</p> <ul style="list-style-type: none"> <li>Create an oversized park when the current Benedict Park at half its size is not well-maintained.</li> </ul> <p>Thank you for the opportunity to voice our opposition to the modified alternative.</p>		<p>13-2 As noted in response to <b>Comment #01-6</b>, effects to Eiler Heights have been evaluated and would be adverse under either Build Alternative. CDOT acknowledges that the Modified I-25 Alternative (Preferred Alternative) would require additional properties from this area and has revised <b>Section 3.6 Social Resources Economic Conditions, and Environmental Justice</b> to ensure that impacts to this community are not understated.</p> <p>As noted in the response to <b>Comment #08-3</b> and <b>Comment #08-11</b>, the Modified I-25 Alternative is identified as the Preferred Alternative in the FEIS because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project (see <b>Chapter 2 – Alternatives</b>). Although it does require additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation.</p> <p>CDOT has worked closely with the public and the Parks Advisory Committee, which includes representation from this neighborhood and has incorporated input received from this outreach into the project design and mitigation.</p> <p>CDOT will continue to evaluate ways to minimize impacts during final design. Mitigation for adverse effects to historic properties have been outlined in a Programmatic Agreement developed by FHWA, CDOT, and the State Historic Preservation Officer in consultation with other consulting parties, including the City of Pueblo Historic Preservation Commission. The Programmatic Agreement is included in <b>Appendix H</b>.</p> <p>13-3 As described in <b>Section 3.3.3 Parks and Recreation</b>, the mitigation proposed for Benedict Park under the Modified I-25 Alternative (Preferred Alternative) would be constructed on remnant parcels of land required for changes in access due to the closures of Taylor Avenue and Rio Grande Avenue. No private property would be acquired solely for Benedict Park mitigation. CDOT consulted with the City of Pueblo Parks and Recreation Department during the development of the DEIS; Department staff indicated that they prefer the contiguous park under the Modified I-25 Alternative (Preferred Alternative) for ease of maintenance and the mitigation it provides. A letter included in <b>Appendix B</b> documents the City of Pueblo's preference for the Modified I-25 Alternative (Preferred Alternative). Additionally, in a Memorandum of Understanding between the City of Pueblo and CDOT (see <b>Appendix F</b>) the City of Pueblo has committed to accept ownership and maintenance of the reconstructed Benedict Park.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p>Comment Number: 13</p>	<p>Name: St Mary Petition (cont'd)</p>	<p>Response to 13 Continued</p>
<p>13-4</p>	<p>The signatures below are those of the parishioners of St. Mary Church who support the existing I-25 Alternative as it would be a much lesser impact on the community.</p> <p>Sincerely,</p> <p>Parishioners and Attendees of St. Mary Church</p> <p>Sharon Jenkins            Amy Hunt            Ned Bozovich            Alan Rochevar            Richard Garcia            Alvin Secora            Dorothy Tezak            Kennetha Frank            Raymond Martell            David Zakharin            Mary Ann Kurras            Rosy Surris            St. Gasich            John W Zolbeck            Glenn Espinoza            Richard Eberich</p> <p>Timothy St. L.            Ronald W. Frank            Hermelinda Ediga            Janice Zolbeck            Alvin N. Jovich            Janet Zolbeck            Rene Salich            Laura Salich            Ida Mae Runovets            Josephine Mabillo            Tony Martello            Whitney Mandago            Pat J. Albright            Betty Brown</p>	<p>13-4 Your support of the Existing I-25 Alternative has been noted. Please see the response to <b>Comment #08-11</b> for more information on the identification of the Modified I-25 Alternative as the Preferred Alternative.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p>Comment Number: 13</p>	<p>Name: St Mary Petition (cont'd)</p>
<p>Continued-St. Mary Church Parishioners</p>	
<p>Susan A. May                  Stella Gray                  Barbara Hartman                  Stella Royal                  Gerry Blazich                  Linda Secora                  Elizabeth Casider                  Maryellen Chermway                  John Matulis                  Agnes Bruce                  Robert Gaby                  Jordan Chan                  Conciada Segura                  Marjorie Bengles                  Ralph Martin                  Vicki Stratford                  John B. Secora                  Mike A. Roman                  Cons G. Roman                  Al Jordan                  Debbie Jordan</p>	<p>Debra J. Santo-Ayudon                  Mary Ann Novak                  John Petric                  John Abrahamson Vaughn                  John R. D.                  Mary Jospen                  Regis Coffman                  Mary F. Upmick                  Cecilia Whybrow                  Patricia Risi                  Clara Risi                  Conni Roman                  Madlyn Taylor                  Ruth Roman                  Eleanor Cira                  Joseph A. DiAntonio                  Anna Marie August                  Barbara Pannunzio                  Joe Pannunzio                  Helen Lyons                  Judith Koclar</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 13      <b>Name:</b> St Mary Petition (cont'd)</p> <p>Continued-St. Mary Church Parishioners</p> <p>Noni Ann Fasulo Sufliano  Joseph V. Sufliano  Theresa Smith  Jennell Chorak  Mark L Chorak  Meyra Wilson  Ronald &amp; Elizabeth Clauer  Joseph Marconicko  James E Pasquale  And Lynn  Ron Cortese  Connie Cortese  Nicholas R. Cortese  Edward Cortese  Sherene R. Afodan  Juanita &amp; Albert Roldan  Patricia J. Braden</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 13      <b>Name:</b> St Mary Petition (cont'd)</p>	
<p>Continued-St. Mary Church Parishioners</p> <p><i>[Handwritten signatures in black ink:]</i></p> <ul style="list-style-type: none"> <li>John R. [unclear]</li> <li>Nancy &amp; David</li> <li>John Miller</li> <li>Leanne P. Cassentio</li> <li>Deanne M. Davis Auer</li> <li>Mary C.D. Cape</li> <li>Susan Christie</li> <li>Shura Ants</li> <li>Alex Mishmas h</li> <li>Auto J. Mahana h</li> <li>Felien Miklich</li> <li>Zed Miklich</li> <li>Loren Archuleta</li> <li>Roschelle D. Polkewicz</li> <li>Josef Polkewicz</li> <li>Deanna Martinez Ruzol</li> <li>Frank &amp; Angie Vernon</li> </ul>	<p><i>[Handwritten signatures in blue ink:]</i></p> <ul style="list-style-type: none"> <li>Kelly M. Apodaca</li> <li>Jennifer R. Redburn</li> <li>William Robinson</li> <li>Dan [unclear]</li> <li>Shirley [unclear]</li> <li>Marilyn Simony</li> <li>James Simony</li> <li>Mameel Anjo</li> <li>Myra Garcia</li> <li>Elizabeth Johnson</li> <li>Miracle Johnson</li> <li>Sean Johnson</li> <li>Dr. X. [unclear]</li> </ul>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p>Comment Number: 13      Name: St Mary Petition (cont'd)</p>	
<p>Parishioners and Attendees of St. Mary Church</p> <p>Napoleon Romero            Carmello L. Monzon            Anthony Jasulo            L. V. Jasulo            Mary Jenni            Betty De Pietro            Charles Albrit            Robert J. Blazich            Alene Lewis            Ann Branson            Florence Albate            Louis J. Lopez            Evelyn M. Matthews            Arthur E. Tapia            Nancy Gradstein            Jo Ann Tapia</p> <p>Helen Witzel            John Bergles            Diane Curich            Danielle Ewald            Nancy Krull            Amy Carter            Duke A. Starn            Rebecca Starcer            Marilyn Kriston            David Kriston            Elaine Beck            Ron Vola            Mannel Baca            Betty Galley            Betty Soa</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p>Comment Number: 13</p>	<p>Name: St Mary Petition (cont'd)</p>
<p>Continued-St. Mary Church Parishioners</p>	
<p>John S. Engman                  Evelyn Jones                  Joe Jones                  Ed Bath                  Luis Aguero                  Azdeta Hungada                  Dave Aragon                  Helen M. Bickel                  Mack Adams                  Joe Ema Franovich                  William J. Jozz                  Nancy A. Womles                  Dwight L. Womles                  DAVID E EDWIN                  H. Andrew Ruffal                  Rosalyn Holman                  Mr &amp; Mrs Robert McClelland                  Venian Sagona</p>	<p>Tim Math                  Lori Math                  Sarah R. Math                  Mary Ann Sell                  Misse Feuille                  Cecilia Medina                  Dan L. H.                  Ann Marie Turri                  Lillian Keemer                  April Martens                  Steven Decker                  Randi Kerling / Derek Hartinger                  Anna M. Baxter                  Erica Christie</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
Comment Number: 13	Name: St Mary Petition (cont'd)	
Parishioners and Attendees of St. Mary Church		
<p>SEBASTIAN SMUTEK                  Bruce Heath                  Joseph Melvin                  Mary F. Fleming                  Regina Matuzak                  Robert J. May                  Eileen Severich                  Michael K. Neverski                  Jennie Brodie                  Josephine Kramer                  Mary Trohnd                  Luce Jacques                  Frank Fehle                  Elizabeth Schul                  John Schul                  Carol Lugin</p>	<p>Rosemary Morris                  Theresa Kubick                  Mariel Palermo                  Robert E. Mastrom                  Maria A. Quintana                  Ted &amp; Calmnie                  Lillian R. Rust                  Lynn Sebach                  Anthony Pigart                  Warren J. Abbate                  Viola Esposito                  Jean Carico                  Judy Dionise                  David Stone                  Jim Schwabinger                  Lottie Opperman                  Theresa Pate</p>	

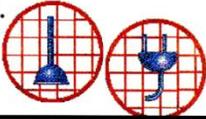
APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 13</p>	<p><b>Name:</b> St Mary Petition (cont'd)</p>
<p>Continued-St. Mary Church Parishioners</p> <p>Martin S. Nemik            Mary A. Derick            Alex R. Romeo            Brittany Aragon            Margaret Cullen            Lynn Bugler            Jan W. Saylor            Dorothy Bieker            Cindy Cinico            James Bacino            Ryan            Marietta Emelianovitch            Angeline Jagger            Nancy Seage            Angela Meale            Charlotte Cessay            Alle of Cedone            Fullin            Janice</p>	<p>Barb Karlinger            James Palatas            Lucille Zabukovic            Richard Zabukovic            D'Yalon Katic            Robert C. McCallane            Thomas R. Metz            Philip J. Reynolds            Cora Reynolds            David A. Cochson            Barbara Gregorich            Mike Gregorich            Mark Stotese            David Greenway            Flora L. Becker            Lori A. Bellan            Roberto Bellan            Nadine R. Sturzels</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 14	<b>Name:</b> Anonymous	<b>Response to 14</b>
<p>From exhibit 3.2-5</p> <p>Site number: 5PE4683</p> <p>A two-story, vernacular commercial building located at 440 S. Santa Fe Avenue constructed circa 1900. The building is currently being used as a restaurant (Pixie Inn) and the original use is listed by the assessor as a tavern.</p> <p>This building is not a restaurant. It is a bar or tavern. To my knowledge, at the time DOT was collecting information, this tavern was subcontracting out their kitchen. The kitchen has changed hands a number of times.</p> <p>During the summer months on weekends (Memorial Day through Labor Day) this tavern puts rock bands outside at night. The week DOT conducted their noise level monitoring the bar was told not to play.</p>		<p>14-1 Federal regulations require CDOT to evaluate and mitigate impacts associated with highway traffic noise. Regulating any other source of noise is outside of CDOT's purview. Noise associated with a business would be regulated under the City's adopted noise ordinance and policed by the City Code Enforcement Department. Any request to restrict the playing of outdoor music would have been to accurately measure the noise levels produced by vehicular traffic on adjacent roadways.</p>

14-1

Comment	Response
<p><b>Comment Number:</b> 15      <b>Name:</b> Phil Beauvais, ABC Plumbing</p> <p><b>ABC Plumbing &amp; Electrical Supplies Inc.</b></p> <p>101 Spring Street      707 E Fillmore                      Pueblo, CO 81003      Colorado Springs, CO 80907                      (719) 542-5631      (719) 633-0208                      FAX (719) 542-6762      FAX (719) 633-4760</p>  <hr/> <p><b>Mr. Richard Zamora</b>                      905 Erie Ave                      Pueblo CO 81002</p> <p style="text-align: center;">December 16, 2011</p> <p>15-1 <span style="border-left: 1px solid black; padding-left: 5px;">It is my understanding that the proposed reconfiguration of I-25 will include the closure of the Ilex interchange . This would severely restrict the access to my business which has been in operating at 101 Spring Street for the last fifty years . There are at least twenty businesses along this stretch of Santa Fe Avenue that would suffer the same restriction . The Chambers of Commerce and PEDCO strive mightily to bring new jobs and save existing jobs for Pueblo . This project would have the opposite effect and harm Pueblo Businesses.</span></p> <p>ABC Plumbing                      Phil Beauvais Owner</p>  <p style="text-align: center;">Visit us on the Web at <a href="http://WWW.ABCPLUMBING.COM">WWW.ABCPLUMBING.COM</a></p>	<p><b>Response to 15</b></p> <p>15-1 Please see comment responses for <b>Comments #27-1, 27-2, and 27-3.</b></p>

Comment		Response
<p><b>Comment Number:</b> 16</p>	<p><b>Name:</b> Dale Berryman</p>	<p><b>Response to 16</b></p>
<p>16-1</p>	<p>I read that residents that are in the area where houses are going to be demolished have been notified. I live in the area and have not received any information about anything having to do with the I25 construction. When are we going to be informed?</p>	<p>16-1 An extensive Context Sensitive Solutions process was employed throughout the New Pueblo Freeway project, including community-wide mailings in advance of meetings. Your address at 104 E. Mesa Avenue was included on this mailing list. The date of the last newsletter mailing was December 3, 2008, which was in advance of an Aesthetics Workshop. Additionally, notification of the public hearing for the Draft Environmental Impact Statement (DEIS) was mailed to you in November 2011. <b>Chapter 6 – Comments and Coordination</b>, details the public involvement strategy.</p> <p>Your property has been identified for acquisition as part of Phase 2 construction. CDOT does not have a final design or construction schedule at this time because of insufficient funding for Phase 2 of construction. Right-of-way negotiations would not occur until final engineering design 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>. 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 <b>Chapter 5 – Phased Project Implementation</b>.</p> <p>During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT does not have a property acquisition schedule due to insufficient funding for Phase 2 of construction. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to</p> <p>Continued on next page</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 16      <b>Name:</b> Dale Berryman (continued)</p>	<p><b>Response to 16 Continued</b></p> <p>16-1 Continued from previous page</p> <p>each property owner to assist in the process and to help identify comparable properties to the one being acquired.</p> <p>CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you. 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 rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>

Comment		Response
<p><b>Comment Number:</b> 17</p>	<p><b>Name:</b> Bonner Brice</p>	<p><b>Response to 17</b></p>
<p>17-1</p>	<p>Although I understand the importance of the I-25 changes, and do not object for the necessity and benefit of this project, I have to comment about the extreme hardship it will cause for me and many other business owners in the path of this project. Our business headquarters are among first on the chopping block. The state will require us to move, yet there is no location as well suited for this 81 year old company, let alone a property that will be zoned for the nature of our business. The state has wildly under estimated the value of this land, let alone all the equipment that will have to be scrapped, as well as the huge burden of closure of a business that supports the community with many jobs and offers a needed service and product to not only Pueblo County but Huerfano County as well. It is outrageous to me that the state would not consider the wider impact these changes will create or crippling effect it will have on this long time local business, by pulling the rug out from underneath it and "offering" a figure that would not even cover a "move" even if there was a place for us to go.</p>	<p>17-1 CDOT is aware of your concern. Your property located at 300 Moffat Street has been identified as a full acquisition under the Preferred Alternative. The property would be acquired during Phase 1 of construction to accommodate the Ilex Street bridge on I-25.</p> <p>Other benefits are available to businesses by the Uniform Act. Your assigned CDOT right-of-way specialist will go over these benefits with you. The zoning on your property is I-3 (heavy industrial). Zoning and permitted land uses are determined by the City of Pueblo, not CDOT. Zoning decisions reflect the desires of the City of Pueblo to allow particular land uses in areas with compatible surrounding land uses. CDOT will work within the City of Pueblo's zoning framework to determine a comparable property to the one you currently own.</p> <p>At the time of the Draft Environmental Impact Statement (DEIS), CDOT had not appraised the value of the property or the improvements situated on your property. Any values contained in the DEIS were obtained from the Pueblo County assessor's office and were used exclusively for preliminary right-of-way cost estimates.</p> <p>At the time of publication of this Final Environmental Impact Statement (FEIS), a CDOT right-of-way specialist should have already contacted you to discuss acquisition of your property. The property appraisal process, which takes approximately 4 to 6 months, is nearly complete. Once the appraisal process is complete, CDOT will send offer letters.</p> <p>During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those</p> <p>Continued on next page</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 17	<b>Name:</b> Bonner Brice	<p data-bbox="1098 267 1377 295"><b>Response to 17 Continued</b></p> <p data-bbox="1098 310 1463 337">17-1 Continued from previous page</p> <p data-bbox="1167 358 1898 748">property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning , parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you. We encourage all affected property owners to contact the CDOT Region 2 Right-of-Way Department to set up a meeting to discuss the rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

	<b>Response</b>
<p style="text-align: center;"><b>Comment</b></p> <p><b>Comment Number:</b> 18      <b>Name:</b> Jereldine Bustos</p> <p>Mr. Richard Zamora, P.E. New Pueblo Freeway Project Manager 1019 Erie Avenue Pueblo, Co 81002</p> <p>Dear Mr. Zamora</p> <p>I am the owner of the property located at 2428 East Evans. Last week I learned that a plan is in effect to vacate an alley that runs parallel to Evans Avenue, as part of the new Pueblo freeway project. The plan, as I understand it, is to turn the alley into part of a walking trail to Runyon Field.</p> <p>The alley is adjacent to the freeway and runs behind the 2200, 2300, and 2400 blocks of Evans Avenue. It begins at Aqua and ends at the end of Nevada Street.</p> <p>This alley has been historically used to access driveways and garages along the three block length. There are 23 properties along the alley and, of those properties, 11 have either a driveway or a garage or both that access their property by way of the alley.</p> <p>Vacating this alley will have an adverse effect on many of the property owners or residents in this area, who will be denied historical access to their garages and/or driveways. I am requesting your assistance in the remediation of this matter.</p> <p>Thank you,</p> <p> Jereldine Bustos 719-561-0248</p>	<p style="text-align: center;"><b>Response</b></p> <p><b>Response to 18</b></p> <p>18-1 An off-street, pedestrian/bicycle trail is envisioned between JJ Raigoza Park and Runyon Field Sports Complex. The Evans Avenue alleyway between Minnequa Avenue and Illinois Avenue is being considered as a potential alignment for the trail.</p> <p>A noise wall is proposed along the I-25 shoulder to mitigate noise impacts. This noise wall, combined with the Evans Avenue alleyway and backyard fences, was thought to create a “canyon” effect between Minnequa Avenue and Illinois Avenue. The idea to develop the alleyway to a trail was conceived to lessen the canyon effect and to turn the space into an amenity for residents.</p> <p>CDOT recognizes that some residences have alley-loaded garages, as you have indicated in your letter. In 2004, CDOT made every effort to speak with each property owner along this stretch of Evans Avenue to receive early input. The specific outreach included door-to-door invitations to a public meeting and follow-up communication with the owners who did not attend the meeting. For the trail to be built using the alleyways between Minnequa Avenue and Illinois Avenue, property owners would need to agree to give up access. If property owners are not willing to give up alley access, the trail could be constructed as an on-street facility using Evans Avenue. No decision has been formalized at this time and CDOT will revisit this trail concept during final engineering design through neighborhood-involved design charettes.</p> <p>The Final Environmental Impact Statement (FEIS) has been revised to clarify that using the alleyways behind Evans Avenue for this trail is an optional design element. Evans Avenue property owners will be given full opportunity to provide input on the final location of the trail.</p>

18-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 19</p>	<p><b>Name:</b> Monica Claros</p>	<p><b>Response to 19</b></p>
<p>19-1</p>	<p>We read on the newspaper, plans regarding this renovation project. How come i have not been notify via mail?</p>	<p>19-1 Newsletters were sent to residents adjacent to I-25 when the Draft Environmental Impact Statement (DEIS) was released in November 2011. Your address at 206 W. Northern Avenue was included on this mailing list. Community outreach and notification was utilized extensively throughout the life of the New Pueblo Freeway project; <b>Chapter 6 – Comments and Coordination</b>, details the early and ongoing public involvement. You will continue to receive project updates via mail including notification of the publication of the Final Environmental Impact Statement (FEIS) and the future decision document known as a Record of Decision.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 20</p>	<p><b>Name:</b> Dick Cline</p>	<p><b>Response to 20</b></p>
<p>20-1</p>	<p>lake clara has been part of us for years. leave it to us as is</p>	<p>20-1 CDOT understands that Mineral Palace Park and Lake Clara have 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. Since the early 1900s Lake Clara has been reduced in size several times. Currently, the City of Pueblo Parks and Recreation Department maintenance staff struggle to maintain Lake Clara, which is degrading due to poor water circulation and algae growth. 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 a restoration plan for the park (see <b>Exhibit 3.3-13</b>). This process is described in <b>Section 3.3.3 Parks and Recreation</b>. CDOT has committed to constructing the restoration plan as mitigation for impacts to Mineral Palace Park. As part of this mitigation, Lake Clara will be expanded so that it will function as a healthy lake with adequate space and natural banks to more closely mimic the original design of the lake.</p>

Comment	Response
<p><b>Comment Number:</b> 21      <b>Name:</b> Beritt Odom and Colby Cogburn</p> <p>Beritt Odom Colby Cogburn 706 Hill Place Pueblo, CO 81006 (719) 569-1976</p> <p>Date: December 8, 2011</p> <p>Re: Objection to the proposed Modified Alignment Alternative</p> <p>Mr. Richard A. Zamora, P.E., Region Materials Engineer,</p> <p>My husband and I are submitting the following letter as a formal objection to the proposed Modified Alignment Alternative for I-25. As residents of the neighborhood, we are very concerned about the impending impacts that the Modified Alternative will have on our neighborhood. We understand that the proposed I-25 project is intended to improve safety and connectivity, however the proposed positive effects come with very significant costs. The Modified Alignment Alternative will increase tax payer burden as a result of eradicating property taxes and taking on additional expenses associated with maintaining the Proposed Santa Fe Extension. Social costs are also of great concern, as it stands now, the Bessemer Neighborhood East of the Mesa Avenue Bridge is a very proud, close-knit neighborhood; with the modified changes, this social capital will be displaced and lost.</p> <p><u>Proposed Santa Fe Extension:</u> Justification of maintaining 23 miles of the Proposed Santa Fe Extension, as a city arterial roadway, is not clear and appears to have negative effects for the City and residents. The proposed 23-mile stretch of a four lane highway that connects the Grove and Minnequa Avenue will become a liability to the City. Tax-payers will ultimately have to assume the cost to provide maintenance for a roadway that provides little utility for the majority of Pueblo citizens. Alternatively the City will loose property taxes from approximately 64 parcels, which only compounds the economic effect on the City. The bottom line is that the City will loose property tax revenue while simultaneously taking on more financial responsibility for the maintenance of a redundant right-of-way.</p> <p>Use of the road will be minimal as it only provides mobility between the Grove and Minnequa Avenue. According to the US Census Bureau the majority of Grove residents, 39%, have a household income of less than \$10,000.00 per year. Incomes within the Minnequa area are a little higher, however the majority of residents in Census Tract 22 continues to be less than \$10,000.00 and the majority of family incomes in Census Tract 23 are between \$35,000 to \$49,999.00 per year. Forty-two percent of individuals within the Grove, Census Tract 13, live below the national poverty line, similar poverty figures are found in the Minnequa area, 17.6% within Census Tract 22 and 29.8% within Census Tract 23 live below the national poverty line. Therefore, the majority of citizens that will be serviced by the Proposed Santa Fe Extension, as a City Arterial, are poor and have minimal resources for private transportation. Additionally, there is little regional or commercial draw between the two sections of the City. St. Mary Corwin Hospital and related medical facilities are the primary attraction to the Minnequa area, which will be easily served by the proposed Interstate.</p> <p style="text-align: center;">1</p>	<p><b>Response to 21</b></p> <p>21-1 As a point of clarification, the proposed Santa Fe Avenue extension, under the Modified I-25 Alternative (Preferred Alternative), is approximately 2.1 miles in length, not 23 miles.</p> <p>CDOT development of the Preferred Alternative included extensive collaboration with the City of Pueblo. The Community Vision statement for this project, formulated by the Community Working Groups (local stakeholders), identifies providing an adequate and maintainable local street network that provides alternate routes to local destinations. The Santa Fe Avenue extension is derived expressly from the Community Vision. The development of the Santa Fe Avenue extension as Pueblo’s “main street” meets the long-term goal of providing an alternate north-south route for local trips other than I-25. The City of Pueblo is committed to the expansion of the local street network and has formalized their commitment to maintenance through a signed Memorandum of Agreement (see <b>Appendix F</b>).</p> <p>CDOT recognizes that Pueblo County would experience a decrease in property tax revenue with the conversion of private property to a transportation facility. The City of Pueblo could also experience a loss in sales tax revenue if businesses choose not to relocate within City of Pueblo boundaries. However, CDOT has worked to minimize the impacts to private property through preliminary design refinements and will continue to examine design refinements during final design in order to minimize property impacts.</p> <p>The Santa Fe Avenue extension is meant to offer an alternate north/south option for local trips instead of I-25. Travel demand modeling expects Santa Fe Avenue to absorb approximately 1,940 to 3,200 additional daily local trips that would otherwise have used I-25.</p> <p>CDOT recognizes many of the residents of the City of Pueblo are low-income households, as you also indicated by the U.S. Census Bureau percentages. The Census research included in the Final Environmental Impact Statement (FEIS) indicates the neighborhoods you mention contain concentrations of low-income households that exceed 50 percent. However, Pueblo is an auto-oriented city, with the vast majority of citizens using private transportation to access their work and community resources. The Santa Fe Avenue extension connects the large number of residences south of the Arkansas River with the commercial downtown north of the Arkansas River. Please see <b>Section 3.6 Social Resources, Economic Conditions, and Environmental Justice</b> for more information on Census research.</p>

21-1

Comment		Response
<p><b>Comment Number:</b> 21</p>	<p><b>Name:</b> Beritt Odom and Colby Cogburn (cont'd)</p>	<p><b>Response to 21 Continued</b></p> <p>21-2 You are correct that that Modified I-25 Alternative (Preferred Alternative) would impact a greater number of properties than the Existing I-25 Alternative through the Eiler Heights neighborhood (what your comment refers to as the Bessemer Neighborhood East). The Eiler Heights subarea is located within the Bessemer Neighborhood as defined by the City of Pueblo. CDOT recognizes that there are many subareas within delineated neighborhoods and has updated <b>Section 3.6 Social Resources, Economic Conditions, and Environmental Justice</b> to specifically identify this area as Eiler Heights. The Modified I-25 Alternative (Preferred Alternative) would fully acquire 63 parcels, while the Existing I-25 Alternative would fully acquire 38 parcels in the Eiler Heights neighborhood. Two commercial parcels would be acquired in the Eiler Heights neighborhood under the Existing I-25 Alternative, and seven commercial parcels would be acquired under the Modified I-25 Alternative (Preferred Alternative). Under the Modified I-25 Alternative (Preferred Alternative), the difference in right-of-way acquisitions in the Eiler Heights neighborhood occurs because I-25 is shifted to the east, requiring reconstruction of the Mesa Avenue bridge. The bridge must remain elevated further to the east to accommodate the shifted I-25 alignment and frontage road and ties into the existing grade nearly at Taylor Avenue. In the Existing I-25 Alternative, the bridge spans I-25 and the railroad and ties back into the existing grade by Rio Grande Avenue. CDOT will continue to refine the design of the Mesa Avenue bridge to minimize right of way impacts. As noted in response to <b>Comment #08-11</b>, the Modified I-25 Alternative is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although it does require additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation.</p> <p>Throughout the development of the Build Alternatives, CDOT has conducted extensive public involvement and held numerous meetings within the</p> <p>Continued on next page</p>
<p>21-2</p>	<p><u>Bessemer Neighborhood Impact, Existing I-25 Alternate vs. Modified I-25 Alternatives:</u>                  A great deal of concern surrounds the impact of the Modified I-25 Alternative on the Bessemer Neighborhood East of the existing I-25 and north of Northern Avenue. It appears that the Modified Alternative will have a greater negative impact on the neighborhood, as compared to the Existing Alignment Alternative. This conclusion is drawn from the number of private residential and commercial properties that will have to be acquired as part of the project. Under the Existing Alignment Alternative approximately 36 homes and three commercial buildings will have to be acquired due to realignment of the railroad and new on and off ramps to the interstate. Under the Modified Alignment Alternative approximately 56 homes and 8 commercial structures will be acquired because of similar infrastructure issues. The private properties may be less expensive to acquire, however the social costs of such a move on the neighborhood and City as a whole far outweigh the initial monetary outlay. The area affected is primarily made up of individuals who take pride in their homes and enjoy the ability to walk freely throughout the neighborhood visiting with their neighbors. At least 56 homes will be displaced because of the Modified Alignment deteriorating a long history of social capital and otherwise happy Puebloans.</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 21	<b>Name:</b> Beritt Odom and Colby Cogburn (cont'd)	<p data-bbox="1098 267 1377 297"><b>Response to 21 Continued</b></p> <p data-bbox="1098 310 1463 339">21-2 Continued from previous page</p> <p data-bbox="1163 357 1892 597">Bessemer Neighborhood. CDOT has also met individually with property owners and with representatives from Eiler Heights. Input received from these meetings was used to develop and revise the Build Alternatives. The Mesa Avenue bridge connection and Stanton Avenue extension were incorporated into the Modified I-25 Alternative (Preferred Alternative) at the request of citizens in Eiler Heights. CDOT has also worked closely with the Parks Advisory Committee, which includes representation from Eiler Heights, to develop the proposed mitigation concepts for Benedict Park.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 21</p>	<p><b>Name:</b> Beritt Odom and Colby Cogburn (cont'd)</p>	<p><b>Response to 21 Continued</b></p>
<p>21-3</p>	<p>As a resident of the neighborhood we know first hand that an eight-acre park is not necessary and should be considered frivolous for the neighborhood. The existing Benedict Park is frequently used, however at three-acres it is completely underutilized. The small pavilion is often used for birthday parties in the summer, the basketball court is used daily but the large “grassy” area is not used on a regular basis. In previous years we were aware of pee-wee football practices being held on the open space but we do not believe it is utilized any longer. The condition of the turf may be to blame or other external factors. We frequent the park every weekend with our son and dog, we enjoy the experience but it is obvious that a larger park will only become more of a burden on tax payers, drastically increasing park maintenance costs.</p> <p style="text-align: right;">2</p>	<p>21-3 Under the Modified I-25 Alternative (Preferred Alternative), the reconstructed Benedict Park would range in total size between a minimum 3.93 acres to a maximum 4.30 acres, not 8 acres as your comment suggests. As described in <b>Section 3.3 Parks and Recreation</b>, the mitigation proposed for Benedict Park under the Modified I-25 Alternative (Preferred Alternative) would be constructed from remnant parcels of land acquired due to changes in access from the closures of Taylor Avenue and Rio Grande Avenue. No private property would be acquired solely for Benedict Park mitigation.</p> <p>During the public involvement process regarding Benedict Park mitigation (described in <b>Chapter 6 – Comments and Coordination</b>) residents noted to CDOT that existing Benedict Park is underutilized because of the safety issues created by the lack of visibility from areas surrounding the park. The Park Advisory Committee believes the relocation of Benedict Park will result in a more user-friendly, neighborhood park with safer pedestrian access. CDOT also consulted with the City of Pueblo Parks and Recreation Department during the development of the DEIS; Department staff indicated that they prefer the contiguous park under the Modified I-25 Alternative (Preferred Alternative) for ease of maintenance and the mitigation it provides. A letter included in <b>Appendix B</b> documents the City of Pueblo’s preference for the Modified I-25 Alternative (Preferred Alternative). Additionally, in a Memorandum of Understanding between the City of Pueblo and CDOT (see <b>Appendix F</b>) the City of Pueblo has committed to accept ownership and maintenance of the reconstructed Benedict Park.</p>

Comment		Response
<p><b>Comment Number:</b> 21</p>	<p><b>Name:</b> Beritt Odom and Colby Cogburn (cont'd)</p>	<p><b>Response to 21 Continued</b></p>
<p>21-4</p>	<p>Our final concern related to the park resulting from the Modified Alternative is poor visibility of the park which contradicts all principals of crime prevention through environmental design. It appears that the proposed park will be flanked on three sides by ramps that will service the new interstate. Because the park will be enclosed by ramps on three sides and the rear portion of residential structures on the fourth side, it is apparent that the natural surveillance opportunities of the park will be greatly diminished or completely removed. When a large common space is not readily visible from the public it creates a breeding ground for criminal or otherwise undesirable activities. The proposed park violates all principles of safety based on environmental design because the only visibility into the park comes from on and off ramps, which is not conducive to interference if undesirable activities are witnessed.</p>	<p>21-4 Visibility into Benedict Park under either Build Alternative will be substantially improved over the visibility into the current Benedict Park. The current park is only visible from one right-of-way that is publicly owned, Mesa Avenue, along the south edge of the park. During the public involvement process regarding Benedict Park mitigation (described in <b>Chapter 6 – Comments and Coordination</b>) residents noted to CDOT that existing Benedict Park is underutilized because of the safety issues created by poor visibility. The reconstructed Benedict Park will be visible from right-of-way that is publicly owned on all sides: Mesa Avenue, which creates the northern boundary of the park; Northern Avenue, which creates the southern boundary of the park; a public alley and parking lot, which create the eastern boundary of the park; and the western boundary of the park, created by the northbound I-25 ramp from Northern Avenue that will also have views into the park. This is illustrated in a graphic showing a bird's-eye perspective of this area in the project's I-25 New Pueblo Freeway Aesthetic Guidelines (<b>Appendix C</b>). CDOT will continue to coordinate with the Pueblo Parks Department to refine the design of Benedict Park that addresses safety concerns.</p>
<p>21-5</p>	<p>We are not members of St. Mary's Church, therefore we cannot speak directly about the negative impacts that will occur as a consequence of the Modified Alignment; however, it appears that the on and off ramps will obscure this beautiful church from view. Mount Carmel Church, located in the Grove suffered similar consequences of the initial I-25 and has had lasting effects on the congregation. Because of this we are reiterating our opposition to the Modified Alternative.</p>	<p>21-5 Visibility of St. Mary's Church will not be obscured as a result of the Modified I-25 Alternative (Preferred Alternative). Currently, St. Mary's Church is not readily visible from I-25 north of Mesa Avenue. The Modified I-25 Alternative (Preferred Alternative) will improve the visibility from I-25 north of Mesa Avenue because the existing visual barrier created by the unmaintained vegetation along the railroad will be removed and I-25 will now be located on the east side of the railroad. Additionally, St. Mary's Church is currently not readily visible from Northern Avenue. However, the Modified I-25 Alternative (Preferred Alternative) will improve views to St. Mary's Church across the reconstructed Benedict Park from the Northern Avenue Bridge and I-25 ramps. Currently, St. Mary's Church is very visible from Mesa Avenue and this will not change in the Modified I-25 Alternative (Preferred Alternative).</p>
<p>21-6</p>	<p>We ask that all objections be taken seriously and that time be spent on finding alternatives to the Proposed Modified Alignment Alternative. We know that there are other possibilities, such as the Existing I-25 Alignment which may cost more initially, but will not have the same detrimental effects as the Modified Alternative. The Existing I-25 Alignment continues to use right-of-way that has already been established and claimed for urban transportation use, the Modified Alignment claims more of our City for asphalt and high speed transportation, something this City does not need.</p>	<p>21-6 <b>Chapter 2 – Alternatives</b> documents the range of alternatives that were considered for the New Pueblo Freeway project. Cost was not a determining factor in the identification of a Preferred Alternative. The Modified I-25 Alternative is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Please see response to <b>Comment #08-11</b> for information on the identification of the Preferred Alternative.</p>
<p>Sincerely,</p>  <p>Beritt Odom</p> <p>And</p>  <p>Colby Cogburn</p>		
<p>3</p>		

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 22      <b>Name:</b> Paul D. Conatore, RG, CPG</p> <p style="text-align: right;">2226 E. Evans Avenue Pueblo CO 81004-3933 (719) 560-1381</p> <p>December 8, 2011</p> <p>Richard Zamora, Project Manager New Pueblo Freeway Project CDOT Region 2 101 Erie Avenue Pueblo CO 81002</p> <p style="text-align: center;">An Open Letter RE The New Pueblo Freeway Project</p> <p>Dear Mr. Zamora:</p> <p>During a 36-year career in geology and engineering, I've been involved in quite a few environmental impact statements. Some bad. Some good. Two of these EIS, one bad and one great, have been prepared for projects impacting the citizens of Pueblo.</p> <p>The Bad</p> <p>From its initial announcement in the Federal Register through its completion, the Southern Delivery System EIS was a done deal. It had a foregone conclusion contrived by the Bureau of Reclamation and Colorado Springs Utilities. The SDS will be constructed as envisioned by Colorado Springs Utilities, despite publicly expressed adversity, and sound engineering and scientific alternatives, etc.</p> <p>The Great</p> <p>On the other hand, the New Pueblo Freeway EIS is true in all respects to the purpose, intent and requirements of the National Environmental Policy Act's EIS process, as well as the goals of the project. CDOT and CH2M HILL are to be commended for conducting an honest study, and quite importantly, for not only allowing and considering public input, but also incorporating it into the project EIS and engineering design for the benefit of the people of Pueblo. If constructed, the Modified I-25 Alternative will prove to be a truly great highway improvement project.</p> <p>Thank you.</p> <p>Sincerely,</p> <p><i>Paul D. Conatore</i> Paul D. Conatore, RG, CPG</p>	<p><b>Response to 22</b></p> <p>22-1 Thank you for your comment. Your support for the project is noted.</p>

22-1

Comment	Response
<p><b>Comment Number:</b> 23      <b>Name:</b> Vincent Gagliano</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p><b>Why are you here?</b>  <u>Vincent Gagliano, GAGLIANO'S INC. 1220 Elm St.</u>  <u>Pueblo, CO 81004 - To review the proposed map and have my questions</u>  <u>answered regarding construction, access during construction</u>  <b>How can we keep in touch with you?</b></p> <p><b>First Name:</b> <u>Vincent Gagliano</u>      <b>Last Name:</b> <u>Gagliano</u>  <b>Address:</b> <u>145 Fordham Circle</u>      <b>Zip Code:</b> <u>81005</u>  <b>Email Address:</b> <u>GaglianosItalianMarket@Comcast.net</u></p> <p><b>What would you like us to know about what you saw tonight?</b>  <u>My Family Business Located at 1220 Elm St, Gagliano's Italian</u>  <u>MARKET sits between the proposed modified I-25 alignment</u>  <u>and the new Northern interchange and bridge on MESA. I</u>  <u>see concerns regarding access to my business for customers</u>  <u>&amp; Suppliers which will effect my business</u></p> <p><b>Please provide any additional comments or concerns you have:</b>  <u>If you can provide more information or more answers</u>  <u>to unasked questions it would be appreciated</u></p> <p align="center">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 December 19, 2011          Please mail to: Richard Zamora, New Pueblo Freeway Project Manager,          CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002          You may also fax this comment form to 719-546-5456 or you can submit your comments online          via the website: www.i25Pueblo.com</p>	<p><b>Response to 23</b></p> <p>23-1 The Preferred Alternative would reconstruct the Mesa Avenue and Northern Avenue bridges. Northern Avenue and the Northern Avenue bridge would be slightly realigned to the south of its existing alignment. Mesa Avenue and the Mesa Avenue bridge would remain in the same location as the existing conditions. Access to Elm Street from both Mesa Avenue and Northern Avenue would remain as is currently configured, and access to your business would remain unaffected. Please see Appendix A of the <i>Right-of-Way Technical Memorandum</i> (Page 16M) for a detailed graphic showing proposed conditions.</p> <p>Currently, motorists traveling on I-25 exit at Central Avenue and travel north on Abriendo Avenue to Northern Avenue to access Elm Street between Northern Avenue and Mesa Avenue. Under the Preferred Alternative, motorists traveling south would exit the interstate at Locust Street and continue south on the one-way frontage road until Northern Avenue to access Elm Street. Motorists traveling north on I-25 would exit the interstate at Northern Avenue to access Elm Street. Additionally, the extension of Santa Fe Avenue provides a local street alternative to I-25, in which motorists could access Elm Street from either Mesa Avenue or Northern Avenue.</p>

23-1

Comment	Response
<p><b>Comment Number:</b> 24      <b>Name:</b> Vincent Gagliano</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p>Why are you here?  <i>Vincent Gagliano, Gagliano's INC. 1220 Elm St. Pueblo, CO 81004 - I review the proposed map and have my questions answered regarding Northern bridge at Elm St.</i></p> <p>How can we keep in touch with you?</p> <p>First Name: <u>Vincent</u>      Last Name: <u>Gagliano</u>          Address: <u>145 Fordham Circle</u>      Zip Code: <u>81005</u>          Email Address: <u>GaglianosItalianMarket@Comcast.net</u></p> <p>What would you like us to know about what you saw tonight?</p> <p><i>AT THE NORTHERN AVE BRIDGE (PROPOSED MODIFIED I-25 ALIGNMENT) AT ELM TO ABRIENDO ZOO BLOCK THE REALIGNMENT LEAVES AN AREA FROM THE ROAD TO THE BUSINESS (TRIANGLE), (1) WHAT WILL THIS BECOME? (2) WILL THIS HAVE OFF ROAD PARKING?</i></p> <p>Please provide any additional comments or concerns you have:</p> <p><i>IF YOU CAN PROVIDE MORE INFORMATION OR MORE ANSWERS TO UNASKED QUESTIONS IT WOULD BE APPRECIATED.</i></p> <p>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 December 19, 2011              Please mail to: Richard Zamora, New Pueblo Freeway Project Manager,              CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002              You may also fax this comment form to 719-546-5456 or you can submit your comments online via the website: www.i25Pueblo.com</p>	<p><b>Response to 24</b></p> <p>24-1 As you correctly indicate, Northern Avenue would shift to the south, leaving a 0.38 acre triangular sliver of city-owned right-of-way to remain. This land would remain in City of Pueblo ownership under the Preferred Alternative. The City of Pueblo can elect to maintain this property under city ownership or to vacate the property. CDOT will coordinate with the City of Pueblo during final design to determine use and ownership for the remaining land. On-street parking would remain along Elm Street and Abriendo Avenue, as signage currently allows.</p>

24-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
25-1	<input type="checkbox"/> none of the links to your document work	<b>Response to 25</b> 25-1 Thank you for your comment. At the time your comment was received, we found broken links to two sections of the Draft Environmental Impact Statement (DEIS) on the project's website <a href="http://www.i25pueblo.com">www.i25pueblo.com</a> . These links were corrected the next business day.

Comment		Response
<p><b>Comment Number:</b> 26</p>	<p><b>Name:</b> Michael Griffin</p>	<p><b>Response to 26</b></p>
<p>Two thoughts:</p> <p>26-1 1. Properties needed purchase for the rights of way should be purchased as soon as possible. This allows you and the sellers to take advantage of low real estate prices, gives a flagging construction industry a boost with remodeling the sellers' new locations and gives more time for the move to take place before the rights-of-way have to be cleared.</p> <p>26-2 2. The US 50B overpass is visibly crumbling--anyone driving north under it can see the rebar! Unless the highway segments scheduled before it are in even worse shape, the US 50B segment should be given first priority.</p>	<p>26-1 <b>Chapter 5 – Phased Project Implementation</b> describes the funding process that CDOT must comply with during the development of a National Environmental Policy Act project. CDOT continues to work to secure funding for final design, construction, and right-of-way acquisitions. At this time, full funding has not been identified for both phases of construction, and CDOT cannot proceed with property acquisitions until funding has been identified. The phased approach to this project allows CDOT to purchase property as funding becomes available, and at the time of publication of this Final Environmental Impact Statement (FEIS), CDOT right-of-way staff is working with property owners who are affected by the first construction project in Phase 1, the Ilex Viaduct Replacement on I-25, to negotiate acquisition of properties. CDOT will coordinate with other property owners affected in Phase 1 as timelines for the other Phase 1 construction projects become available. Later phases will be constructed over time and as funding becomes available. The availability of future funding beyond the first project phase is unknown at this time.</p> <p>26-2 Bridge sufficiency ratings are used to identify structurally deficient or functionally obsolete bridges. For the project, all of the bridges on the I-25 corridor were inspected by a structural engineer for both functional and structural integrity and sufficiency ratings were assigned. Bridges that were identified as structurally deficient or functionally obsolete are shown in <b>Exhibit 1-3</b>. The US 50B bridges are not included in <b>Exhibit 1-3</b> because their sufficiency rating does not indicate a structural deficiency or functional obsolescence. The US 50B bridges will be replaced during the first phase of construction; however, the timeline for their replacement has not been finalized by CDOT. The order in which the Phase 1 improvements will be implemented will be determined by the CDOT Bridge Enterprise Program, Safety Program, and Regional Priorities Program.</p>	

Comment	Response
<p><b>Comment Number:</b> 27      <b>Name:</b> R. Hobbs</p> <div data-bbox="205 349 982 503" style="text-align: center;"> <p>PHONE (719) 542-2212 FAX (719) 544-2730</p>  <p><b>LINOLEUM TILE &amp; CARPET CO., INC.</b></p> <p>346 SO. SANTA FE AVE. PUEBLO, COLORADO 81003</p> </div> <p style="text-align: center;">December 8, 2011</p> <p style="text-align: center;">Colorado Department of Transportation</p> <p style="text-align: center;">Re: Bridge Remodel, Pueblo, CO</p> <p>Our business opened at this location, on the corner of Ilex and South Santa Fe Avenue, in 1952. The current freeway was built in 1959. As you know, thousands of cars use the Ilex daily, as well as our shipping and receiving.</p> <p>In closing the Ilex, you will paralyze all of our warehouse functions which have been in use since 1965. We will lose Exit 98A North/South as well as the traffic that uses it.</p> <p>Gentlemen, when you close off roads due to construction, you will kill our business.</p> <p>When I traveled to Trinidad during that bridge replacement, the only goal one had was to get thru the mess of construction and delays.</p> <div data-bbox="787 552 1050 649" style="text-align: right; margin-top: 20px;"> <p><i>SOME OF THE IMPACTS NOT CONSIDERED ARE</i></p> </div>	<p><b>Response to 27</b></p> <p>27-1 The Preferred Alternative proposes to improve Santa Fe Avenue and Stanton Avenue as alternate routes to I-25 for local users. As a result, traffic on Santa Fe Avenue will increase over present day and is expected to absorb approximately 1,940 to 3,200 additional daily local trips from I-25.</p> <p>The Ilex interchange is being removed under the Preferred Alternative for the following reasons:</p> <ul style="list-style-type: none"> <li>• Interstate design standards require that interchanges have a minimum 0.5 mile of spacing between interchanges to safely allow for vehicles to merge onto and exit the interstate, with one mile being the preferred design. The distance between the proposed Abriendo Avenue/ I-25 interchange and the existing Ilex interchange is too close to meet the minimum design standards.</li> <li>• The lengths of the existing Ilex Street exit ramps are substandard and do not meet safety design criteria. Vertical and horizontal curvature of ramps results in inadequate sight distances.</li> <li>• Local traffic will be better served by Santa Fe Avenue and Stanton Avenue since Ilex Street does not provide access to any roads except the interstate; it lacks local street connectivity.</li> <li>• The Ilex off-ramp feeds into a local street, which is an inappropriate connection for an interstate highway.</li> </ul> <p>Reconstructing the existing Ilex interchange would also impact a landfilled hazardous materials site (Rockwool Industries facility), Runyon Field Sports Complex, and the railroad lines.</p> <p>CDOT refined the design near Ilex Street to incorporate a retaining wall in order to preserve the warehouse building, parking, and onsite circulation for the Hobbs Linoleum, Tile, and Carpet Company. However, since the receipt of this comment, business operations have ceased at Hobbs Linoleum, Tile, and Carpet Company. Subsequently, CDOT has revised the design to remove the retaining wall, as onsite circulation no longer needs to be retained. Existing Ilex Street will be closed from Santa Fe Avenue to I-25.</p>

27-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
Comment Number: 27	Name: R. Hobbs (cont'd)	<b>Response to 27 Continued</b>
27-2	<p>Your plan will isolate Hobbs Carpet and effectively starve our business. Don't be fooled that we should be OK!</p> <p>Loss of business, especially in these times, is not an option. We have 4<sup>th</sup> generation customers that come to Hobbs for their needs. To isolate them and us makes no sense.</p> <p>It should be the goal of C.D.O.T. to assist owners of businesses, not to isolate or deny them traffic access.</p>	<p>27-2 From the south, motorists traveling north would access the Santa Fe Avenue business district by exiting at the proposed Santa Fe Drive/I-25 and continuing north on either the Santa Fe Avenue or Stanton Avenue extensions. From the north, motorists traveling south can access the Santa Fe Avenue business district at the 13th Street exit or 6th Street slip ramp.</p>
27-3	<p><i>WOULD HOPE THE PARKS &amp; POND DON'T HAVE PRECEDENCE OVER TRADITIONAL YEAR PAYING BUSINESS</i></p> <p><i>R. Hobbs 12-9-11</i></p>	<p>As mitigation, CDOT will provide permanent directional signage ahead of the 13th Street exit, 6th Street slip ramp, and the Santa Fe Drive interchange to indicate to motorists how to best access the Santa Fe Avenue business district. This mitigation measure has been added to <b>Section 3.1.3 Transportation</b> and <b>Section 3.6.4 Social Resources Economic Conditions, and Environmental Justice</b>.</p>
	<p>CDOT understands that construction can generate impacts, particularly economic impacts, to those residents and businesses located in the construction area. The phased approach to construction allows CDOT to maximize the effectiveness of improvements and leverage available funding to meet short-term and long-term needs. During construction, CDOT will provide directional signage to the Santa Fe Avenue business district.</p> <p>27-3 CDOT considers the needs of both the human environment and the natural environment during the evaluation of project alternatives. CDOT refined its design to minimize impacts to social, economic, and natural resources, and no one resource was given precedence over another. However, impacts are inevitable with a project of this scale, and CDOT mitigates where impacts occur.</p>	

Comment	Response
<p><b>Comment Number:</b> 28</p> <p><b>Name:</b> Richard T. Hobbs, Ruth Hobbs, Dave and Kathy Hobbs, Rick Hobbs, and Sherri Easton</p> <p>PHONE (719) 542-2212 FAX (719) 544-2730</p>  <p>346 SO. SANTA FE AVE. PUEBLO, COLORADO 81003</p> <p>December 8, 2011</p> <p>Dear Sirs:</p> <p>We would first like to thank you gentlemen for the time you took to stop and visit with us on Tuesday, November 1<sup>st</sup>.</p> <p>Our Hobbs family still has many concerns with the alignment, construction and design.</p> <p>Our family business has been located at our present address for almost 60 years. It has always been very easy to find and to get to, both for our customers and our distributors' freight trucks. It appears to us that the new access would complicate travel to and from our business, particularly for our older clientele. Many of our customers are third and fourth generation Hobbs' customers. The freight trucks from various mills, who deliver to us four times a week, will be forced to make u-turns on the Ilex dead-end, a difficult, time consuming task in itself, even more so if they are pulling doubles!</p> <p>We feel no consideration was given for the loss of business we would incur, both during the construction phase and upon its completion of the Ilex interchange. Furthermore, we feel if we were forced to move to a better-accessed location with better visibility because of this new interchange and the problems and loss of business it will have caused, our building and property would be extremely less appealing to any prospective buyers.</p> <p>We actually had our building listed with ReMax for the past two years. We did, indeed, have some interest in our building and property; but, the Ilex interchange construction always popped up in conversation. No one wanted to purchase our building and property for fear they would make any costly, necessary improvements for their needs, and then find out they would be forced to move when the I-25 improvements began. Now, on top of that, we will have less and limited access to offer any prospective buyers!</p> <p>We have survived the invasion of the big-box stores and weathered many storms. But, our concerns about changing access/travel to our "family tradition" since 1952, are very deep and personal.</p> <p>During these trying times, a business must be extremely competitive with pricing, selection and service. A good location that can be easily accessed is a necessity. Today's consumer is often limited on available time to shop. They need to be able to get in, find what they need and get out on a timely basis.</p>	<p><b>Response to 28</b></p> <p>28-1 Please refer to responses to comments provided under <b>Comment #27</b>.</p>

28-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p data-bbox="199 256 430 284"><b>Comment Number:</b> 28</p> <p data-bbox="640 256 1039 332"><b>Name:</b> Richard T. Hobbs, Ruth Hobbs, Dave and Kathy Hobbs, Rick Hobbs, and Sherri Easton (cont'd)</p> <p data-bbox="58 479 126 535">28-1 (cont'd)</p> <p data-bbox="199 402 1039 544">In closing, Illex traffic constitutes 70 – 80% of drive-by traffic. Nobody can survive 70-80% loss of accessibility. This access has been available for 50 years as you know. We hope you will reconsider the upcoming and long-term effects this Illex interchange will have on our soon-to-be, 60-years-old, family-owned and operated business. Our own customers have recently been commenting on how all of this will kill our business.</p> <p data-bbox="199 560 1039 617">If small businesses like ours are to continue to survive, more consideration must be given to them, particularly in instances such as this.</p> <p data-bbox="483 641 724 698">Sincerely, The Entire Hobbs Family</p> <p data-bbox="483 771 682 909">Richard T. Hobbs Ruth Hobbs Dave &amp; Kathy Hobbs Rick Hobbs Sherri Easton</p>	



APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 30	<b>Name:</b> Andy Holman	<b>Response to 30</b>
30-1	<p>I think the timing is not good The question is what will be the effect in the short term and how many historic properties will be affected and how much will businesses suffer. I have a small taste of this when I travel through Trinidad 80 miles so of Pueblo. I think the right thing was done in Trinidad, but we are a city of over 100,000.00 and two years of road work could be harsh. There is no doubt that there is a need for improvement. If you go ahead with the project, then full exposure of what is to be done how long and what properties are affected; particularly between downtown and central ave.</p>	<p>30-1 CDOT did consider the short-term impacts incurred during construction versus the long-term viability of resources. CDOT understands that construction can generate impacts, particularly economic impacts, to those residents and business located in the construction area. The phased approach to construction allows CDOT to maximize the effectiveness of improvements and leverage available funding to meet both short-term and long-term needs.</p>
	<p>Yours truly Andy Holman</p>	<p>The Preferred Alternative would impact 40 historic properties throughout the City of Pueblo. Impacts to businesses could occur during construction, but the long-term benefits of reconstructing I-25 are anticipated to outweigh the short-term impacts, including improved local access to businesses in the study area. CDOT will mitigate for construction impacts to businesses by providing signage and detours to direct traffic to businesses, residences, and community facilities adjacent to construction. CDOT will provide advance notice to emergency service providers, schools, the community, and residents regarding road delays, access, and special construction activities.</p>

Comment	Response
<p><b>Comment Number:</b> 31      <b>Name:</b> Frank Ives</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p>Why are you here?  <u>Find out what is happening with I25</u></p> <p>How can we keep in touch with you?            First Name: <u>Frank Ives</u>      Last Name: <u>Ives</u>            Address: <u>2512 Court St.</u>      Zip Code: <u>81003</u>            Email Address: <u>ofives3@yahoo.com</u></p> <p>What would you like us to know about what you saw tonight?  <u>Maps show my property is intact.</u></p> <p>Please provide any additional comments or concerns you have:  <u>Highway noise &amp; Train noise. Is too much.</u></p> <p><small>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 December 19, 2011            Please mail to: Richard Zamora, New Pueblo Freeway Project Manager,            CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002            You may also fax this comment form to 719-546-5456 or you can submit your comments online            via the website: www.i25Pueblo.com</small></p>	<p><b>Response to 31</b></p> <p>31-1 CDOT evaluates and mitigates the noise impacts that are associated with vehicular traffic on highways, but it does not regulate or mitigate noise associated with freight trains.</p> <p>The noise abatement guidelines followed by the New Pueblo Freeway project are detailed in <b>Section 3.5 Noise</b>. The predicted noise levels for noise receptors in the North Area, where your residence is located, would be the same under both Build Alternatives because the alternatives share the same alignment in the North Area. Existing noise levels are highest in the North Area of the corridor because peak hour traffic volumes are double and triple the volumes experienced in the Central and South Areas of the corridor, respectively. Similarly, future 2035 traffic volumes are predicted to remain double and triple the volumes experienced in the Central and South Areas of the corridor. Noise barriers have been preliminarily identified to mitigate impacts at noise-sensitive locations, including the residences west of I-25 between 24th Street and 29th Street and the residences west of I-25 near Albany Avenue, Mineral Palace Park, and the Mineral Palace Towers. The noise wall proposed along the west side of I-25 from 24th Street to 29th Street is predicted to reduce future noise levels by approximately 7 A-weighted decibels (dBA) at your residence. A decrease in noise levels by 5 dBA or more provides a noticeable change in noise level.</p> <p>It is important to note that CDOT's <i>Noise Analysis and Abatement Guidelines</i> state that the opinions and desires of the benefited community must be considered in the reasonableness evaluation of a noise barrier. Prior to the Record of Decision and final engineering design, CDOT will solicit input from the benefited property owners and tenants to determine preference for constructing or not constructing noise mitigation. The decision to build or not build recommended noise abatement measures should result from a simple majority response consisting of greater than 50 percent of the responding benefited property owners and residents. A benefited receptor is any property containing a noise sensitive receptor(s) that receives 5 dBA or more noise reduction caused by the abatement measure. Design of this noise wall will be refined during final engineering design, including materials used to construct the wall, access, and maintenance considerations, and residents will have an opportunity to review the design of the noise wall aesthetics included in the I-25 New Pueblo Freeway Aesthetic Guidelines.</p>

31-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 32</p>	<p><b>Name:</b> Joe and Pam Kocman</p>	<p><b>Response to 32</b></p>
<p>December 15, 2011</p> <p>Mr. Richard A. Zamora, P.E. Region Materials Engineer State of Colorado Department of Transportation Region 2, Materials 1019 Erie Ave. Pueblo, CO 81001</p> <p>Dear Mr. Zamora,</p> <p>32-1 [ First and foremost, before we address the Existing and Modified Alternatives to the I-25 Project, we would like to state that our first choice would be the “Do Nothing” alternative. Secondly, though, we would like to make a suggestion and ask for a response to the idea of using the existing I-25 lanes as the southbound lanes in the new I-25 design and build the northbound lanes east of the railroad. This suggestion would ultimately resolve many of the impact issues between the two alternatives.</p> <p>32-2 [ We are third generation residents of our rich and multi-cultural neighborhood – the “old Bojon Town” area east of I-25 and North of the CF &amp; I steel mill. This area was isolated from the rest of Bessemer by the original 1950’s I-25 construction and now this new construction is further deteriorating our neighborhood. It is our goal to minimize the negative impact on our neighborhood that will occur with this new construction. Now that the Environmental Impact Statement (EIS) is published, it is obvious that both options will negatively impact our neighborhood but the Existing Alt. is less invasive than the Modified. Because of this, we strongly recommend that between the two alternatives available that the Existing Alternative be selected. Our neighborhood will make every effort to be involved in the final design and decisions regarding the two alternatives. To help us be as informed as possible, please add all addresses from Santa Fe Avenue west to I-25 and north from Northern Avenue to your mailing lists for future informational meetings.</p>	<p>32-1 Your support for the No Action Alternative is noted. Revising the design as you suggest would not minimize impacts within your neighborhood because of the larger footprint that would be required under this configuration to provide for the split-diamond frontage roads and ramps that access Northern Avenue. Additionally, your suggested configuration would preclude the use of the current I-25 alignment for the Santa Fe Avenue Extension, a feature of the Modified I-25 Alternative (Preferred Alternative) that provides needed north/south local mobility as stated in the project Purpose and Need as discussed in <b>Chapter 2 – Alternatives</b>. The Modified I-25 Alternative is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although it does require additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation. Please also see response to <b>Comment #08-11</b> regarding the identification of the Preferred Alternative.</p> <p>32-2 CDOT appreciates your involvement in the New Pueblo Freeway project. The project mailing list has been updated to include any additional addresses not previously included in your neighborhood, which CDOT is calling Eiler Heights in this FEIS. You will receive future mailings and meeting notices about the project as it progresses.</p>	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response															
<p><b>Comment Number:</b> 32</p>	<p><b>Name:</b> Joe and Pam Kocman (cont'd)</p>	<p><b>Response to 32 Continued</b></p>															
<p>32-3</p>	<p>In the final recommendations from the EIS, the conclusion was that the impact from the Modified Alternative will cause the least harm to the overall project. The following chart taken from the EIS Exhibit 3.4-1 proves that this conclusion is incorrect.</p> <table border="0" data-bbox="205 402 865 506"> <thead> <tr> <th></th> <th style="text-align: center;"><u>Existing I-25 Alt.</u></th> <th style="text-align: center;"><u>Modified Alt.</u></th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td style="text-align: center;">89 Acquisitions</td> <td style="text-align: center;">117 Acquisitions</td> </tr> <tr> <td>Commercial</td> <td style="text-align: center;">78 Acquisitions</td> <td style="text-align: center;">82 Acquisitions</td> </tr> <tr> <td>Public</td> <td style="text-align: center;"><u>26 Acquisitions</u></td> <td style="text-align: center;"><u>30 Acquisitions</u></td> </tr> <tr> <td>Total</td> <td style="text-align: center;">193 Acquisitions</td> <td style="text-align: center;">229 Acquisitions</td> </tr> </tbody> </table> <p>As shown above, the Modified Alternative requires an additional 28 residential homes, an additional 4 commercial properties and an additional 4 public properties be acquired versus the Existing I-25 Alternative. Therefore, the Modified Alt. requires that an additional 36 properties be acquired. This indicates that the Existing Alt. causes the least harm. Of the additional 28 residential homes that need to be acquired under the Modified Alt., 16 of these homes are from our neighborhood. Therefore, the majority of the differences between the two alternatives occur in our small neighborhood.</p>		<u>Existing I-25 Alt.</u>	<u>Modified Alt.</u>	Residential	89 Acquisitions	117 Acquisitions	Commercial	78 Acquisitions	82 Acquisitions	Public	<u>26 Acquisitions</u>	<u>30 Acquisitions</u>	Total	193 Acquisitions	229 Acquisitions	<p>32-3 As noted in response to <b>Comment #08-11</b>, the Modified I-25 Alternative is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although it does require additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation.</p> <p>The FEIS states that the Modified I-25 Alternative (Preferred Alternative) would result in the least overall harm to Section 4(f) properties. The U.S. Department of Transportation Act of 1966 included a special provision - Section 4(f) - that stipulated that the Federal Highway Administration (FHWA) cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless there is no feasible and prudent alternative to the use of land and the action includes all possible planning to minimize harm to the property resulting from use. A rigorous analysis is required to determine which alternative would have the least harm to these particular properties. This analysis is presented in <b>Chapter 4 – Section 4(f) Evaluation</b>. The analysis only applies to those properties protected under Section 4(f) as defined above.</p> <p>CDOT acknowledges that the Modified I-25 Alternative (Preferred Alternative) would require additional properties from your neighborhood and has revised <b>Section 3.6 Social Resources, Economic Conditions, and Environmental Justice</b>. See also response to <b>Comment #01-5</b> for a description of the efforts that were made to define and evaluate effects to historic properties in this area.</p>
	<u>Existing I-25 Alt.</u>	<u>Modified Alt.</u>															
Residential	89 Acquisitions	117 Acquisitions															
Commercial	78 Acquisitions	82 Acquisitions															
Public	<u>26 Acquisitions</u>	<u>30 Acquisitions</u>															
Total	193 Acquisitions	229 Acquisitions															

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 32</p>	<p><b>Name:</b> Joe and Pam Kocman (cont'd)</p>	<p><b>Response to 32 Continued</b></p>
<p>32-4</p>	<p>Secondly, the Modified Alternative will have a major impact on the St. Mary's Church complex access. St. Mary's Church along with the school building, rectory office and prayer garden are major gathering points for our neighborhood. Currently there are four access drives from Mesa Ave. The farthest west access is to a parking area on the west side of the school building along with parking for Benedict Park. The middle two driveways access the major parking lot (100 car + capacity) for the entire church complex. The last driveway accesses a small parking lot (12-16 car capacity) on the east side of the church. With the Existing Alternative only the furthest and least important driveway will be eliminated. The Modified design eliminates the three western most accesses leaving only the access via Agram, which is basically an alley at that point. This access allows only one car at a time to enter and exit. Can you imagine 100's of cars entering and exiting at this point? This limited access is unacceptable both from a church convenience perspective as well as for proper traffic flow. From a traffic design requirement, you have created dangerous intersections at Eilers, Agram and Santa Fe Avenues.</p>	<p>32-4 Access to St. Mary's Church property would be maintained under either Build Alternative. Please see response to <b>Comment #07-2</b> for more information on access to St. Mary's Church.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 32</p>	<p><b>Name:</b> Joe and Pam Kocman (cont'd)</p>	<p><b>Response to 32 Continued</b></p>
<p>32-5</p>	<p>Also noted in the EIS are the differences in replacement of Benedict Park. The current size of Benedict Park is adequate for our small neighborhood yet both alternatives more than double the size of the existing Park. With 36 to 52 fewer homes in the neighborhood there will less demand for the park. Maintaining the park also becomes an issue when the City currently cannot maintain Benedict Park. This is evident by the grass area being 80% weeds, the basketball court in disrepair and the baseball field lacking in everything but a back stop. Also in the summary, the Modified Alternative was preferred because it allowed the park to be contiguous. However, we prefer the Existing Alternative whereby the park could be replaced by a similar sized "family picnic" park on the south side of the new bridge and a dog park on the north side of the bridge. This would be an attractive feature for our neighborhood and make the park more user friendly.</p>	<p>32-5 As described in <b>Section 3.3.3 Parks and Recreation</b>, the mitigation proposed for Benedict Park under the Modified I-25 Alternative (Preferred Alternative) would be constructed on remnant parcels of land required for changes in access due to the closures of Taylor Avenue and Rio Grande Avenue. No private property would be acquired solely for Benedict Park mitigation. CDOT consulted with the City of Pueblo Parks and Recreation Department during the development of the DEIS; Department staff indicated that they prefer the contiguous park under the Modified I-25 Alternative (Preferred Alternative) for ease of maintenance and the mitigation it provides. A letter included in <b>Appendix B</b> documents the City of Pueblo's preference for the Modified I-25 Alternative (Preferred Alternative). Additionally, in a Memorandum of Understanding between the City of Pueblo and CDOT (see <b>Appendix F</b>) the City of Pueblo has committed to accept ownership and maintenance of the reconstructed Benedict Park. Although a larger, contiguous Benedict Park is a benefit of the Modified I-25 Alternative, it is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although it does require additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation. Please see response to <b>Comment #08-11</b> for more information on the identification of the Preferred Alternative.</p>
<p>32-6</p>	<p>In conclusion, if our first two suggestions are not options then we strongly recommend the Existing I-25 Alternative be chosen as the final design. We want to make certain that the impact to our small neighborhood be minimized. With that in mind, we ask that whichever design is finally chosen that the grade slope of the bridge end at Taylor Avenue so that it impacts the least number of homes in our neighborhood and gives adequate, unimpeded access to St. Marv's Church.</p> <p>Thank you for your kind consideration.</p> <p>Sincerely,            Joe and Pam Kocman          1142 Eilers Ave.          Pueblo, CO 81006          719-544-5122          719-252-0517</p> <p>pk212 mw</p>	<p>32-6 Your support of the Existing I-25 Alternative has been noted. Please see the response to <b>Comment #08-9</b> for discussion on the design of the Mesa Avenue bridge, <b>Comment # 08-3 and 08-4</b> for discussion of the community impacts of the Modified I-25 Alternative (Preferred Alternative) and <b>Comment #08-11</b> for the reasons it is identified as the Preferred Alternative. As noted in the response to <b>Comment #08-9</b>, CDOT will continue to work with the City of Pueblo during final design to determine if impacts can be further minimized through variances in City of Pueblo design standards.</p>



APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 34</p>	<p><b>Name:</b> Willie Martin</p>	<p><b>Response to 34</b></p>
<p>34-1</p>	<p>I would like to be contacted by C-DOT and talk about what may happen to my neighborhood and when it could potentially happen</p>	<p>34-1 Phase 2 of project construction would result in the acquisition of 56 residential properties, 4 commercial properties, and 1 vacant parcel from the Eiler Heights neighborhood for the realignment of I-25 and reconstruction of the Northern Avenue and Mesa Avenue bridges. Because of insufficient funding for Phase 2, CDOT does not have a final design or construction schedule at this time for construction of this project or others beyond Phase 1. At this time, CDOT continues to work to secure full funding for construction of Phase 2.</p> <p>In addition to the extensive public outreach process performed for the Draft Environmental Impact Statement (DEIS), CDOT met with representatives from the Eiler Heights neighborhood twice following release of the DEIS. These meetings occurred on December 7, and December 21, 2011. Both Build Alternatives require property acquisition in your neighborhood, affect historic properties in your neighborhood, would change access to your neighborhood, and provide mitigation for impacts to Benedict Park. Please refer to <b>Comment #08-4</b> for more information on project impacts to your neighborhood. If you have additional questions about the project, we encourage you to contact Joe DeHeart, CDOT Project Manager, at 719-546-5439.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 35</p>	<p><b>Name:</b> Willie Martin</p>	<p><b>Response to 35</b></p>
<p>35-1</p>	<p>I think the project is a good idea as long as the people that are affected by the project are taken care of fairly to them so they don't have to worry where they will go. Both I-25 and hwy 50 through blend and east need work this could bring infrastructure to pueblo as a whole and be great for our local economy.</p>	<p>35-1 Thank you for your support of the project.</p> <p>During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. We encourage all affected property owners to contact the CDOT Region 2 Right-of-Way Department to set up a meeting to discuss the rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>

Comment	Response
<p><b>Comment Number:</b> 36      <b>Name:</b> Ruben Rosales Martinez</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p><b>Why are you here?</b> <u>To here of what you guys are going to say</u></p> <p><b>How can we keep in touch with you?</b></p> <p><b>First Name:</b> <u>Ruben Rosales</u>      <b>Last Name:</b> <u>Martinez</u>  <b>Address:</b> <u>1223 Taylor Ave</u>      <b>Zip Code:</b> <u>81006</u>  <b>Email Address:</b> _____</p> <p><b>What would you like us to know about what you saw tonight?</b>  <u>About people talking their comments and wondering of New Pueblo Freeway and waiting for an answer</u></p> <p><b>Please provide any additional comments or concerns you have:</b>  <u>Every day there's a new driver on the street's and some points at the Freeway is bumper to bumper And I am really exiting of what you guys planning to do of Pueblo Freeway and I hope that happen's real soon</u></p> <p align="center"><b>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 December 19, 2011  Please mail to: Richard Zamora, New Pueblo Freeway Project Manager,  CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002  You may also fax this comment form to 719-546-5456 or you can submit your comments online  via the website: <a href="http://www.i25Pueblo.com">www.i25Pueblo.com</a></b></p>	<p><b>Response to 36</b></p> <p>36-1 Thank you for your comment. Your support for the project is noted.</p>

36-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

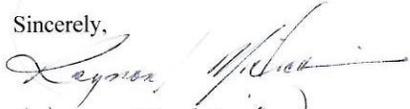
Comment		Response
<p><b>Comment Number:</b> 37</p>	<p><b>Name:</b> Anthony Mihelich</p>	<p><b>Response to 37</b></p>
<p>37-1</p>	<p>Where on line can I find a map of the I 25 project? The maps that I have seen on line are no much more that a blur. Thank you</p>	<p>37-1 Detailed maps of both the Existing I-25 Alternative and Modified I-25 Alternative (Preferred Alternative) are included in <b>Appendix E</b>, which can be found on the project website at <a href="http://www.newpueblofreeway.org/project_documents.htm">http://www.newpueblofreeway.org/project_documents.htm</a>. Detailed right-of-way maps can be found in Appendix A of the <i>Right-of-Way and Relocations Technical Memorandum</i>, which can also be found on the project website at the website link above. Detailed maps were also made available at the Public Hearing, held on December 8, 2011.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 38      <b>Name:</b> Ray and Karla Miklich</p> <p>December 17, 2011</p> <p>Mr. Richard A. Zamora, P.E. New Pueblo Freeway Project Manager Colorado Department of Transportation Region 2 1019 Erie Avenue Pueblo, Colorado 81001</p> <p>Dear Mr. Zamora,</p> <p>We are writing because we're concerned about the impact that the new freeway will have on our neighborhood and our home. It is devastating to look at a plan for the future and see that our home is gone--replaced by a park.</p> <p>We realize that change is needed but this seems over and above what is necessary.</p> <p>On the Modified Alternative Plan the new Mesa bridge will take away access to the 100 and 200 blocks of Mesa Avenue and harm access to the former St. Mary School, rectory and Prayer Garden across the street. When people go to church they have to park around these properties because we now have three parishes attending St. Mary's.</p> <p>On the Existing Alternative Plan the bridge ends at Taylor Avenue so there is still access to the church properties and also the 200 block of Mesa.</p> <p>We realize our neighborhood is old -- but it has such a rich history. The first Slovenian immigrants came here including our grandparents, on both sides. They, my parents and many others lived here all their lives. That's why they formed such deep friendships. I grew up in this house and moved back when my parents passed away. We feel their arms around us here.</p> <p>In the last few years some of the children (including me) have moved back into the neighborhood. Even new young couples who say "It feels like home."</p> <p>The Existing Alternative is still invasive but seems reasonable and acceptable to us, but the Modified Alternative takes too many homes and businesses which make up our neighborhood.</p>	<p><b>Response to 38</b></p> <p>38-1 CDOT does not disagree that effects to your neighborhood would be adverse under either Build Alternative and that the Modified I-25 Alternative (Preferred Alternative) would require additional acquisition of homes and businesses from this area. The Modified I-25 Alternative is identified as the Preferred Alternative because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although it does require additional right-of-way, other factors must be considered in the analysis such as: impacts to other resources, off-setting benefits from the project, and proposed mitigation. Please also see response to <b>Comment #08-11</b> regarding the identification of the Preferred Alternative.</p> <p>Access to St. Mary's Church property would be maintained under either Build Alternative. Please see response to <b>Comment #07-2</b> for more information on access to St. Mary's Church.</p>

38-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p data-bbox="201 256 426 280"><b>Comment Number:</b> 38</p> <p data-bbox="642 256 999 280"><b>Name:</b> Ray and Karla Miklich (cont'd)</p> <p data-bbox="90 362 134 386">38-2</p> <p data-bbox="210 342 1050 396">Benedict Park is about 2 acres. We actually do not need much more than that. The park we have now is really not that well maintained.</p> <p data-bbox="210 428 1041 509">We know our comments aren't all about business, but we also wanted to write from the heart. Please consider the history of our neighborhood and the residents in it when making the final design.</p> <p data-bbox="210 542 426 566">Thank you very much.</p> <p data-bbox="210 599 306 623">Sincerely,</p>   <p data-bbox="210 737 432 818">Ray and Karla Miklich 212 East Mesa Ave. Pueblo, Co 81006</p>	<p data-bbox="1100 269 1377 293"><b>Response to 38 Continued</b></p> <p data-bbox="1100 310 1906 732">38-2 As described in <b>Section 3.3 Parks and Recreation</b>, the mitigation proposed for Benedict Park under the Modified I-25 Alternative (Preferred Alternative) would be constructed on remnant parcels of land required for changes in access due to the closures of Taylor Avenue and Rio Grande Avenue. No private property would be acquired solely for Benedict Park mitigation. CDOT consulted with the City of Pueblo Parks and Recreation Department during the development of the DEIS; Department staff indicated that they prefer the contiguous park under the Modified I-25 Alternative (Preferred Alternative) for ease of maintenance and the mitigation it provides. A letter included in <b>Appendix B</b> documents the City of Pueblo's preference for the Modified I-25 Alternative (Preferred Alternative). Additionally, in a Memorandum of Understanding between the City of Pueblo and CDOT (see <b>Appendix F</b>) the City of Pueblo has committed to accept ownership and maintenance of the reconstructed Benedict Park.</p>

Comment		Response
<p><b>Comment Number:</b> 39</p>	<p><b>Name:</b> Franklin Miller</p>	<p><b>Response to 39</b></p>
<p>39-1</p>	<p>This plan will have I-25 torn up and delayed for ten years like Trinidad. PUEBLO NEEDS A QUICK NORTH-SOUTH ROAD FOR LOCAL USE. Your plan will take away the only quick way from South to North. It will cost many jobs when Pueblo people cannot travel to work in a reasonable time. It will cause many accidents and many businesses to close that loose customers.</p> <p>Relocate I-25 to the east from south of the Steel Mill to US50, not just where planned. Leave the old road alone until the new one is ready. This would also cleanup/reuse some of the urban waste-land east of the highway</p>	<p>39-1 The Preferred Alternative improves north-south local and regional mobility by converting the existing I-25 south of the Arkansas River to an extension of Santa Fe Avenue to facilitate local trips more efficiently and maintain regional trips on I-25 (see <b>Exhibit 2-33</b> for more detail). This opportunity is not available under the No Action Alternative or the Existing I-25 Alternative. The improvements included in the New Pueblo Freeway project are designed to improve safety and reduce congestion, which will reduce overall travel time over existing conditions on I-25. Both Build Alternatives require the acquisition of businesses within the project area. Please refer to <b>Section 3.6 Social Resources, Economic Conditions and Environmental Justice</b> for a description of economic impacts and impacts to businesses within the project area.</p> <p>Relocating I-25 east or west of the City of Pueblo was considered during the alternatives development, evaluation, and screening phase. A bypass east of the City of Pueblo would add 22 new miles of highway that would impact undisturbed natural areas; would not be compatible with neighborhood and local business plans, goals, and objectives; and would not support ongoing economic investments in the community. This strategy was eliminated because it would not improve safety by addressing existing I-25 deteriorating roadway and bridges or by addressing unsafe road characteristics of I-25, as stated in the Purpose and Need. See <b>Chapter 2 – Alternatives</b> for more information regarding the screening of alternatives.</p> <p>The phased approach to construction allows CDOT to maximize the effectiveness of improvements and leverage available funding to meet both short-term and long-term needs. Phase 1 is currently the only funded phase of construction. CDOT does not have a final design or construction schedule at this time because of insufficient funding for Phase 2 of construction. Once funding is secured, the order of construction phasing will take into consideration the funding availability, the safety benefits and traffic operational benefits, and the structural sufficiency of different bridges to be replaced.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 40	<b>Name:</b> Megan Murillo	<b>Response to 40</b>
40-1	<p>I would like to see improved pedestrian and cyclist access. Wider sidewalks/walkways for pedestrians and more of them.</p> <p>I would like to see bike lanes on I-25 for more advance cyclist, especially, since it is difficult to cross Pueblo at the Arkansas River Junction. This area also needs pedestrian bridge access to connect the Mount Carmel Church neighborhood with The Blocks above. Many students are now crossing over the train tracks to access Central High School.</p>	<p>40-1 During the Community Visioning process, a consistent concern heard from local stakeholders was that I-25 is a barrier to bicycle and pedestrian mobility. The completion of trails and sidewalks proposed as part of the Preferred Alternative would provide continuous bicycle and pedestrian access between 29th Street in the north to Pueblo Boulevard in the south. CDOT would build sidewalks along the Dillon Drive extension and expand sidewalks on the Mesa Avenue bridge over I-25 to connect Benedict Park to the Bessemer Neighborhood west of I-25. Sidewalks would be constructed along the new Stanton Avenue extension to connect the Runyon Field area and Benedict Park. Trails would be constructed north of the US 50B bridge to Mineral Palace Park; between Mineral Palace Park and the Fountain Creek Trail; and between Runyon Field Sports Complex and JJ Raigoza Park. Both Union Avenue and Main Street provide existing pedestrian connections across the Arkansas River and would remain viable connections to the Bessemer neighborhood.</p> <p>Colorado law allows bicycles on the interstate when there is no suitable alternate route. A suitable alternate route means there is no paved alternate route within 1 mile. The Stanton Avenue extension and Santa Fe Avenue extension would both provide alternate routes to the interstate for crossing the Arkansas River. Additionally, a proposed pedestrian bridge would be constructed just east of the Stanton Avenue extension over the Arkansas River. Therefore, no bicycle access will be provided on I-25.</p>

Comment		Response
<p><b>Comment Number:</b> 40</p>	<p><b>Name:</b> Megan Murillo (cont'd)</p>	<p><b>Response to 40 Continued</b></p>
<p>40-2</p>	<p>Traveling farther South, I do not like the I-25 area destroying the Eilers neighborhood by placing an on/off ramp directly in front of the Catholic Church. This is a historic neighborhood and the access point to the Interstate should be relocated.</p> <p>Also, why are the CFI stacks being removed? These are historic and should stay.</p>	<p>40-2 As a point of clarification, an on/off ramp would not be constructed directly in front of Saint Mary's Catholic Church. A split diamond interchange is proposed between Northern Avenue and Abriendo Avenue. For northbound travelers, the off-ramp begins its divergence from the interstate south of Northern Avenue. Between Northern Avenue and Abriendo Avenue, travelers would continue north on a one-way frontage road. Travelers would access the interstate using the on-ramp north of Abriendo Avenue. The frontage road would provide access to the Eiler Heights neighborhood at Mesa Avenue, but this is not a direct access point to the interstate. This frontage road creates a local street network to separate interstate traffic from the residential neighborhoods. See response to <b>Comment #08-4</b> for more information regarding impacts to the Eiler Heights area.</p> <p>The CF&amp;I stacks are being removed to allow for the interstate to shift east under the Modified I-25 Alternative (Preferred Alternative) and to allow the current I-25 to become the Santa Fe Avenue extension to expand the local street network. CDOT developed avoidance and minimization measures within the Modified I-25 Alternative (Preferred Alternative) to reduce or avoid impacts to historic properties as much as possible.</p> <p>The constrained right-of-way in the Central Area made avoiding individual properties difficult because the avoidance of one historic property would ultimately result in impacts to one or more other historic properties. Moving the alignment to the west to preserve the stacks would impact the National Register of Historic Places-listed Minnequa Works headquarters building and other residential areas dense with historic properties. Some features of the Evraz Rocky Mountain Steel Mill complex (such as the boilers) were avoided through the use of retaining walls. In addition, the Modified I-25 Alternative (Preferred Alternative) was designed to avoid impacts to the High Line Rail. Working features of the Evraz Rocky Mountain Steel Mill (steel mill) were avoided so that existing operations could be maintained.</p> <p>CDOT developed a Programmatic Agreement in coordination with the Federal Highway Administration (FHWA), the State Historic Preservation Officer, and the consulting parties to mitigate impacts to historic properties, including the steel mill. One option being considered is relocating the stacks to another location on the steel mill site. See response to <b>Comment #01-1</b> and <b>01-2</b> for more information regarding impacts to historic properties.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 40</p>	<p><b>Name:</b> Megan Murillo (cont'd)</p>	<p><b>Response to 40 Continued</b></p>
<p>40-3</p>	<p>Can you send me more detailed sketches showing the pedestrian crossways. I did not see a category for this on the outlined page. Thank you.</p>	<p>40-3 At this time, design of pedestrian crossings remains preliminary and only general locations are identified. Detailed pedestrian facilities will be developed during final engineering design. To see the proposed locations of pedestrian facilities, refer to <b>Exhibit 2-32</b>. The bullets below highlight pedestrian crossings identified under the Preferred Alternative:</p> <ul style="list-style-type: none"> <li>• Mesa Avenue bridge to provide an east-west connection over I-25 and Frontage Road.</li> <li>• Pedestrian bridge between Mineral Palace Park and Fountain Creek Park Land to provide an east-west connection over I-25.</li> <li>• Build sidewalks on US 50B bridge and Dillon Drive extension to provide north-south mobility.</li> <li>• Build sidewalks on Stanton Avenue to connect the Historic Arkansas Riverwalk of Pueblo Trail and Benedict Park over the Arkansas River.</li> </ul>

Comment		Response
<p><b>Comment Number:</b> 41</p>	<p><b>Name:</b> Lori Mutz</p>	<p><b>Response to 41</b></p>
<p>41-1</p>	<p>After reviewing the changes proposed for the Mesa Avenue area, I would like to encourage all involved to find an alternative method for this area. Losing Benedict Park and removing access to St. Mary's Catholic Church via Mesa Avenue is not a good idea. This area is an important part of the Historic Bessimer District and to make access difficult as you have planned would be a very bad decision.</p>	<p>41-1 The Modified I-25 Alternative is identified as the Preferred Alternative in the Final Environmental Impact Statement (FEIS) because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although it does require some additional right-of-way, impacts to other resources, off-setting benefits from the project, and proposed mitigation must also be factored into the analysis. Please see response to <b>Comment #08-4</b> regarding impacts to this neighborhood and <b>Comment #08-11</b> regarding the identification of the Preferred Alternative.</p> <p>Under either Build Alternative, the impacts to Benedict Park would be mitigated by constructing a larger park in this neighborhood as described in <b>Section 3.3.3 Parks and Recreation</b>. Please see response to <b>Comment #08-9</b> for more discussion on Benedict Park mitigation.</p> <p>Access to St. Mary's Church property would be maintained under either Build Alternative. Please see response to <b>Comment #07-2</b> for more information on access to St. Mary's Church.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
Comment Number: 42	Name: Peter Nawrocki	Response to 42
42-1	<p>I think the whole redesign and all three phases sound good. I just like the idea of integrating the HOV lane idea into the first project and I live the EXPAND BUS SERVICE IN PUEBLO idea. It would be great and would work out so perfectly. I also kind of think the tunnel idea might be nice but only if you need an alternative.</p>	<p>42-1 Expanded bus service and high-occupancy vehicle (HOV) lanes are not included as part of the Build Alternatives; however, both Build Alternatives would accommodate an expanded bus service if it were provided by the City. During the alternatives evaluation for the New Pueblo Freeway Project, the high-occupancy vehicle lane and expanded bus service were evaluated as part of the Transit Concept. This concept was eliminated because, alone, it could not meet the regional mobility and capacity needs as stated in the Purpose and Need for the project. The lower demand for transit services on I-25 would not make this option feasible to meet travel demands. The tunnel concept was eliminated from further consideration because it could not meet the local mobility needs as stated in the Purpose and Need for the project. It would not improve access to destinations within Pueblo because access to the highway would be limited. Refer to <b>Chapter 2 – Alternatives</b> for more information regarding the alternatives screening process.</p> <p>CDOT recognizes that transit is an important asset within the community. During final design, opportunities to complement transit services will be considered and CDOT will coordinate this design with input from the City of Pueblo traffic engineers.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>	<b>Response</b>
<p><b>Comment Number:</b> 43      <b>Name:</b> Jene Nelson</p> <p>43-1 [ Hello -  I would like to know if 1221 Eilers Avenue will be affected by these plans. My 86-year-old mother has lived there for most of her life and is a nervous wreck about the potential of her house being torn down. I can't tell by the map if Eilers is affected and there is conflicting information among people in the neighborhood. Please let me know so I can either ease her fears or start the very tough process of planning a relocation for her.  If you have any questions, please feel free to call me.  Sincerely,  Jene Nelson</p>	<p><b>Response to 43</b></p> <p>43-1 Per your request, CDOT Project Manager, Richard Zamora contacted you in early 2012 to explain that the property located at 1221 Eilers Avenue is not identified for partial or total acquisition in either of the Build Alternatives.</p>

Comment	Response
<p><b>Comment Number:</b> 44      <b>Name:</b> Kenneth and Gwen Nickolson</p>	<p><b>Response to 44</b></p>
<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: right; color: blue;">December 8, 2011</p> <p>To C-DOT and FHWA</p> <p>We are writing you as property owners, in the 400 Block of S. Santa Fe Av., Pueblo.</p> <p>The existing I-25 alternative is the only one that addresses the original reason for straightening I-25 thru the city; which was to make I-25 safer for large truck traffic to negotiate the curves, which a percentage of the large truck traffic is hauling radioactive waste to sites in Nevada.</p> <p>I-25 was designated by the Federal Nuclear Regulatory Agency, as the only north-south route to be used in transportation of all nuclear waste to be moved to the western storage sites.</p> <p>The modified I-25 alternative does not address the concerns stated in the reason for the existing plan. This alternative leaves the dangerous curves at the Arkansas River crossing, the Benedict Pk. area, the Indiana Av. Area, and the Illinois Av. area.</p> <p>As property owners along the Ilex section of I-25, we have, in the past 19 years witnessed hundreds of accidents thru the section from the Arkansas River Crossing to the Illinois Av. area. So, by adopting the modified alternative, we will be left with the same problems thru the southern part of the city that we have experienced for</p> </div>	<p><b>44-1</b> The purpose of the New Pueblo Freeway Project is to: 1) improve safety by addressing deteriorating roadways and bridges and correcting deficient roadway characteristics; and 2) improve local and regional mobility within and through Pueblo to meet existing and future travel demands. The need for the project results from the highway's age and the design practices at the time it was built, which have led to safety and mobility problems, as described in detail in <b>Chapter 1 – Purpose and Need</b>.</p> <p><b>44-2</b> Both Build Alternatives meet the project's Purpose and Need; however, the FHWA and CDOT have identified the Modified I-25 Alternative as the Preferred Alternative because it better addresses the local and regional mobility problems identified in the project Purpose and Need. See <b>Comment #08-11</b> for more information regarding the identification of the Preferred Alternative.</p> <p>The Modified I-25 Alternative (Preferred Alternative) does address the concerns noted in the Purpose and Need, specifically the curves in the highway. As a result of its age and the design practices at the time it was built, the current I-25 contains deficiencies such as the dangerous curves that you mentioned. While some curves are included, the Modified I-25 Alternative (Preferred Alternative) is designed to meet current highway design standards for a posted speed limit of 65 miles per hour.</p>
<p>Comment 44-2 is continued on next page</p>	

Comment		Response
<p><b>Comment Number:</b> 44</p>	<p><b>Name:</b> Kenneth and Gwen Nickolson (cont'd)</p>	<p><b>Response to 44 Continued</b></p>
<p>44-2 (cont'd)</p> <p>44-3</p>	<p>(2) the past 19 years, and that is daily accidents caused by the tight radius curves thru this section of interstate. Also, there is a lack of pedestrian and bicycle trails to the downtown riverwalk area; from the new greenway areas.  Kenneth and Gwen Nickolson 427 S. Santa Fe Av. # 812 E. C ST. Pueblo, Co. 81003</p>	<p>44-3 During the Community Visioning process, a consistent concern heard from local stakeholders was that I-25 is a barrier to bicycle and pedestrian mobility. The completion of trails and sidewalks proposed as part of the Preferred Alternative would provide continuous bicycle and pedestrian access between 29th Street in the north to Pueblo Boulevard in the south. CDOT would build sidewalks along the Dillon Drive extension and expand sidewalks on the Mesa Avenue bridge over I-25 to connect Benedict Park to the Bessemer Neighborhood west of I-25. Sidewalks would be constructed along the new Stanton Avenue extension to connect the Runyon Field area and Benedict Park. Trails would be constructed north of the US 50B bridge to Mineral Palace Park; between Mineral Palace Park and the Fountain Creek Trail; and between Runyon Field Sports Complex and JJ Raigoza Park. The expanded trail and sidewalk network would connect users to the existing Thomas Phelps Creek Trail that runs from the Runyon/Fountain Lakes State Wildlife Area to the Historic Arkansas Riverwalk of Pueblo (HARP). This connection is shown in the HARP adopted expansion plan, which was sent to CDOT and is included as <b>Comment #09</b>.</p>

Comment	Response
<p><b>Comment Number:</b> 45      <b>Name:</b> Roger O'Hara</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p><b>Why are you here?</b>  <u>BECAUSE I LIVE IN THE AREA THAT</u>  <u>WILL BE IMPACTED.</u></p> <p><b>How can we keep in touch with you?</b></p> <p><b>First Name:</b> <u>ROGER</u> <del>STARR</del>      <b>Last Name:</b> <u>O'HARA</u>  <b>Address:</b> <u>1910 N. ELIZABETH ST</u>      <b>Zip Code:</b> <u>81003</u>  <b>Email Address:</b> <u>ROGER.WATERWAY-SHERRY@GMAIL.COM</u></p> <p><b>What would you like us to know about what you saw tonight?</b>  <u>I THINK THIS IS A PROJECT THAT IS LONG</u>  <u>OVER DUE. THE "PURPOSE &amp; NEED" YOU HAVE</u>  <u>OUTLINED IS EXACTLY CORRECT. SOME OF</u>  <u>THE INTERCHANGES SHOULD HAVE BEEN</u>  <u>CLOSED YEARS AGO!</u></p> <p><b>Please provide any additional comments or concerns you have:</b>  <u>MY CONCERN IS - HOW LONG IT WILL</u>  <u>TAKE TO GET THE PROJECT STARTED</u>  <u>AND UNDERWAY.</u></p> <p align="center">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 December 19, 2011          Please mail to: Richard Zamora, New Pueblo Freeway Project Manager,          CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002          You may also fax this comment form to 719-546-5456 or you can submit your comments online          via the website: <a href="http://www.i25Pueblo.com">www.i25Pueblo.com</a></p>	<p><b>Response to 45</b></p> <p>45-1 Thank you for your comment. Your support for the project is noted.</p> <p>45-2 Phase 1 is currently the only funded phase of construction. The required \$300 to \$315 million in funds for Phase 1 are identified for this construction phase in the amendment to the Fiscally Constrained Plan in the <i>Pueblo Area 2035 Long Range Transportation Plan</i> currently being prepared by PACOG. The first construction project in Phase 1 is the Ilex Viaduct Replacement on I-25, which is anticipated to begin in mid-2014. Construction of Phase 2 is not currently funded. The availability of future funding beyond construction of the first project phase is unknown at this time. Refer to <b>Chapter 5 – Phased Project Implementation</b> for more information on project funding and phasing.</p>

45-1

45-2

Comment	Response
<p><b>Comment Number:</b> 46      <b>Name:</b> Don Pagano</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p><b>Why are you here?</b> <u>I own property @ 338 S. Santa Fe,</u></p> <hr/> <p><b>How can we keep in touch with you?</b></p> <p><b>First Name:</b> <u>Don</u>      <b>Last Name:</b> <u>PAGANO</u>  <b>Address:</b> <u>89 Puadue St. Pueblo</u>      <b>Zip Code:</b> <u>81005</u>  <b>Email Address:</b> <u>don.pagano@comcast.net</u></p> <p><b>What would you like us to know about what you saw tonight?</b> <u>The changes and realignment of I-25 will be good, BUT may be harmful to some people and beneficial to others. I didn't like what I saw is going to happen to my property. I depend on it for retirement income and this may be lost. -</u></p> <p><b>Please provide any additional comments or concerns you have:</b> <u>I would like to talk to someone, one on one about what is going to happen to my property.</u></p> <hr/> <p align="center"><b>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 December 19, 2011 Please mail to: Richard Zamora, New Pueblo Freeway Project Manager, CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002 You may also fax this comment form to 719-546-5456 or you can submit your comments online via the website: www.i25Pueblo.com</b></p>	<p><b>Response to 46</b></p> <p>46-1 CDOT is aware of your concern. Your property located at 338 South Santa Fe Avenue has been identified as a full acquisition under the Preferred Alternative. The property would be acquired during Phase 1 of construction to accommodate the Stanton Avenue connection under I-25 to Santa Fe Avenue.</p> <p>At the time of publication of this Final Environmental Impact Statement (FEIS), a CDOT right-of-way specialist should have already contacted you to discuss acquisition of your property. The property appraisal process, which takes approximately 4 to 6 months, is nearly complete. Once the appraisal process is complete, CDOT will send offer letters.</p> <p>During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you. We encourage all affected property owners to contact the CDOT Region 2 Right-of-Way department to set up a meeting to discuss the rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>

46-1

Comment	Response
<p><b>Comment Number:</b> 47      <b>Name:</b> Chuck Prichard</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div data-bbox="420 324 693 422"> </div> <div data-bbox="730 435 903 457" style="text-align: center;"> <p>14 November 2011</p> </div> </div> <p><i>Richard</i>  <b>Richard Zamora</b>          Program Engineer          Department of Transportation          902 Eric Avenue          Pueblo, Colorado 81001</p> <p><b>Re:</b> I-25 Through Pueblo</p> <p>Dear Sir:</p> <p>I read with interest the November 5, 2011, article in <u>The Pueblo Chieftain</u> entitled "Highway Plans Released." I am the owner of the Star Nursery at 2006 North Santa Fe Avenue in Pueblo, Colorado. I inherited this nearly-ninety-year-old business from my late father, Frank Starginer whose father started the tree nursery in the 1920's.</p> <p>Though my business is apparently not scheduled to be confiscated, proposed changes could definitely impact Star Nursery in a negative way. My father, Frank Starginer, designed and created the I-25 natural wildlife display for the traveling public to see and enjoy. I receive calls regularly, complimenting the display. The last call said it was magnificent. I know the Chamber of Commerce also receives calls about the display. The cowboy on horseback behind the star nursery sign, we have taken down and are replacing it with a White Buffalo, which represents the 43<sup>rd</sup> Sustainment Brigade at Fort Carson. We have recently repainted all wildlife animals, including the 10 foot butterfly displayed on our sign.</p> <p>I have communicated with Colorado Department of Transportation on this matter in the past with manager, David L. Miller. I did not know he had retired until I called.</p> <p>Twice the Department of Highway has taken property from Star Nursery. The Nursery has been described as a local icon. Please help us work toward a short decorative wall on our highway frontage so travelers can continue to enjoy this display.</p> <p>If possible, please contact me by phone or stop in to talk, prior to the meeting of December 8, 2011, which I will be attending.</p> <p>Sincerely,            Chuck Prichard          719-821-4117          1926 North Main Street          Pueblo, CO 81003</p>	<p><b>Response to 47</b></p> <p>47-1 CDOT recognizes that your nursery is visible to travelers along I-25 and that your concern arises from a proposed noise wall that would block your animal sculpture display. Traffic noise impacts have been identified at the residences and Mineral Palace Park between 13th Street and 21st Street along the west side of I-25. A noise barrier has been preliminarily identified to mitigate noise impacts at these residences and the park. It is important to note that the CDOT <i>Noise Analysis and Abatement Guidelines</i> state that the opinions and desires of the benefited community must be considered in the reasonableness evaluation of a noise barrier. During the FEIS public hearing, CDOT is soliciting input from the benefited property owners and tenants to determine preference for constructing or not construction noise mitigation. The decision to build or not build recommended noise abatement measures should result from a simple majority response consisting of greater than 50 percent of the responding benefited property owners and residents. A benefited receptor is any property containing a noise sensitive receptor(s) that receives 5 A-weighted decibels (dBA) or more noise reduction caused by the abatement measure. The results of the survey will be included in the Phase 1 Record of Decision (ROD). More formal surveys with registered letters sent to the owners will need to be conducted in the future project, when final design and construction of the improvements is funded.</p> <p>If the benefited receptors vote in favor of constructing a noise wall, design of this noise wall will be refined during final engineering design, including materials used to construct the wall, access, and maintenance considerations. Residents will have an opportunity to review the design of the noise wall aesthetics included in the I-25 New Pueblo Freeway Aesthetic Guidelines in order to minimize visual impacts. If a noise wall is constructed, it would be located more than 250 feet to the east of the rear elevation of the property, where visual impacts would be unlikely. Vegetation and other structures are also located between this building and the proposed noise wall.</p>

47-1

Comment	Response
<p><b>Comment Number:</b> 48      <b>Name:</b> Chuck Prichard</p> <div data-bbox="472 349 735 462" style="text-align: center;"> </div> <p>December 15, 2011</p> <p>State of Colorado Department of Transportation Region 2, Materials 1019 Erie Avenue Pueblo, Colorado 81001</p> <p>Attention: Richard A. Zamora, P.E. Region Materials Engineer</p> <p>48-1 [ It was nice meeting you at the recent meeting for the new Pueblo freeway, which was informative and productive. Please enter my letter I sent you a couple of weeks ago into record along with the attached comment form.</p> <p>Since the meeting and the newspaper article, I have had a huge response from individuals offering support for the animal display developed by Star Nursery along I-25 and the 13<sup>th</sup> Street exit, along with many suggestions including I set up a website for the wildlife animal display.</p> <p>A woman who is currently running for congress in 2012 told me she couldn't even imagine coming to Pueblo without seeing the wildlife display, which is not just a display but a Pueblo landmark.</p> <p>48-2 [ Also, I am going to write to Ms Schlaefel in the Environmental Programs Department and ask her to measure sound readings after the overpass in our neighborhood is removed, I have spoken to most of the neighbors and they say that they are accustomed to the hwy noise, but with the overpass being moved north and no longer directly above our heads it will be much quieter.</p> <p>Chuck Prichard</p>	<p><b>Response to 48</b></p> <p>48-1 Thank you for your participation. We have included your comment (<b>Comment #47</b>) that you submitted on November 14, 2011 into the official record.</p> <p>48-2 CDOT recognizes that your nursery is visible to travelers along I-25 and that your concern arises from a proposed noise wall that would block your animal sculpture display. The traffic noise modeling considered the proposed roadway geometries, including the new overpass location as you mentioned in your letter, and traffic noise impacts were still predicted to occur at the residences on the west side of I-25 between 24th Street and 29th Street and between 13th Street and 21st Street. A noise barrier has been preliminarily identified to mitigate noise impacts at these residences.</p> <p>Please refer to <b>Comment #47-1</b> for information on CDOT's approach to noise mitigation.</p>

Comment	Response
<p><b>Comment Number:</b> 48      <b>Name:</b> Chuck Prichard (cont'd)</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p>Why are you here? _____</p> <p>How can we keep in touch with you? _____</p> <p>First Name: <u>Chuck</u>      Last Name: <u>Prichard</u>  Address: <u>2006 N Santa Fe Ave (Star Wars)</u>      Zip Code: <u>81003</u>  Email Address: <u>jackiemarie10@hotmail.com</u></p> <p>What would you like us to know about what you saw tonight? _____ _____ _____ _____</p> <p>Please provide any additional comments or concerns you have:  <u>After Reviewing Plans - There is Not an Exit on the North</u>  <u>Side of Mineral Palace Park onto 19th and Santa Fe</u>  <u>There are two Businesses and Several Homes Located</u>  <u>on North Side of Park what is the Reason this</u>  <u>Exit cannot Remain as it is Now Located. ??</u>  <u>Thank you 719 8214117</u></p> <p>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 December 19, 2011  Please mail to: Richard Zamora, New Pueblo Freeway Project Manager,  CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002  You may also fax this comment form to 719-546-5456 or you can submit your comments online  via the website: <a href="http://www.i25Pueblo.com">www.i25Pueblo.com</a></p>	<p><b>Response to 48 Continued</b></p> <p>48-3 The Mineral Palace Park Master Plan (see <b>Exhibit 3.3-13</b>) was designed to intentionally separate park traffic from through traffic. During the many public workshops regarding Mineral Palace Park mitigation, community members noted that they felt that higher-speed cut-through traffic degraded the park experience and created safety concerns for pedestrians. Local traffic is encouraged to use Court Street to access 19th Street and homes and businesses located north of the reconstructed Mineral Palace Park. A park circulation road is proposed in the Mineral Palace Park mitigation plan 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.</p>

48-3

Comment	Response
<p><b>Comment Number:</b> 48      <b>Name:</b> Chuck Prichard (cont'd)</p> <p style="text-align: right;"><i>From Book About Pueblo</i></p> <h2 style="text-align: center;">Star Nursery</h2> <p><i>Traveling</i> south on Interstate 25, immediately past exit 99A Pueblo, a herd of animals on the side of the highway stare silently at passers-by. The life-size statues of deer, a buffalo, a bear and other animals that represent Colorado wildlife are easily recognized by residents and travelers alike. Yet this landmark defines only one unique aspect of Star Nursery, a Pueblo business established more than 80 years ago.</p> <p>Strolling throughout the nursery, customers are greeted by lawn statues ranging from religious icons to classic Western themes. With the sounds of a waterfall nearby, customers then come upon a museum dedicated to the Fountain River Settlers. The museum includes horse harnesses, a life-sized horse statue and a saddle from World War I. Three of the oldest adobe houses in Pueblo County, along with the county's oldest water well, are also on the property.</p> <p>The uniqueness of this Pueblo nursery can also be seen in its history. Arriving from Yugoslavia in 1909, Frank Starginer settled in Pueblo and began working at Colorado Fuel and Iron Corporation. In 1917 he went to Germany to serve in the U.S. Army during World War I. A master horticulurist trained by previous generations, Starginer returned to Pueblo and established Star Nursery in 1920. His son, Frank Jr., was intro-</p> <p>duced into the industry at a tender age, helping his father with daily responsibilities while his mother was bookkeeper for the family business.</p> <p>Though the nursery originally included flowers and floral delivery, the elder Starginer gradually modified the business to specialize in trees, shrubs and perennials indigenous to the area. In 1946 the Starginers began growing young trees in containers above ground. While this above-ground process was unheard of at the time, it eventually became a national trend and today most trees are grown in this manner. Experimentation with a number of hybridization techniques allowed Star Nursery to create a variety of stronger, heartier trees and shrubs that acclimate easily to the local environment.</p> <p>After his father's death in 1964, the younger Starginer took over operation of the nursery. In 1972 he obtained a Bachelor's degree in history and science from the University of Southern Colorado, and later became a master horticulturist. An avid accordionist, Starginer received the title of master musician after studying from 1978 to 1982, and was the first musician inducted into the Pueblo Hall of Fame.</p> <p>While Starginer was studying, Chuck Pritchard took over the nursery's day-to-day operations. Pritchard began apprenticing with Starginer at a young age and is currently the nursery manager, working with customers on landscaping needs for residential and commercial projects.</p> <p>Star Nursery is the only true nursery that remains within the city limits. Established as a Pueblo tradition, the business continues to provide a unique setting for customers seeking trees, shrubs and perennials which thrive in the southern Colorado climate. And it is this setting that is perfect for catching a glimpse of one of Pueblo's more interesting attractions: the herd of Colorado wildlife quietly gazing upon I-25.</p> <div style="display: flex; align-items: flex-start;"> <div style="width: 30%; padding-right: 10px;"> <p><small>In 1946 a row of trees are loaded for delivery by Star Nursery, one of the oldest, continuously operating nurseries in Colorado.</small></p> </div> <div style="width: 65%;">  </div> </div> <p><small>102 Pueblo: An Illustrated History</small></p>	

Comment	Response
<p><b>Comment Number:</b> 49      <b>Name:</b> Ernesto Quinones</p>  <p align="center"><b>I-25 New Pueblo Freeway Draft Environmental Impact Statement COMMENT FORM</b></p> <p>Why are you here? <u>To hear about the new Pueblo Freeway.</u></p> <p>How can we keep in touch with you?</p> <p>First Name: <u>Ernesto L.</u>      Last Name: <u>Quinones</u>          Address <u>1231 Taylor Ave.</u>      Zip Code: <u>81006</u>          Email Address: _____</p> <p>What would you like us to know about what you saw tonight?</p> <p>49-1 <u>I would like to know when this project is</u>          49-2 <u>going to start. I would also like <del>to know</del></u>  <u>how Ilex &amp; Benedict Park will look.</u></p> <p>Please provide any additional comments or concerns you have:</p> <p>49-3 <u>I believe the freeway is about 60 years old, and</u>  <u>we are in need of a new one. Sometimes, when we</u>  <u>travel on the freeway, I wonder if any of the bridges</u>  <u>will ever fall, like the one in Minnesota. I know some</u>  <u>people will oppose to this, but I won't, because</u>  <u>it is the future.</u></p> <p align="center">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 December 19, 2011          Please mail to: Richard Zamora, New Pueblo Freeway Project Manager,          CDOT Region 2 - 1019 Erie Avenue, Pueblo, CO, 81002          You may also fax this comment form to 719-546-5456 or you can submit your comments online          via the website: <a href="http://www.i25Pueblo.com">www.i25Pueblo.com</a></p>	<p><b>Response to 49</b></p> <p>49-1 Construction of the Ilex Viaduct Replacement on I-25, the first construction project proposed in Phase 1, is anticipated to begin in mid-2014. Phase 1 is currently the only funded construction phase of the project. The required \$300 to \$315 million in funds for Phase 1 are identified for this construction phase in the amendment to the Fiscally Constrained Plan in the <i>Pueblo Area 2035 Long Range Transportation Plan</i> currently being prepared by PACOG.</p> <p>49-2 Artist renderings of the reconstructed Benedict Park are included in the I-25 New Pueblo Freeway Aesthetic Guidelines for the project (see <b>Appendix C</b>). The structurally deficient Ilex Viaduct on I-25 will be replaced. The project will maintain full access of Exit 98A to Ilex Street until future phases of construction. Preserving this existing interchange requires removal of the existing Ilex Street. To retain access to the northbound ramps, a portion of the ultimate Stanton Avenue extension is included to connect these ramps to Santa Fe Avenue. A minimal amount of I-25 reconstruction will be required to tie the ultimate bridge location (under the shifted Modified I-25 Alternative alignment) back into the current I-25 alignment until subsequent phases of the project are constructed. Artist renderings of the design aesthetics for the Ilex Viaduct Replacement on I-25 are included in <b>Chapter 5 – Phased Project Implementation</b>.</p> <p>49-3 Your support for the project is noted.</p>

	<b>Response</b>
<p><b>Comment Number:</b> 50      <b>Name:</b> James Bentley Sears</p> <p>To The Powers That Be:</p> <p>I am James Bentley Sears and Resurrected Properties LLC. I own and occupy a property located at 1145 Elm Street, Pueblo, 81004 (the northwest corner property of the Mesa Avenue and Elm Street intersection). Which I now discover is in your "Acquisition Zone" for I-25 Expansion. Prior to this knowledge, I had restored the main structure of this property, in such a way, that I have added 300 plus more years' life to a structure that is already 130 years old!</p> <p>Barring an earthquake or tornado (and now I discover a freeway relocation) this Home will be standing during "The Millennial Reign of Christ!" I have "Extreme Reservations" about your proposed path for I-25 expansion and straightening.</p> <p>I desire to cast my vote in favor of the extreme eastern route proposed within your proposed plans. My argument for said proposal is thus:</p> <ol style="list-style-type: none"> <li>1) This proposal travels through land that is largely undeveloped and thus development would pose the "Least Amount of Communal Interruption" as possible.</li> <li>2) This proposal moves I-25 closer to our "Expanding Airport," thus enabling us to "Engineer" a "Comfortable" "Mass Flow of People AND Shipped Goods."</li> <li>3) With the "Pinion Truck Stop" dying, a new, state-of-the-art Truck Stop could "Comfortably" be created to facilitate the influx of Truck Traffic into a High Volume corridor. This increases our local "Safety Factor," minimizing cost factors, thus Maximizing Efficiency and Future Growth Fluidity!</li> <li>4) This development can occur "Virtually Transparent" to "Communal Activity" and the existing I-25 corridor could be modified into a "Business District Bypass," "Sculpted" to "Enhance The Flavor," that IS: Pueblo!!!</li> <li>5) I-25 can continue to flow and function "Comfortably" while the new eastern route is constructed. Business relationships with large developers could be established to "Offset Cost Factors" for development. Pre-sell to large developers, certain "Strategic Properties," along the finished corridors and invite them to cooperate with implementing "Our Desired Freeway!"</li> <li>6) Train routes and a Train Station could be "Comfortably" implemented within this plan. This facilitates Shipping as well as Tourism to our "Mountain Community" neighbors! Thus "Enhancing Life" for ALL Coloradoans! While the tourist finger within our community while deciding which "Glorious Destination" to "Play At!"</li> <li>7) The "Economic Impact," using "Pueblo Money" whenever possible ... now has "The Potential" to "Grow Logarithmically!" Because of the "Slight Eastern Relocation," Pueblo can "Stretch Her Wings" and "Create An Environment" that "Invites Corporate America" to "Operate" manufacturing and distribution facilities, from Pueblo!!! We have created a "High Volume Throughput" of "Goods" and a "Launching Point to Adventure," for People!!!</li> <li>8) Yee Haw Pueblo!!!</li> </ol> <p>I PRAY that you find "Merit" within my argument! James Bentley Sears.</p>	<p><b>Response to 50</b></p> <p>50-1 Your property, located at 1145 Elm Street, Pueblo, Colorado 81004, is not identified for partial or total acquisition in either Build Alternative. Please refer to <b>Exhibit 3.4-6</b> and <b>Exhibit 3.4-8</b> in <b>Section 3.4 Right-of-Way and Relocations</b> for right-of-way acquisition maps of this area. Detailed right-of-way acquisition maps can be found in Appendix A to the <i>Right-of-Way and Relocations Technical Memorandum</i>.</p> <p>50-2 Relocating I-25 east or west of Pueblo was considered during the alternatives development, evaluation, and screening phase. A bypass east of the City of Pueblo would add 22 new miles of highway that would impact undisturbed natural areas; would not be compatible with neighborhood and local business plans, goals, and objectives; and would not support ongoing economic investments in the community. This strategy was eliminated because it would not improve safety by addressing existing I-25 deteriorating roadway and bridges or by addressing unsafe road characteristics of I-25, as stated in the Purpose and Need.. The Preferred Alternative will support access to regional destinations such as the Pueblo Memorial Airport by improving east-west access across I-25 and through reconstruction of the I-25 and US 50B interchange. The proposed improvements would not preclude the future development of a truck stop or construction of regional train service and associated station facilities. However, these facilities have not been included in the Preferred Alternative because they would not improve safety by addressing existing I-25 deteriorating roadway and bridges or by addressing unsafe road characteristics of I-25, as stated in the Purpose and Need.</p> <p>See <b>Chapter 2 – Alternatives</b> for more information regarding the screening of alternatives</p>

Comment	Response
<p data-bbox="201 256 422 280"><b>Comment Number:</b> 51</p> <p data-bbox="642 256 863 280"><b>Name:</b> Regina Stevens</p> <p data-bbox="186 329 659 358">Regarding the central portion of the project:</p> <p data-bbox="186 375 953 404">The interstate should move WEST, NOT east for the following reasons:</p> <ol data-bbox="186 423 1066 974" style="list-style-type: none"> <li data-bbox="186 423 1066 527">1. <b>GREATER COMMUNITY SUPPORT</b> *Most of the houses on the east hand side of Box Elder have been placed for attempted sale in the last 18 months.</li> <li data-bbox="186 547 1066 662">2. Acquisition of increased acreage related to <b>MOTIVATED SELLERS</b> *Of the 4 blocks and on the east hand side of Box Elder, 2/4 blocks have 1 property, 1/4 has few houses, and the last block everyone is trying to sell. You would have more land to build on.</li> <li data-bbox="186 682 1066 820">3. <b>REMOVAL OF HIGH CRIME AREA</b> *In my surrounding neighborhood, there is a lot of violence and drug traffic. This is a more dangerous and violent area than to the east. The area east of the interstate has greater stability and is safer. People want to stay in those homes.</li> <li data-bbox="186 839 1066 974">4. You would be helping the people in this neighborhood, and the community, if you bought these properties. *The area in my surrounding neighborhood is only getting <b>WORSE</b>, not better. I've watched it decline over the years.</li> </ol> <p data-bbox="186 992 684 1021"><b>PLEASE RECONSIDER AND COME WEST</b></p>	<p data-bbox="1098 269 1262 298"><b>Response to 51</b></p> <p data-bbox="1098 310 1902 792">51-1 The Modified I-25 Alternative is identified as the Preferred Alternative in the Final Environmental Impact Statement (FEIS) because it better addresses the safety, mobility, and capacity elements of the Purpose and Need for the project. Although it does require some additional right-of-way by shifting the highway east of its current alignment, impacts to other resources, off-setting benefits from the project, and proposed mitigation must also be factored into the analysis. While both Build Alternatives address the safety and capacity elements of the Purpose and Need (see <b>Chapter 1 – Purpose and Need</b>), the Modified I-25 Alternative is identified as the Preferred Alternative because it best meets the local and regional mobility elements 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. Please also see response to <b>Comment #08-11</b> for more discussion regarding the identification of the Preferred Alternative.</p>

51-1

Comment	Response
<p data-bbox="201 256 426 280"><b>Comment Number:</b> 52</p> <p data-bbox="642 256 894 280"><b>Name:</b> Herric Vander Valk</p> <p data-bbox="201 324 1008 435">Hello, my name is Harric Vander Valk and I live at 721 Hill place (my neighborhood is bordered by SanteFe Dr. to the north, Northern Ave. to the south and SanteFe Ave. to the west). I have some serious concerns with the Modified I-25 expansion and how it will affect our neighborhood. Bellow I have split my concerns into 3 groups. These groups are environmental damage and mitigation, light pollution and noise pollution.</p> <p data-bbox="201 462 506 483"><u>Environmental Damage and Mitigation</u></p> <p data-bbox="201 509 1001 828">My main concern is the loss of woodland and wetland in my area. This destruction starts with the elimination of Benedict Park then as the project moves north, another 3 acres of woodland that follows the train tracks and then 1 acre of wetlands will be severely impacted if not totally destroyed. This is a crucial corridor for wildlife in our area. This is the last route that I know of that allows deer to travel from the CF&amp;I ponds and open spaces on the south end of town down into the river bottoms. It is fact deer are often seen following the train tracts around Rocky Mountain Steel, Benedict Park, and the SanteFe Ave area. In addition to the deer, there is a significant amount of mature trees that will be eliminated. The removal of this habitat in a major bird migration corridor is bound to have a significant impact on the areas wildlife. It is my belief that this area should be enhanced for future wildlife needs not paved over. So if this project does go through, will the mitigation process enhance wildlife in this area and does it take place before the project begins, so that the Wildlife will have a place to go when their habitat disappears? There are numerous natural springs all along the Arkansas River bluffs threw town and the only way to right the environmental wrongs of this project would be to enhance and protect these areas to assure our wildlife a place to live in the future.</p>	<p data-bbox="1100 267 1266 292"><b>Response to 52</b></p> <p data-bbox="1100 310 1902 1127">52-1 The Preferred Alternative would impact wildlife habitat, but it is not anticipated to permanently impact wildlife movement. This urban habitat is low quality and inhabited by common urban wildlife species accustomed to urban living. The impacts from the Preferred Alternative would result in a permanent loss of nesting habitat for migratory birds, as well as cover and feeding habitat, but it would not prevent the movement of wildlife and birds. The Arkansas River is an important east-west movement corridor for birds, and Fountain Creek is an important north-south movement corridor for birds, and these two movement corridors would remain viable migration corridors. Benedict Park is being reconstructed in the same general vicinity as the current configuration and would not constitute a permanent loss of habitat. Habitat replacement, restoration, or enhancement will be conducted to mitigate for impacts that could not be avoided, including impacts to the wetland and riparian areas along Fountain Creek and adjacent to the Arkansas River. All wetland impacts will be mitigated on a 1:1 replacement ratio, and vegetation removed during construction will be re-established as soon as feasible. Field surveys will be conducted prior to construction activities to determine the presence or absence of birds protected under the Migratory Bird Treaty Act. Construction activities that would otherwise result in the take of migratory birds, eggs, young, and/or active nests will be avoided during the nesting season. Prior to the removal of trees, shrubs, and grasses, a bird nesting survey will be conducted. If an active nest is found, construction activities with a potential to impact the success of the nest will not be allowed until the young have fledged or until the nest becomes inactive. Trees that are removed will be mitigated at a 1:1 ratio or as specified by state and federal wildlife agencies to ensure raptor perch trees are replaced for future use.</p>

52-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 52</p>	<p><b>Name:</b> Herric Vander Valk (cont'd)</p>	<p><b>Response to 52 Continued</b></p>
<p>52-2</p>	<p><u>Light pollution</u></p> <p>I did not see any reference to a study on light pollution in the project documents. So my question is was there any study done and will there be any impact on light pollution. Our street Hill place sits above the current I-25 and we already experience some direct light from southbound traffic on I-25 but once the interstate is moved 1000 feet closer to the neighborhood, will the visual impacts be significantly greater? Furthermore, what impact will new lighting have on the state wildlife area surrounding the Runyon Lake?</p>	<p>52-2 CDOT will develop a lighting plan during final design, which complies with the Pueblo County Code, Title 17-Land Use subsection on Outdoor Lighting. All highway lighting will be down lit and fully shielded to minimize light trespass on adjacent properties. Jersey barriers will be installed as a median divider on the interstate and will likely block vehicle headlights. The proposed elevation of the interstate just south of the Santa Fe Drive interchange is approximately 4,697 feet, while your home on Hill Place is approximately 4,750 feet. This is slightly more than a 50-foot difference in elevation. While headlights from traffic may be visible from your residence, you should not expect direct glare from the headlights due to this difference in elevation.</p>
<p>52-3</p>	<p><u>Noise Pollution</u></p> <p>Noise pollution is also a big concern of mine. The interstate will be moved approximately 1000 feet closer to my house then where it is currently located. Was my neighborhood properly evaluated for noise pollution using the modified I-25 layout? The Noise Representative Receiver (R13) that was located on SanteFe Ave according to your map is significantly lower in elevation than the neighborhood above it. How would placement of (R-13) show what the noise conditions would be in our neighborhood after the project is completed? Will there be any more noise studies done in my neighborhood?</p>	<p>The elevation of Runyon Lake and the surrounding land is approximately 4,648 feet, 50 feet below the elevated interstate. This urban habitat is low quality and inhabited by common urban wildlife species that are accustomed to urban living, including lighting and noise. No impacts to wildlife are anticipated to occur as a result of highway lighting.</p>
	<p>I can be reached at (719)406-9256 if you have any questions or seek further comment. Thank you, Harric Vander Valk.</p>	<p>52-3 The interstate is currently approximately 1,550 feet away from your residence. The proposed mainline of the highway, which is the primary source of noise, is located over 800 feet away from your residence. Noise analyses focus on the study area within 500 feet of the edge of roadway. Because your residence is situated outside of this study area, noise analysis was not performed at your location. Receptors near your residence that are located closer to the proposed interstate are not predicted to experience noise impacts. Even considering the elevation difference between R13 and your residence (a difference of 30 feet), the distance from your residence to the proposed interstate is greater than R13.</p> <p>Future noise levels under the Modified I-25 Alternative (Preferred Alternative) are predicted to be approximately 63 A-weighted decibels (dBA) at your residence. This level remains below CDOT's noise abatement threshold of 66 dBA, which is the decibel level for determining whether a noise impact occurs. Future noise levels at R13 are predicted to be 62 dBA under the Modified I-25 Alternative (Preferred Alternative).</p> <p>As of the date of publication of this Final Environmental Impact Statement (FEIS), no additional traffic noise analysis is planned.</p>

Comment	Response
<p data-bbox="199 256 430 284">Comment Number: 53</p> <p data-bbox="640 256 829 284">Name: Gary Wayne</p> <div data-bbox="210 341 1008 414">  <p data-bbox="210 365 357 397">329 S. Santa Fe Pueblo, CO 81003</p> <p data-bbox="882 381 1008 397">(719) 542-1872</p> </div> <p data-bbox="210 446 462 527">Richard Zamora 905 Erie Pueblo, CO.</p> <p data-bbox="210 527 1050 682">In regard to the I-25 re-construction, I feel that by closing the alley exit, and on-ramp, that it would affect my business, as well as the other businesses in this area.</p> <p data-bbox="210 698 1008 901">There is a great amount of traffic that is on the alley exchange, as well as the first street exit. This would cause quite a lag jam at first street which could greatly affect the riverwalk and the downtown area.</p> <p data-bbox="210 901 1008 982">I would truly like you to re-consider the closing of the alley interchange</p> <p data-bbox="483 974 714 1047">Thank You Gary Wayne</p>	<p data-bbox="1102 267 1270 300">Response to 53</p> <p data-bbox="1102 308 1743 341">53-1 Please see responses to Comment #27-1, 27-2, and 27-3.</p>

53-1

Comment		Response
<p><b>Comment Number:</b> 54</p>	<p><b>Name:</b> Greg Whitman</p>	<p><b>Response to 54</b></p>
<p>54-1</p>	<p>i own residential buildings that show in the acquisition area in exhibit 3.4-2 but have not been notified of possible relocation. properties are listed under parrot head properties. address of one would be 210 e 3rd. who can i contact to find out if these are in the area? Thanks</p>	<p>54-1 The properties owned by Parrot Head LLC have been identified for acquisition as part of the construction of the Downtown Improvements on I-25 from 13th Street to 1st Street included in Phase 1. Because the project is being phased over multiple years, residences would be purchased over multiple years, and the timeframe for construction through downtown has not yet been finalized. A detailed description of the Phase 1 construction projects can be found in <b>Chapter 5 – Phased Project Implementation</b>. Detailed acquisition maps can be found in the <i>Right-of-Way and Relocation Technical Memorandum</i>.</p> <p>During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT’s intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you. We encourage all affected property owners to contact the CDOT Region 2 Right-of-Way Department to set up a meeting to discuss the rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>

**Public – Verbal Comments at the Public Hearing**

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 55	<b>Name:</b> David Balsick	<b>Response to 55</b>
<p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p>		<p>55-1 CDOT has decided to leave the layout of the Final Environmental Impact Statement (FEIS) in the same format as presented in the Draft Environmental Impact Statement (DEIS). The impacts discussions of <b>Chapter 3 – Affected Environment and Environmental Consequences</b>, are organized by geographic area within the project study area, presented in order of North, South, and Central. The Existing I-25 Alternative and the Modified I-25 Alternative (Preferred Alternative) follow the same alignment in the North Area and the South Area and have the same impacts in these two areas; for this reason, those geographic areas are discussed first in sections in <b>Chapter 3 – Affected Environment and Environmental Consequences</b>. The Central Area is discussed last because the Existing I-25 Alternative and the Modified I-25 Alternative (Preferred Alternative) follow different alignments and have distinguishable differences between the two alternatives.</p>
55-1	<p>Thanks very much tonight for the opportunity for everybody to speak their -- their mind on the idea.</p> <p>This EIS statement is a marvelous document, but it's probably one of the most confusing things for the people in this room to read because of the way it was put together with the three plans alternated all the way down line through it. It's very difficult to understand sometimes what you're looking at, and is that the original, is that the alternate or is that the modified without keep going back and through. So when you get around to finalizing the document I hope that it gets reorganized maybe in the process of all the original, then the next section all the alternate and, then, the preferred modified.</p> <p>The nomenclature is also tough for most of the people to understand that aren't this your business, so -- you know, it's a marvelous document that way.</p>	<p>55-2 During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you. We encourage all affected property owners to contact the CDOT Region 2 Right-of-Way Department to set up a meeting to discuss the rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>
55-2	<p>As soon as it came out, those people that had businesses that have numbers on them and -- and located in the document -- those people like Mr. Hobbs and -- and other businesses along the different areas -- have already started to incur damages because people don't want to buy their building, there -- there -- there's no way to lease some of those structures now because they have got a red X on the side of them. They are going to be purchased, but when is that going to happen? When is money available? Those things are very important.</p> <p>But every month rent, insurance, all of the expenses of keeping a building viable and up-to-date and up to code standards that we have now must be met, and we can't do that now that the EIS is actually out. Before it was a myth, now it's a project, and it's -- and it's on the way, and every realtor will tell you that all that business has now stopped.</p>	

Comment	Response
<p><b>Comment Number:</b> 55      <b>Name:</b> David Balsick (cont'd)</p>	<p><b>Response to 55 Continued</b></p>
<p>55-3 Now, there's a tremendous amount of good things that go on. I'm the President of the Bessemer Association, and Bessemer's spent a lot of time since the year 2000 on this plan, but a lot of people don't understand why the park, Benedict Park, is built the way it is now, most of them saw it with other alternatives before. So the Bessemer Association would very much appreciate if we could have a meeting with the engineering staff to further describe Benedict Park; why so many more historic houses have been purchased – are going to have to be demol -- demolished and purchased, it's, you know, like they said, third, fourth, fifth generation people have lived in these homes.</p> <p>There's been a lot of mitigation of other homes that weren't going to be purchased and you stuck to all of that, but all of a sudden we lost another whole block-and-a-half around Benedict Park, that's not right, it needs to be described, discussed and understood further. There's people's lives involved there.</p>	<p>55-3 Under the Modified I-25 Alternative (Preferred Alternative), Benedict Park would be constructed on remnant parcels of land required for changes in access due to the closures of Taylor Avenue and Rio Grande Avenue. Under the Modified I-25 Alternative (Preferred Alternative), I-25 is shifted to the east, also requiring reconstruction of the Mesa Avenue bridge. In this alternative, Mesa Avenue would tie back into the existing roadway grade at Berwind Avenue, as shown in <b>Exhibit 3.1-10</b>. This is a block further east than the Existing I-25 Alternative in order to meet City of Pueblo roadway standards. No private property would be acquired solely for Benedict Park mitigation.</p>
<p>55-4 And the other thing that's very important is to protect the historic value of the Bessemer area and all the assets of the Bessemer Historical Society, those blast furnaces, all of those things that are in there, that's one of the greatest gems Pueblo has, and those assets need to be protected and -- and helped to be exploited, because that's just more of an important part of who we are in Pueblo and where we want to continue to be.</p> <p>Thank you.</p>	<p>55-4 Moving the alignment to the west would impact the National Register of Historic Places-listed Minnequa Works headquarters building and other areas dense with historic properties. Some features of the Evraz Rocky Mountain Steel Mills complex (such as the boilers) were avoided through the use of retaining walls. In addition, the Modified I-25 Alternative (Preferred Alternative) was designed to avoid impacts to the High Line Rail. Working features of the Evraz Rocky Mountain Steel Mill (steel mill) were avoided so that existing operations could be maintained.</p> <p>A Programmatic Agreement has been developed by CDOT, the Federal Highway Administration (FHWA) and the State Historic Preservation Officer (SHPO) to outline mitigation for adverse effects to historic properties, including the steel mill and stacks. In the Programmatic Agreement, CDOT commits to investigate options to relocate the steel mill stacks in accordance with the mitigation goals that have been identified through formal consultation. The Programmatic Agreement is included in <b>Appendix H</b> to the FEIS. Please refer to response to <b>Comment #1-1</b> for more information regarding mitigation for impacts to historic properties.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 56	<b>Name:</b> Jean Delmonico	<p><b>Response to 56</b></p> <p>56-1 Property taxes are related to property values. The Pueblo County assessor’s office determines the property tax bill for each property located in the county, not CDOT. Future effects on residential property values and taxes as a result of the New Pueblo Freeway project are unknown, and could vary depending on several factors— including future development within the project area.</p> <p>56-2 Yes, even properties not identified for acquisition have the potential to be affected by the project. The Final Environmental Impact Statement (FEIS) considered the impacts and benefits that could occur at remaining residences under the No Build Alternative and both Build Alternatives. This evaluation examined neighborhood cohesion, noise, visual resources, air quality, changes in land use, parks and trail facilities, and historic properties. These evaluations are included in <b>Chapter 3 – Affected Environment and Environmental Consequences</b>.</p> <p>56-3 During the Community Visioning process, a consistent concern heard from local stakeholders was that I-25 is a barrier to bicycle and pedestrian mobility. The completion of trails and sidewalks proposed as part of the Preferred Alternative would provide continuous bicycle and pedestrian access between 29th Street in the north to Pueblo Boulevard in the south. CDOT would build sidewalks along the Dillon Drive extension and expand sidewalks on the Mesa Avenue bridge over I-25 to connect Benedict Park to the Bessemer Neighborhood west of I-25. Sidewalks would be constructed along the new Stanton Avenue extension to connect the Runyon Field area and Benedict Park. Trails would be constructed north of the US 50B bridge to Mineral Palace Park; between Mineral Palace Park and the Fountain Creek Trail; and between Runyon Field Sports Complex and JJ Raigoza Park. Both Union Avenue and Main Street provide existing pedestrian connections across the Arkansas River and would remain viable connections to the Bessemer neighborhood.</p>
<p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p> <p>Good evening. I have questions.</p>		
56-1	<input type="checkbox"/> Number one, how is this going to affect our property taxes? Number two, how is it going to affect our property values?	
56-2	<input type="checkbox"/> Those of us that aren't losing our homes to this project are still being impacted by the closeness or change of the highway.	
56-3	<input type="checkbox"/> I also want to know how this is going to affect the foot traffic in our areas when they move the roads closer or further away from us?	

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 56</p>	<p><b>Name:</b> Jean Delmonico (cont'd)</p>	<p><b>Response to 56 Continued</b></p>
<p>56-4 <input type="checkbox"/> I want to know where is the money coming from to pay for this project? You've cleared what's happening with the first phase but not the other phases, and that's only going to go up as we all know.</p> <p>Those are my questions, and I'm hoping that I can get answers in writing so that I have something to fall back on.</p>	<p>56-4 <input type="checkbox"/> There are many changes going on in this town due to this project, it's affecting mostly senior citizens, because the properties that you're talking about are in areas where people have lived for 30, 40, 50, 60 years.</p> <p>Thank you.</p>	<p>56-4 Phase 1 is currently the only funded phase of construction. The required \$300 to \$315 million in funds for Phase 1 are identified for this construction phase in the amendment to the Fiscally Constrained Plan in the <i>Pueblo Area 2035 Long Range Transportation Plan</i> currently being prepared by PACOG. Construction Phase 2 is not currently funded. The availability of future funding beyond construction of the first project phase is unknown at this time.</p> <p>56-5 In the City of Pueblo, approximately 16 percent of the population is 65 years or older. This is compared to the project area where, according to the 2010 Census, approximately 15 percent of the population is 65 years or older. This indicates that the study area does not contain a concentration of persons 65 years or older and would not disproportionately affect this segment of the population. CDOT does acknowledge that population characteristics can vary within the boundaries of census geography (e.g. census tracts). Throughout the development of the Build Alternatives, CDOT has conducted extensive public involvement and held numerous meetings within local neighborhoods to ensure that all segments of the population were given the opportunity to understand and influence the project. Input received from these efforts was used to develop and revise the Build Alternatives. Local residents also serve to benefit most from project improvements including better mobility, restored neighborhood connections, new pedestrian facilities, and enhancements to park and recreational facilities.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment		Response
<p><b>Comment Number:</b> 57</p>	<p><b>Name:</b> Rick Hobbs</p>	<p><b>Response to 57</b></p>
<p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p>	<p>57-1 Please see <b>Comment #27-2</b> for a response to your comment.</p>	
<p>57-1 Thank you, Rich, for this opportunity to speak; and the movie credits look great, everything looks wonderful and shiny, but we have been in our business location at Hobbs Carpet since 1952, the restrictions and closures that will be created with the new road effectively minimize our exposure to our fourth and fifth generation customers, and I don't see how that can possibly help our business.</p>	<p>57-2 CDOT understands that construction can generate impacts, particularly economic impacts, to those residents and business located in the construction area. The phased approach to construction allows CDOT to maximize the effectiveness of improvements and leverage available funding to meet both short-term and long-term needs. Construction signage and detours will be set in place to direct traffic to businesses adjacent to construction.</p>	
<p>57-2 There's alot of other surrounding businesses in the South Santa Fe section that will be affected as well. And I want to point out to you guys that I travel a great deal, and in going through Trinidad for the last two or three years the -- the traffic was - - was critical and it was narrow, and all you wanted to do was to get through Trinidad as quickly as you could, never gave a thought to getting off the interstate for food or snacks or fuel, you just wanted to get past there, you knew you could do it at the next stop (indicating).</p>		

Comment		Response
<p><b>Comment Number:</b> 57</p>	<p><b>Name:</b> Rick Hobbs</p>	<p><b>Response to 57 Continued</b></p>
<p>57-3</p>	<p>So I don't see that there's been any provisions here for loss of business, which it has to happen, it's automatic in the CDOT plan, and I am curious to know if we're just supposed to try and survive or if there isn't a program for lost business or harm. And that -- that's real important to us.</p>	
	<p>We've been there longer than the current freeway has, and we've got fourth and fifth generation customers, I don't want them driving to Home Depot or Lowe's because they can't get off the freeway or don't know where to go when they do. That's pretty much the nine and ten of it.</p>	
<p>57-3 During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you. We encourage all affected property owners to contact the CDOT Region 2 Right-of-Way Department to set up a meeting to discuss the rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>		

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 58	<b>Name:</b> John Moorcroft	<b>Response to 58</b>
<p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p>		
58-1	<p>Yeah, I thank you for letting us talk. I have to wonder how much money was put into the -- these studies and all these maps and why aren't the funds available if this is such a dangerous highway? You go north to Colorado Springs, farther north to Denver, farther north to Ft. Collins and there's many highway projects being funded, but when it comes to Pueblo, Colorado, we're the last on the list, and I think that needs to be a priority if this is really the most dangerous highway in Colorado.</p>	<p>58-1 Current transportation funding levels in Colorado fall far short of funding needs for transportation infrastructure statewide. The 2035 Statewide Transportation Plan Amendment (May, 2011) notes that the cost to maintain the existing transportation system (without any additional improvements) is estimated to be \$176 billion during the time horizon of the 2035 Plan; however, estimated revenues during the same time period only total \$123 billion. Full funding is not available to complete the entire \$760.5-million New Pueblo Freeway Preferred Alternative (this cost estimate includes design, right-of-way acquisition, and construction and is based on preliminary design estimates in 2010 dollars). However, funding is available for the construction of Phase 1 of this project (\$300 to \$315 million), which includes the improvements planned from approximately the Ilex interchange north to 29th Street and connecting the I-25 mainline improvements to those previously completed just north of 29th Street.. Construction of the Ilex Viaduct Replacement on I-25 project in Phase 1 is expected to begin in mid-2014 if the project is approved. I-25 in Pueblo is not the most dangerous highway in Colorado, but safety and mobility improvements are needed. Construction of Phase 1 would provide much-needed safety and mobility improvements by addressing many of the existing geometric deficiencies and roadway segments with poor accident ratings and would provide additional roadway capacity along the sections of I-25 with the most congestion, as identified in the project Purpose and Need.</p> <p>Before a federal highway project can be constructed, the project must be planned and programmed into the Statewide Transportation Improvement Plan, and the impacts of that project must be analyzed under the National Environmental Policy Act (NEPA) of 1969. Studies to plan, develop, and ultimately approve the New Pueblo Freeway began in 2000 and have cost approximately \$12 million. The feasibility study that began in 2000 assessed the feasibility of changes to I-25 through Pueblo and developed the Build Alternatives to be evaluated under NEPA. The Environmental Impact Statement (EIS) conducted under NEPA began in 2003. During the EIS process, CDOT evaluated a range of alternatives that could address the purpose and need for improvements to I-25 through Pueblo; conducted preliminary design of both Build Alternatives; analyzed the impacts of the two Build Alternatives in the EIS; and started the processes for permitting the</p> <p>Continued on next page</p>

Comment	Response
<p><b>Comment Number:</b> 58      <b>Name:</b> John Moorcroft (cont'd)</p> <p>58-2 I also support putting this corridor farther east where you -- where you will not affect current businesses, and take into consideration that these people have put their livelihoods into these businesses. Have consideration for the people of Pueblo.</p> <p>Thank you.</p>	<p><b>Response to 58 Continued</b></p> <p>58-1 Continued from previous page</p> <p>proposed project with regulatory agencies. If the project is approved, CDOT would design and construct the project in phases as funding becomes available. As noted above, funding has been identified for Phase 1 improvements. Construction Phase 2 is not currently funded. The availability of future funding beyond construction of the first project phase is unknown at this time. However, CDOT is trying to secure additional funding for the project. Refer to <b>Chapter 5 – Phased Project Implementation</b> for more information on project funding and phasing.</p> <p>58-2 The Federal Highway Administration (FHWA) and CDOT have identified the Modified I-25 Alternative as the Preferred Alternative in the Final Environmental Impact Statement (FEIS) because it better addresses the local and regional mobility problems identified in the project Purpose and Need.</p> <p>Relocating I-25 east or west of Pueblo was considered during the alternatives development, evaluation, and screening phase. A bypass east of the City of Pueblo would add 22 new miles of highway that would impact undisturbed natural areas; would not be compatible with neighborhood and local business plans, goals, and objectives; and would not support ongoing economic investments in the community. This strategy was eliminated because it would not improve safety by addressing existing I-25 deteriorating roadway and bridges or by addressing unsafe road characteristics of I-25, as stated in the Purpose and Need. See <b>Chapter 2 – Alternatives</b> for more information regarding the screening of alternatives.</p>

Comment	Response
<p><b>Comment Number:</b> 59      <b>Name:</b> Don Pagano</p> <p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p> <p>And I have lived here all my life, so I know what's going on. I can remember driving down to the Grove through a dirt road, through a box culvert, to get there from Abriendo down the -- to the Grove, that's -- some of you people remember that (indicating).</p> <p>Anyway, I own the building next to Hobbs, and we were in business there in the early '70s through the '80s, the recession in the '80s put us out of business, but I was able to keep the property and maintain it and had several renters in there, I still have a -- a renter in there currently, so I have been lucky with the rental property. The rent provides me with retirement income, and your plan is going to cut my renter's access off by a hundred percent, there -- the driveway there that trucks deliver to the warehouse, and according to that map there it looks like the curb's going to cut right across my driveway (indicating). So without any access there I probably won't have any renters, which then I won't have any re -- retirement income.</p> <p>You know, the -- could you or anyone ignore the community and the people involved? You know, you should either leave a person whole or take him out entirely. I mean, it's -- it's pretty bad when you just leave somebody there and -- and it isn't like it was and it isn't going anywhere, so what is a person supposed to do? You know, there is -- there is benefits on that slide for C -- CDOT, you know, how about the benefit for the people that's involved that's being put out of business or -- or -- and not being bought out? There's people in homes and everything else, too.</p>	<p><b>Response to 59</b></p> <p>59-1 CDOT is aware of your concern. Your property located at 338 South Santa Fe Avenue has been identified as a full acquisition under the Preferred Alternative. The property would be acquired during Phase 1 of construction to accommodate the Stanton Avenue connection under I-25 to Santa Fe Avenue. Please refer to response to your <b>Comment #46-1</b> for more regarding the property acquisition process.</p>

59-1

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p data-bbox="201 256 428 280"><b>Comment Number:</b> 59</p> <p data-bbox="642 256 947 280"><b>Name:</b> Don Pagano (continued)</p> <p data-bbox="79 456 121 480">59-2</p> <p data-bbox="186 315 1050 402">What CDOT's given us, you know, is nothing. I mean, you're not giving us any support. You're getting support from the -- from the officials and from the public and everything, but you haven't given back any support that I see.</p> <p data-bbox="186 423 1073 630">Nobody's ever come to talk to me about my property. I had one person come that wanted to survey it and take some pictures and look inside and that's it, but he couldn't tell me anything 'cause he was an independent contractor doing work for you, but no rep -- no -- no one from CDOT has come to me and explained to me what they're going to do or what -- what's going to happen, and, you know, I -- I just kind of feel like that's not very good -- good. So I'll give up my time and thank you for letting us speak.</p>	<p data-bbox="1094 269 1373 293"><b>Response to 59 Continued</b></p> <p data-bbox="1094 310 1911 792">59-2 CDOT has engaged City of Pueblo officials, residents, and business owners during significant outreach for the development of conceptual alternatives and through the development of a Preferred Alternative. Early in the process, CDOT developed a Public Involvement Plan to engage stakeholders likely to be affected by the project. The list of stakeholders includes property owners and renters adjacent to I-25, I-25 users, City and County of Pueblo elected officials and staff, neighborhood groups, historic interests, and business organizations. Community working groups were organized to provide information on values, goals, transportation issues on I-25, and potential solutions. Ultimately, the community working groups formulated a Community Vision Statement, which created the goals and objectives of the project. CDOT hosted over 80 meetings between July, 2000 and November, 2011, including business organization meetings and individual business owner meetings. You have been added to the project list, and we apologize that you have not previously been involved in project discussions beyond property surveys in 2000.</p> <p data-bbox="1163 813 1906 1019">CDOT recognizes the release of the Draft Environmental Impact Statement (DEIS) is the first opportunity for property owners to see right-of-way impacts on a corridor-wide scale. CDOT remains committed to an open and transparent process and to including stakeholders as the project progresses. For more information on outreach efforts, please refer to <b>Chapter 6 – Comments and Coordination</b>. Please also see response to <b>Comment #59-1</b> for more discussion regarding property acquisition and relocation.</p>

Comment	Response
<p><b>Comment Number:</b> 60      <b>Name:</b> Chuck Prichard</p> <p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p> <p>Hello. My name is Chuck Prichard -- no T -- I represent Star Nursery on I-25. Travelers and locals have enjoyed the Star Nursery wildlife display for over 35 years, we hope CDOT is not going to hide our 90-year-old business with a tall wall.</p> <p>The butterfly that you see on our sign is 10 foot tall, it was designed by my late father, Frank Star, Jr., he was known by many of you here in this room.</p> <p>I received a call the other day from a lady in Minnesota, she was traveling through Pueblo and she called to say you have a magnificent display on I-25 and I have seen nothing like it. Colorado landmark.</p> <p>I was at the Grand Canyon a few years ago, a fellow asked me where I was from, I told him Pueblo, Colorado, immediately he said the statue display in the government book store.</p> <p>So, CDOT, do not deprive the public of our wonderful display on I-25 at the Star Nursery. I ask for people of Pueblo to support us, that we continue to see the beautiful animals.</p> <p>Local youngsters have grown up with those animals. The Elk's name is Roy. So please don't let it go away.</p>	<p><b>Response to 60</b></p> <p>60-1 Please refer to the response to your <b>Comment #47-1</b> for information.</p>

60-1

Comment	Response
<p data-bbox="201 256 422 280"><b>Comment Number:</b> 61</p> <p data-bbox="642 256 863 280"><b>Name:</b> Nicolas Romero</p> <p data-bbox="186 329 1008 386"><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p> <p data-bbox="186 407 1058 586">Good evening. Thank you. I'm here on behalf of the Pueblo Chapter of the American GI Forum, our commander is Tony Martinez, and right now we're scheduled for demolition, relocation. We have a -- we had a lot of concerns, a lot of questions, but just coming to the meeting some of that has been kind of cleared up by talking to the -- the right-of-way folks here. We are going to probably continue that and -- and go from there.</p> <p data-bbox="186 607 1068 786">But the thing is our organization helps veterans and families; we're an organization that helps with other organizations, nonprofits that -- like ourselves -- that do not have places to meet. It is important for our organization to be thriving and part of this -- this great community. What we're looking at is to keep our organization going and keep our service to the community, veterans and families here in Pueblo. That's just the comment that I have there.</p> <p data-bbox="186 807 1052 863">But, you know, we do -- we do have a lot of other questions, but I think they're more specific -- specific to relocation and right-of-way. Thank you for your time.</p>	<p data-bbox="1094 269 1257 293"><b>Response to 61</b></p> <p data-bbox="1094 310 1906 456">61-1 CDOT recognizes that the American GI Forum provides critical community services to servicemen and service women in the Pueblo community. Efforts will be made to relocate organizations that are displaced under the Preferred Alternative within the City of Pueblo limits in order to maintain proximity to the community they serve.</p> <p data-bbox="1163 477 1906 1175">During this process, CDOT has worked to minimize the impacts to private property through preliminary design refinements. <b>Section 3.4 Right-of-Way and Relocations</b> 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). The Uniform Act is a federal law that was enacted to assure fair and equitable treatment of property owners and persons displaced by projects utilizing federal funds. All impacted owners will be provided notification of CDOT's intent to acquire an interest in their property, including a letter of just compensation specifically describing those property interests. CDOT will comply fully with the Uniform Act in compensating property owners the appraised fair market value of their property, including all improvements on the property, and the cost of relocation. Other benefits are available to businesses by the Uniform Act. A right-of-way specialist will be assigned to each property owner to assist in the process and to help identify comparable properties to the one being acquired. CDOT considers individual property owner needs (including zoning, parking, access, and location) in the relocation process. Your assigned CDOT right-of-way specialist will go over these benefits with you. We encourage all affected property owners to contact the CDOT Region 2 Right-of-Way Department to set up a meeting to discuss the rights to compensation as a property owner and the right-of-way acquisition process. A CDOT right-of-way staff person may be reached at (719) 546-5402.</p>

61-1

Comment		Response
<p><b>Comment Number:</b> 62</p>	<p><b>Name:</b> James Sears</p>	<p><b>Response to 62</b></p>
<p>62-1</p>	<p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p> <p>Well, I own the blue house across the street from Gus' Tavern, I have added over 300 years' life to a house that's already a hundred thirty years old, if you want to buy my house to tear it down you're going to have to pay me for those hundred -- or those extra 300 years.</p>	<p>62-1 Your property, located at 1145 Elm Street, Pueblo, 81004, is not identified for partial or total acquisition in either Build Alternative. Please refer to <b>Exhibit 3.4-6</b> and <b>3.4-8</b> for right-of-way acquisition maps of this area. Detailed right-of-way acquisition maps can be found in Appendix A to the <i>Right-of-Way and Relocations Technical Memorandum</i>.</p>
	<p>But I don't understand why the whole eastern corridor was pooh-poohed. We've got undeveloped land east of town, we can build a -- an I-25 corridor out next to our airport now that you can land an SST at. Ten years ago, when all of the plans were being developed, our airport was only good enough for a Piper Cub or a Cessna, that's not the case today, it is -- has got an international rating and we can create a high-volume throughput for goods and services for corporate America to move here to Pueblo because we can go out there east of town and we can create this thing virtually painless for all Pueblo citizens and create an environment that corporate America can ship their product to anywhere in the world that they need it to go quickly, and that's going to bring jobs, plus that area is undeveloped.</p> <p>I mean, for \$200 million you could construct that and be done in two years and have it online, whereas it's going to take 30 years and all kind of pains and bottlenecking involving trucking -- you know, in this traffic flow to do what we're going to do here to the existing corridor, and it just doesn't make any sense to me.</p> <p>Plus I see that if we spend our money right now, \$750 million to -- to -- to -- to enhance what we've already got, then we effectively build a cement wall on the east side of Pueblo and say that we're not going to expand this city to the east any further. Now that to me is asinine, just ludicrous.</p> <p>And I want to know why they -- why the eastern alternative is no longer a viable alternative. All the land out there used to be agriculture, but the City of Aurora's bought all of the water rights, so moving the freeway out there you could start and break ground and you could have the whole thing complete and online in -- in -- in two years.</p> <p>Plus what we mainly accomplish by straightening the freeway on the existing corridor is just so that we can raise the speed limit within the inner city to 65 so that the heavy-duty trucking can get past us even that much faster. But we still, if we live on the south side, have to hop on the freeway, deal with an 80,000-pound truck now moving at 65 miles an hour in order to get to -- to Home Depot so that we can buy a window for our house in Bessemer.</p>	<p>62-2 Please refer to response to your <b>Comment #50-2</b> for more information regarding the screening of alternatives.</p>

Comment	Response
<p><b>Comment Number:</b> 63      <b>Name:</b> Mike Shinovich</p> <p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p> <p>63-1 My name is Mike Shinovich -- S-h-i-n-o-v-i-c-h -- I live on Evans Avenue in between Indiana and the proposed wall area, and where they're going to put in an alleyway --THE COURT REPORTER: What way? MR. MIKE SHINOVICH: -- in the alleyway they're going to put in a bike trail -- bike -- bikers, not motorcycles, you know -- and, then, they're going to move the highway to the left and the east, and the highway will still be pretty much in my backyard except for my wall, and it's been that way for -- since the inception of the --THE COURT REPORTER: Since the inception of what? MR. MIKE SHINOVICH: The freeway being built in 1950-something. Then just -- I mean, it's only 10 feet from the alley fence, you know, and, then, they want to put up a wall and that's going to solve the problem of vibration that comes through the ground and everything? I don't know. It's against my backyard, I don't want to look out my backyard and see a wall.</p>	<p><b>Response to 63</b></p> <p>63-1 Traffic noise impacts have been identified at the residences from Indiana Avenue to Illinois Avenue along the west side of I-25. The noise barrier you refer to in your comment has been preliminarily identified to mitigate noise impacts at these residences. Design of this noise wall will be refined during final engineering design.</p> <p>It is important to note that CDOT <i>Noise Analysis and Abatement Guidelines</i> state that the opinions and desires of the benefited community must be considered in the reasonableness evaluation of a noise barrier. Prior to the Record of Decision and final engineering design, CDOT will solicit input from the benefited property owners and tenants to determine preference for constructing or not construction noise mitigation. The decision to build or not build recommended noise abatement measures should result from a simple majority response consisting of greater than 50 percent of the responding benefited property owners and residents. A benefited receptor is any property containing a noise sensitive receptor(s) that receives 5 A-weighted decibels (dBA) or more noise reduction caused by the abatement measure. Design of this noise wall will be refined during final engineering design, including materials used to construct the wall, access, and maintenance considerations, and residents will have an opportunity to review the design of the noise wall aesthetics included in the I-25 New Pueblo Freeway Aesthetic Guidelines.</p> <p>An off-street pedestrian/bicycle trail is envisioned between JJ Raigoza Park and the Runyon Field Sports Complex. The Evans Avenue alleyway between Minnequa Avenue and Illinois Avenue is being considered as a potential alignment for the trail.</p> <p>A noise wall is proposed along the I-25 shoulder to mitigate noise impacts. This noise wall, combined with the Evans Avenue alleyway and backyard fences, was thought to create a "canyon" effect between Minnequa Avenue and Illinois Avenue. The idea to develop the alleyway into a trail was conceived to lessen the canyon effect and to turn the space into an amenity for residents.</p> <p>Continued on next page</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p><b>Comment Number:</b> 63      <b>Name:</b> Mike Shinovich (cont'd)</p>	<p><b>Response to 63 Continued</b></p> <p>63-1 Continued from previous page</p> <p>CDOT recognizes that some residences have alley-loaded garages, as you have indicated in your letter. CDOT made every effort to speak with each property owner along this stretch of Evans Avenue to receive early input. For the trail to be built using the alleyways between Minnequa Avenue and Illinois Avenue, property owners would need to agree to give up access. If property owners are not willing to give up alley access, the trail could be constructed as an on-street facility using Evans Avenue. No decision has been formalized at this time, and CDOT will revisit this trail concept during final engineering design through neighborhood-involved design charettes.</p> <p>The Final Environmental Impact Statement (FEIS) has been revised to clarify that using the alleyways behind Evans Avenue for this trail is an optional design element. Evans Avenue property owners will be given full opportunity to provide input on the final location of the trail.</p> <p>Highway traffic can induce ground-borne vibration or air-borne vibration in nearby buildings. Ground-borne vibration may be caused by traffic flow, pavement surface, the transmission path between the source and the receiver, and the building construction materials. Even though ground-borne vibration is present, the vibration levels are too low to be perceived, even by observers close to the source. Studies assessing the impact of operational traffic-induced vibrations have shown that both measured and predicted vibration levels from traffic were less than any known criteria for structural damage to buildings (FHWA, 1995). Often, normal indoor activities, such as closing doors, have been shown to create greater levels of vibration than highway traffic.</p> <p>Air-borne vibration is caused by low frequency sound, created by engines and exhaust systems of diesel trucks, which can vibrate buildings. The low frequency sound may cause resonance of exterior and interior building elements, such as windows or shelves (Hajek, 2006). It is possible that noise walls could reduce vibrations because the noise walls would block low frequency sound that can cause air-borne vibrations.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

Comment	Response
<p data-bbox="201 256 428 280"><b>Comment Number:</b> 63</p> <p data-bbox="642 256 936 280"><b>Name:</b> Mike Shinovich (cont'd)</p> <p data-bbox="79 386 121 410">63-2</p> <p data-bbox="186 331 1073 634">And I think the highway should have been taken completely out. It should have been in the mill in the first place, in my opinion. And that's what they wanted to do at the time, that was one of the alternatives at the time, but they put it in people's backyard, and it's still there, and it looks like it's going to stay there. And I really don't -- I don't want it. THE COURT REPORTER: You don't agree with the alternative? MR. MIKE SHINOVICH: No. What they're going to do, I don't agree with that proposal, I think it should be taken out, no wall, and the houses should be taken out from there to Pueblo Boulevard and widen it that way and get rid of it rather than in somebody's backyard if they're going to do anything. If not, I guess I can leave, if that's the way it's going to stay. Thank you.</p>	<p data-bbox="1094 269 1373 293"><b>Response to 63 Continued</b></p> <p data-bbox="1094 310 1892 548">63-2 Conceptual alternatives were considered during early stages of planning. One of the alternatives evaluated considered converting the interstate to a parkway and relocating the interstate to the west or east of the City of Pueblo. Ultimately, this alternative, along with several others, were dismissed because they did not meet the Purpose and Need of the project. For more information on conceptual alternatives considered and the project purpose and need, please see <b>Chapter 1 – Purpose and Need</b> and <b>Chapter 2 – Alternatives</b>.</p>

APPENDIX G - RESPONSES TO PUBLIC AND AGENCY COMMENTS

<b>Comment</b>		<b>Response</b>
<b>Comment Number:</b> 64	<b>Name:</b> Lou Spera	<b>Response to 64</b>
<p><i>Comment submitted verbally during public testimony at the I-25 New Pueblo Freeway DEIS Public Hearing on December 8, 2011:</i></p>		
64-1	<p>Yes. I would like to – you know, I'm representing the Sonic Restaurant and Taco Star down on the Santa Fe corridor, and I think the project is a -- is a good project, I -- it is going to bring dollars to Pueblo any time you're doing construction work, so I -- you know, I applaud what you're doing, it's been long overdue.</p>	64-1 Thank you for your comment.
64-2	<p>We do have some concerns at the Sonic Restaurant. Clark Street is going to become a cul-de-sac, with that cul-de-sac I think it's going to dry traffic across the Sonic lot there, it's going to impact their sales and things like that. Also during the construction phase if you all would pay attention to that and make sure that the --</p>	64-2 CDOT coordinated with the City of Pueblo in designing the City-owned streets. Clark Street has been preliminarily designed as a cul-de-sac in order to accomplish the City of Pueblo's master plan of making Clark Street into a cul-de-sac, and D Street as the through street from Santa Fe Avenue to the West Pueblo Connector.
64-3	<p>that the traffic down in that area is not impacted where their -- their traffic into the place will affect the -- the dollars through the window.</p>	64-3 CDOT understands that construction can generate impacts, particularly economic impacts, to those residents and business located in the construction area. Construction signage and detours will be set in place to direct traffic to businesses adjacent to construction.
64-4	<p>Another thing that concerns us is a curb on Santa Fe itself, a median curb. If you put curbs down there to try to keep that traffic from making left- and right-hand turns that's almost a death sentence for a restaurant. Taco Star right now does have a problem with the -- with the stoplight at the -- at the intersection, when that stoplight goes red you absolutely cannot get across that intersection.</p> <p>So I would like you -- to see you go ahead and address that during the construction phase, somehow or another have them be able to -- or his traffic to be able to get into and out of the -- the -- the Taco Star.</p>	64-4 The City of Pueblo's roadway design criteria calls for a raised center median on Santa Fe Avenue because it is designated an arterial roadway. Design details (such as curb cuts, turn lane locations, and traffic signals) will be further developed during final design.
<p>But all and all I think it's -- it's a pretty good project and I don't see anything that is going to really impact people as far as the Ilex interchange.</p>		
<p>I think later on, when the dollars become available to do the rest of it, there's going to be a lot of questions. Thank you very much.</p>		