

APPENDIX A

Figures of Preferred Alternative and Phase 1

Figures of the Preferred Alternative

EXHIBIT A-1

Modified I-25 Alternative (Preferred Alternative)

I-25 Roadway Features

Six lanes (three in each direction) just north of 29th Street to Indiana Avenue
 Standard shoulders and acceleration/deceleration lanes

- 1 Straighten I-25 through downtown
- 2 Relocate I-25 to the east between Abriendo Avenue to Indiana Avenue to eliminate relocation of the Union Pacific Railroad

Interchange Features

- 3 Diamond interchange at US 50B with one-way frontage roads to 29th Street
- 4 Split-diamond interchange between 13th Street and 1st Street with one-way frontage roads between ramps; additional southbound and northbound exit ramps near 6th Street
- 5 Split-diamond interchange between Abriendo and Northern Avenues with one-way frontage roads connecting the ramps
- 6 Single-point diamond interchange at Indiana Avenue
- 7 Partial cloverleaf interchange at Pueblo Boulevard

Network Features

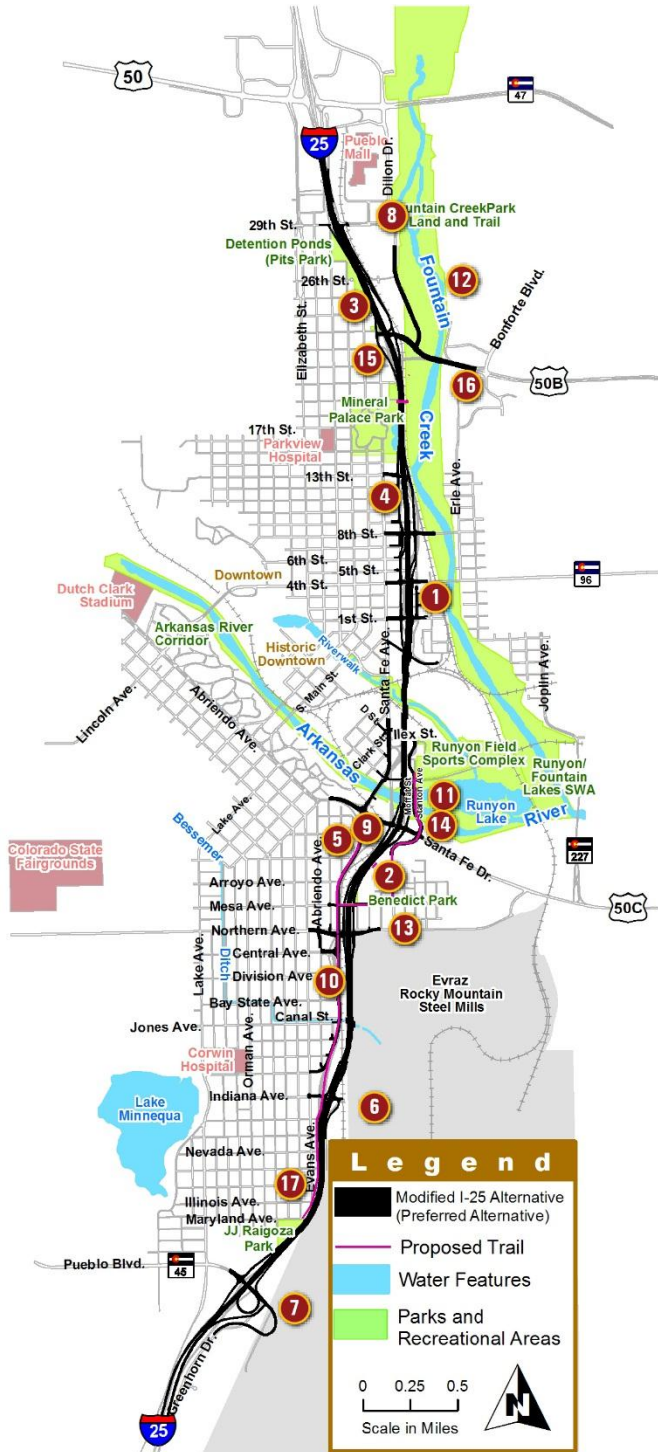
- 8 Extend Dillon Drive south from 26th Street to US 50B
- 9 Connect Abriendo Avenue and Santa Fe Drive (US 50C)
- 10 Extend Santa Fe Avenue from Ilex Street to Minnequa Avenue
- 11 Rebuild Stanton Avenue south over the Arkansas River, intersect with Santa Fe Drive and connect to Santa Fe Avenue

Bicycle and Pedestrian Features

- 12 Build sidewalks along Dillon Drive extension and US 50B bridge
- 13 Expand sidewalks on the Mesa Avenue overpass to connect Benedict Park to the west side of I-25
- 14 Build sidewalks along Stanton Avenue to connect to the HARP trail and Benedict Park
- 15 Build trail from just north of US 50B bridge to Mineral Palace Park
- 16 Construct a bike/pedestrian bridge between Mineral Palace Park and the Fountain Creek trail
- 17 Build trail between Runyon Field and J.J. Raigoza park

Other Features

Accommodates Circulator Bus System
 Transportation Systems Management (TSM)
 Travel Demand Management (TDM) (By Others)
 Intelligent Transportation Systems (ITS)



*Detailed maps of the Modified I-25 Alternative are available in Appendix E of the FEIS.

EXHIBIT A-2

Detailed Map of the Modified I-25 Alternative (Preferred Alternative) – Milepost 101 to 15th Street

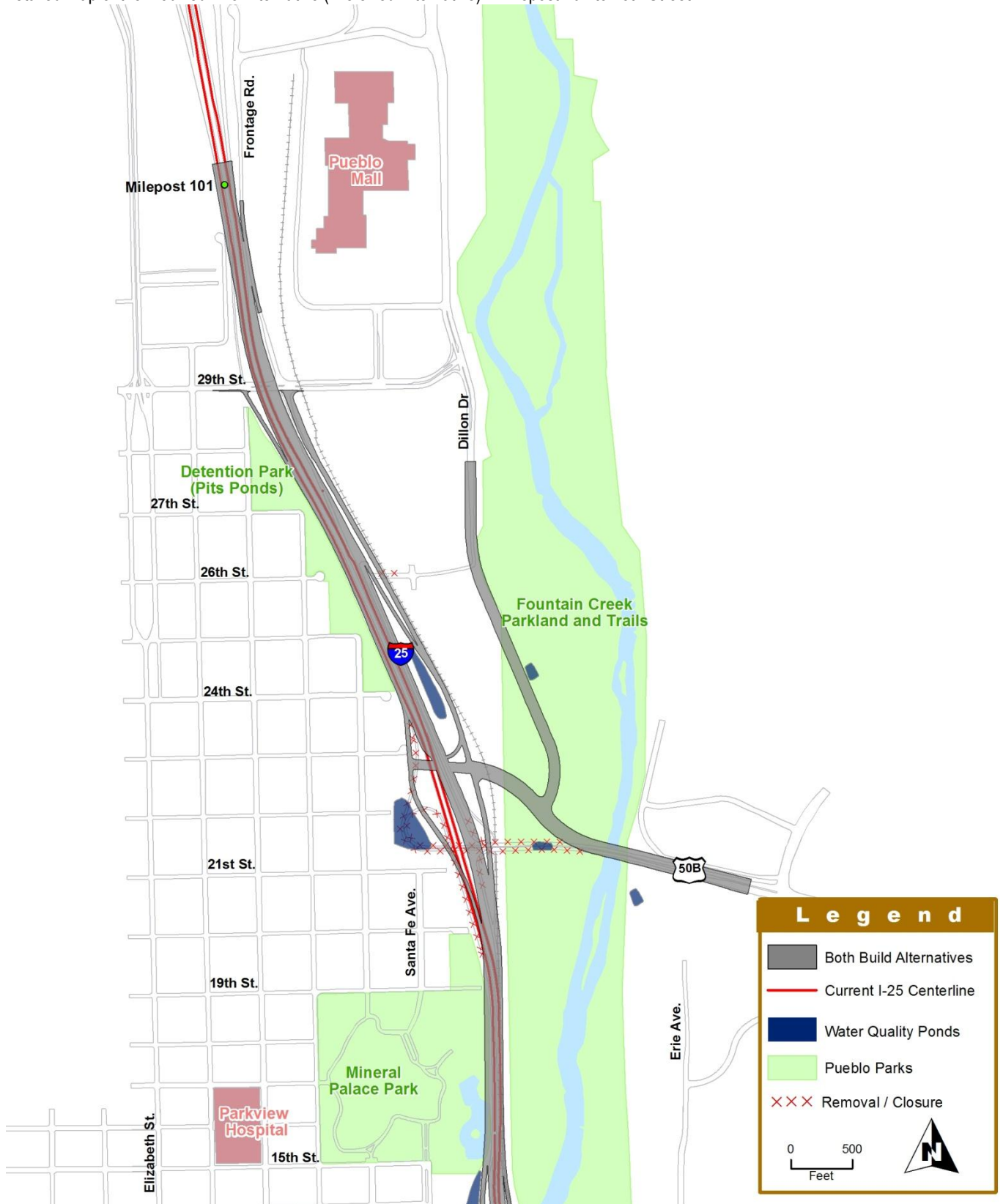


EXHIBIT A-3

Detailed Map of Modified I-25 Alternative (Preferred Alternative) – US 50B to Kelly Avenue

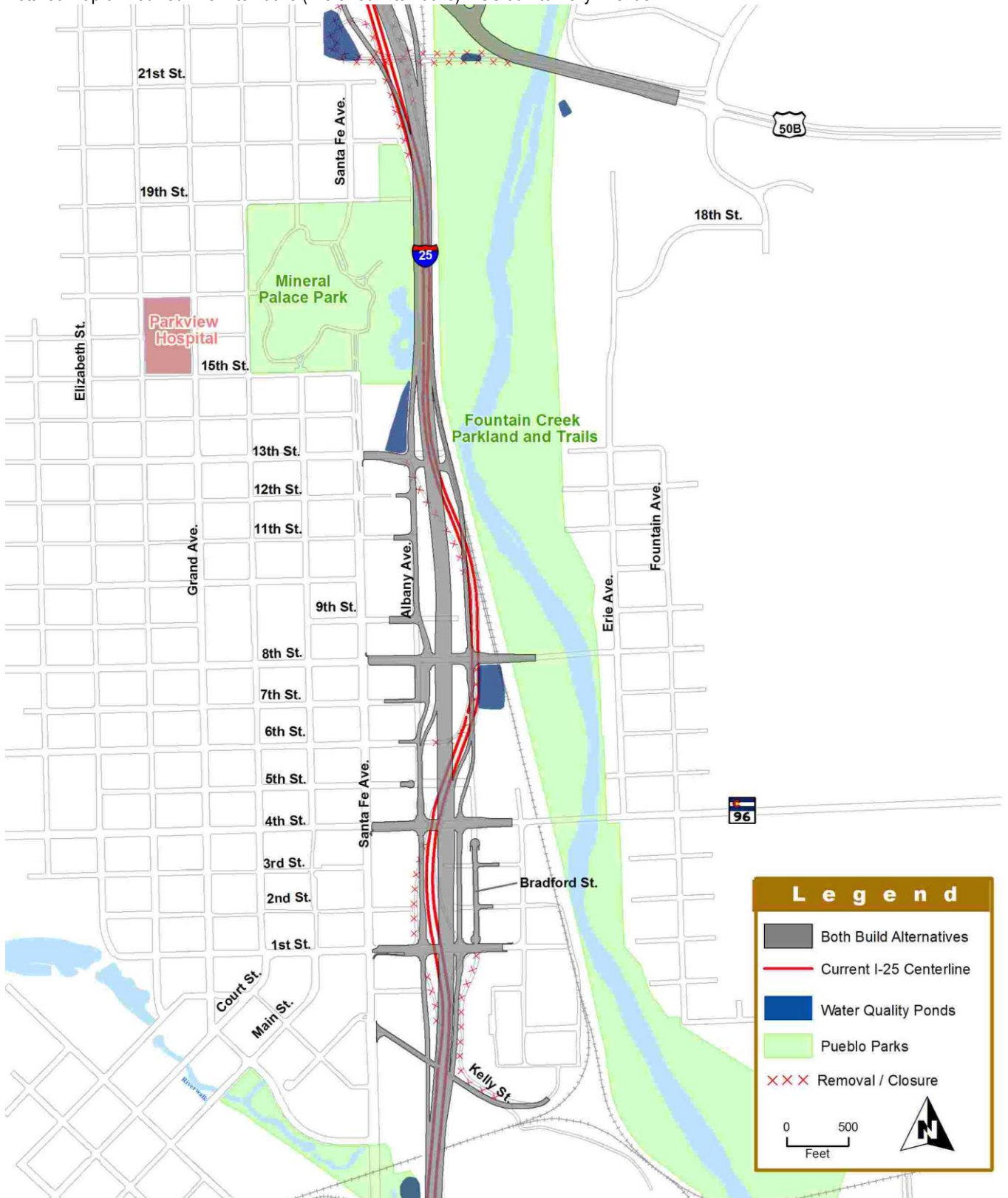


EXHIBIT A-4

Detailed Map of the Modified I-25 Alternative (Preferred Alternative) – Kelly Avenue to Jones Avenue



EXHIBIT A-5

Detailed Map of the Modified I-25 Alternative (Preferred Alternative) – Jones Avenue to Milepost 94



EXHIBIT A-6
Preferred Alternative Project Phasing

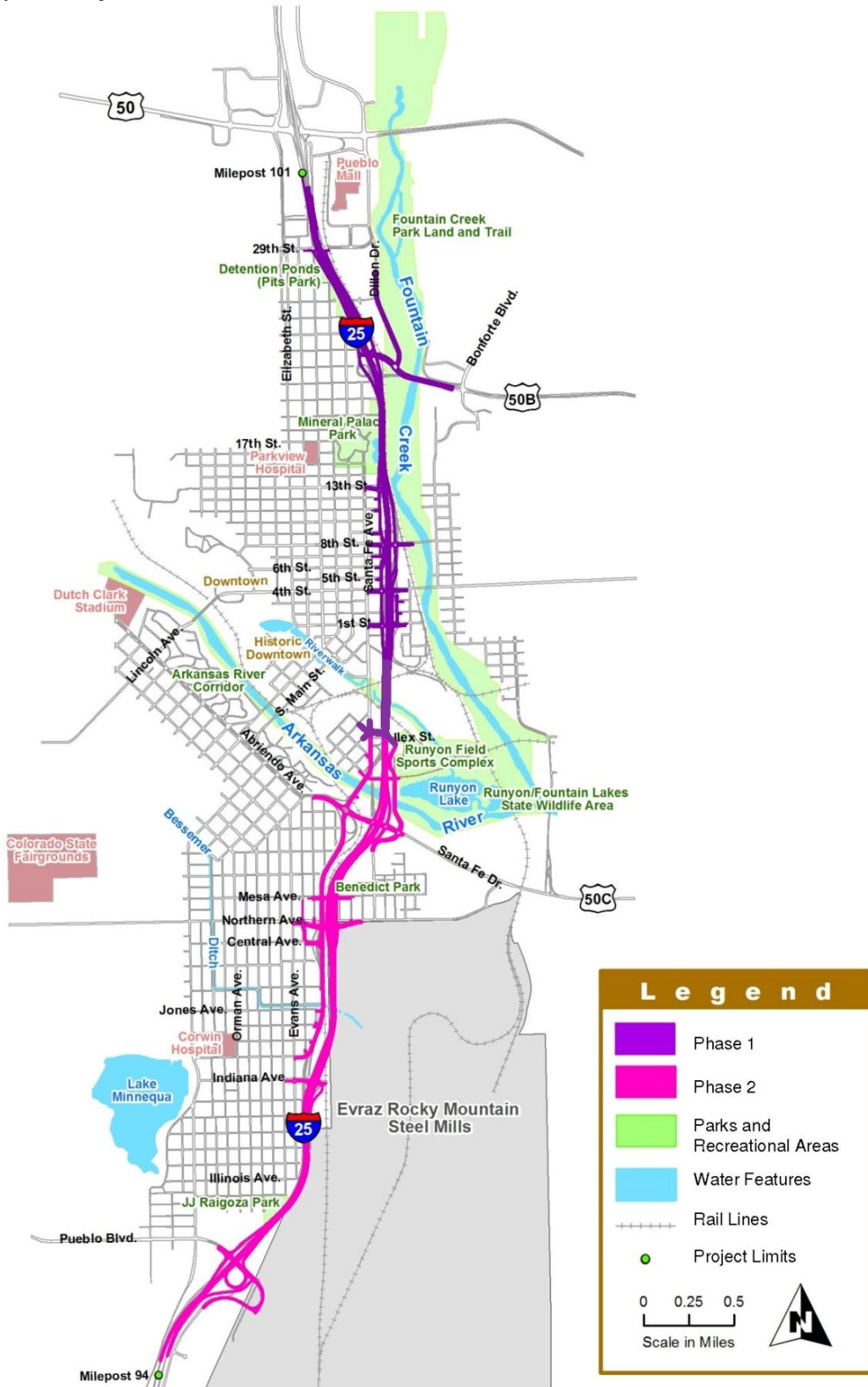
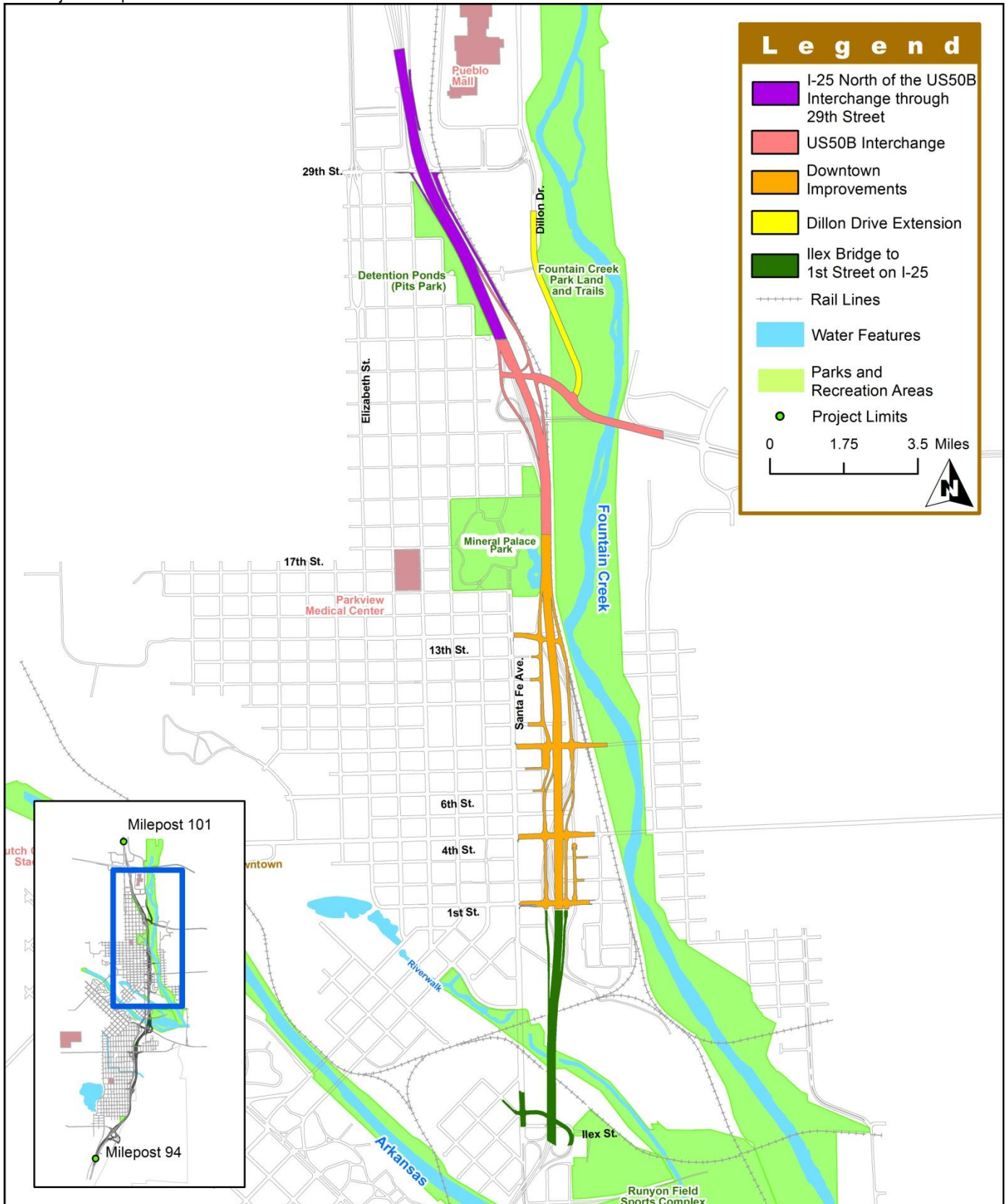


Figure of Phase 1 of the Preferred Alternative

EXHIBIT A-7
Five Projects Proposed for Phase 1 of the Preferred Alternative



APPENDIX B

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

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

B.1 RELEASE OF THE FINAL EIS

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

B.1.1 Comments Received

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

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

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

TABLE B-1
Index of Comments Received

Name	Comment Number	Source	Page
Federal, State, and Local Agencies			
Colorado Parks & Wildlife	1	Letter	B-3
United States Army Corps of Engineers	2	Letter	B-9
United States Department of the Interior	3	Letter	B-11
United States Environmental Protection Agency	4	Letter	B-13
Organizations and Interest Groups			
Bessemer Historical Society	5	Letter	B-16
Individuals			
Aragon, Georgia	6	Website	B-18
Aragon, Georgia	7	Comment Form	B-20
Bennett, Charles	8	Website	B-23
Bonogofsky, Mary	9	Website	B-24
Butler, Viola	10	Website	B-25

TABLE B-1
Index of Comments Received

Name	Comment Number	Source	Page
Cooney Guthmiller, Tammy	11	Comment Form	B-26
Evraz	12	Letter	B-27
Freeman, Ted	13	Comment Form	B-28
Garner, Lonnie	14	Website	B-29
Harberg, Theodore	15	Website	B-30
Kilpatrick, Yvonne	16	Website	B-33
Kleinert, Gloria	17	Comment Form	B-34
Kocman, Joe and Pam	18	Letter	B-35
Mosco, Eleanor	19	Website	B-37
Prichard, Chuck	20	Letter	B-38
Prichard, Chuck	21	Letter	B-40
Salvatore Gray, Mary	22	Comment Form	B-41
Sather, Cherie	23	Comment Form	B-42
Ure, Catherine and LeRoy	24	Letter	B-43
Williams, George	25	Email	B-44
Verbal Comments at the Public Hearing			
Aragon, Georgia and Robert	26	Public Hearing	B-55
Butler, Yolanda	27	Public Hearing	B-57
Duran, Bill	28	Public Hearing	B-60
Filler, Phyllis	29	Public Hearing	B-61
Freeman, Ted	30	Public Hearing	B-62
Hardwick, Mary	31	Public Hearing	B-64
Miklich, Mary Ann	32	Public Hearing	B-65
Petitions Received			
Star Nursery	33	Letter and petition with 455 signatures	B-67

Comment Number: 1

Name: Colorado Parks & Wildlife



COLORADO PARKS & WILDLIFE

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

October 15, 2013

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

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

Re: The I25 New Pueblo Freeway Final Environmental Impact Statement

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

1-1

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

1-2

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

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

Response to Comment #1-1:

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

Response to Comment #1-2:

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

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

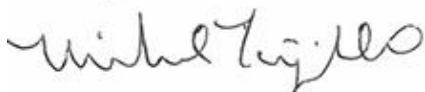
Comment Number: 1**Name: Colorado Parks & Wildlife (continued)**

1-3

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

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

Sincerely,



Michael Trujillo
Area Wildlife Manager

Cc: Dan Prenzlou
Dave Lovell
Brian Dreher
Doug Kreiger

Response to Comment #1-3:

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

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

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

COLORADO PARKS & WILDLIFE

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

December 16, 2011

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

RE: DEIS for I-25 Improvements through Pueblo

Dear Mr. Zamora:

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

Wetlands/Mitigation:

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

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

STATE OF COLORADO

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

Response to Comment #1-4:

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

1-4

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

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

Wildlife:

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

Birds/Bats:

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

Aquatic Wildlife:

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

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

1-4
(cont'd)

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

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

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

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

Sincerely,

Michael Trujillo

Cc: Dan Prenzlów
Dave Lovell
Brian Dreher
Doug Krieger

1-4
(cont'd)

Comment Number: 1

Name: Colorado Parks & Wildlife (continued)

Appendix A. Fish Species - Fountain Creek

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

1-4
(cont'd)

Appendix B. Fish Species - Arkansas River

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

Comment Number: 2

Name: United States Army Corps of Engineers (USACE)



REPLY TO
ATTENTION OF

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

October 17, 2013

Regulatory Division

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

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

Dear Mr. DeHeart:

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

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

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

Response to Comment #2-1:

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

2-1

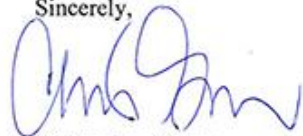
Comment Number: 2

Name: USACE (continued)

-2-

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

Sincerely,

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

Christopher Grosso
Regulatory Project Manager

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

Comments noted.



United States Department of the Interior

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



October 24, 2013

9043.1
ER-11/1012F

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

Dear Mr. Cater:


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

SECTION 4(f) EVALUATION COMMENTS

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

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

3-1

Comment Number: 3	Name: DOI	Response to Comment #3-2:
<p data-bbox="226 215 386 240">Mr. John Cater</p> <p data-bbox="210 331 531 358">SECTION 6(f) COMMENTS</p> <p data-bbox="121 565 163 589">3-2</p> <div data-bbox="184 391 1199 699" style="border: 1px solid black; padding: 5px;"> <p data-bbox="210 391 1161 505">We agree with the identification of certain properties within the I-25 New Pueblo Freeway corridor as having been improved with Land and Water Conservation Fund (LWCF) stateside program assistance. These properties are Fountain Creek Park and Trail, Runyon/Fountain Lakes State Wildlife Area, Arkansas River Pedestrian Bridge, Runyon Field Sports Complex, Benedict Park, and JJ Raigoza Park. We also agree with the overall assessment of impacts to these LWCF-improved resources and the proposed measures to minimize harm at these properties. We appreciate the recognition that converted LWCF-assisted park land must be replaced with land of at least equal fair market value and of reasonably equivalent usefulness and location in compliance with LWCF regulations. Accordingly, we have no LWCF-related objection to the freeway project as proposed.</p> </div> <p data-bbox="210 719 1184 805">We appreciate the opportunity to review this document. Should you have questions about the Section 4(f) Evaluation comments, please contact Cheryl Eckhardt at 303.969.2851. Should you have questions about the LWCF, please contact Bob Anderson at 402.661.1540.</p> <p data-bbox="701 862 806 889">Sincerely,</p> <div data-bbox="701 919 1035 1044" style="text-align: center;">  Robert F. Stewart Regional Environmental Officer </div> <p data-bbox="210 1078 764 1219">cc: FHWA CO Chris Horn (chris.horn@dot.gov) SHPO CO Ed Nichols (ed.nichols@state.co.us) SLO CO Gary Thorson (gary.thorson@state.co.us) CO DOT Thomas Wrona (thomas.wrona@state.co.us)</p>	2	<p data-bbox="1241 196 1570 224">Response to Comment #3-2:</p> <p data-bbox="1241 196 1436 224">Comments noted.</p>

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



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

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

OCT 31 2013,

Ref: 8EPR-N

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

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

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

Dear Mr. Cater and Mr. Hunt:

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

PROJECT DESCRIPTION

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

Comment Number: 4

Name: EPA (continued)

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

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

ENVIRONMENTAL CONCERNS

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

Environmental Justice

4-1

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

Air Quality

4-2

In our comment letter on the Draft EIS, we recommended that real-time monitoring for PM₁₀ during construction be performed in project areas adjacent to residential neighborhoods to confirm that best management practices (BMPs) effectively protect public health. Your response was that the City of Pueblo was in attainment for both the PM₁₀ and PM_{2.5} National Ambient Air Quality Standards and thus no real-time monitoring for particulate matter would be provided for this project. In our view, the attainment status of a project area is not the appropriate screening tool because attainment does not assure that localized, construction-related health impacts will be avoided from any construction project. We would like to better understand the rationale behind this decision.

The EPA thanks the FHWA and CDOT for participating with the EPA and CDPHE in a teleconference on October 30, 2013, regarding our concerns with potential air quality impacts during construction, and we would like to continue this conversation. As discussed during our conference call, the EPA would appreciate seeing any available data that would confirm the effectiveness of the proposed BMPs in protecting adjacent neighborhoods from PM₁₀ related effects, perhaps from the TREX project or another similar highway project running through an urban area. In addition, we would be particularly interested in learning whether or not real-time monitoring results have caused changes in management decisions and BMPs for similar projects.

Response to Comment #4-1:

CDOT provided a response to the comment on the DEIS in *Appendix G - Response to Comments* of the FEIS, which addressed concerns about environmental justice and air quality. As described in **Section 5 - Clarifications to the FEIS and Updates in Regulations** of this document, CDOT will develop a PM₁₀ Construction Air Quality Control Plan in coordination with Colorado Department of Public Health and Environment (CDPHE) to minimize fugitive dust and vehicle exhaust emissions during construction. The PM₁₀ Construction Air Quality Control Plan will include construction best management practices that have been demonstrated to be effective during past construction projects to reduce fugitive dust and vehicle exhaust emissions.

Response to Comment #4-2:

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

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

4-3

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

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

Sincerely,



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

cc by email:

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

3



Printed on Recycled Paper

Response to Comment #4-3:

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

Comment Number: 5

Name: Bessemer Historical Society



October 3, 2013

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

Dear Mr. DeHeart,

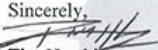
On behalf of the Bessemer Historical Society I am providing written comments for the *Public Hearing Addressing the Future of I-25 Through Pueblo*.

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

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

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

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

Sincerely,

Tim Hawkins
Executive Director

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

History • Education • Preservation • Industry • Culture

Response to Comment #5-1:

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

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

Response to Comment #5-2:

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


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

Comment Number: 5

Name: Bessemer Historical Society (continued)

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

Sincerely,



Tim Hawkins
Executive Director

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

History • Education • Preservation • Industry • Culture

Response to Comment #5-2 (continued):

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

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

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

- **City and County Offices**

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

- **Libraries**

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

- **Community Centers**

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

(Continued on next page.)

6-1

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

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

Name: Aragon, Georgia



I-25 New Pueblo Freeway
Final Environmental Impact Statement

COMMENT FORM

How can we keep in touch with you?

First Name: Georgia Aragon Last Name: Aragon

Address: 535 Moffatt St Zip Code: 81003

Email Address: darionaragon@yahoo.com

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

Do you have any comments about the project alternatives? Yes No

7-1 Phase 1: traffic in ~~the~~ neighborhood / ^{Highway traffic Rayon Lake} ^{baseball field} ^{come home from work}
 Ist. Safety: children, Disable Veteran, motorchair Elderly
 Ambulance, police, fire access to ^{the} neighborhood
 we are ready have to deal with the traffic
 that comes off the ~~the~~ highway

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

7-2 Phase 1. Sound noise in area. we would ^{Year 2003} ^{Noise Level} ^{increaser alone}
~~I~~ like to see some type of noise wall. traffic
 noise will travel and. enhance. With the extra
 lanes of highway noise will increase C-dot
 is putting walls by Mineral Palace Park why not us?
 Noise was not mention at all on EIS neighborhood
 Small area has been a problem in neighborhood

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

We weren't able to download or read the FIS

Response to Comment #7-1:

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

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

Response to Comment #7-2:

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

Comment Number: 7

Name: Aragon, Georgia (continued)

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

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

If you prefer to return this at a later time, it must be received by October 15, 2013

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

over

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

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

Response to Comment #7-3:

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

Response to Comment #7-4:

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

Response to Comment #7-5:

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

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

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

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

8-1

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

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

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

Comment Number: 9

Name: Bonogofsky, Mary (website)

Response to Comment #9-1:

9-1

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

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

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

Comment Number: 11

Name: Cooney Guthmiller, Tammy



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

COMMENT FORM

How can we keep in touch with you?

First Name: Tammy Last Name: Cooney Guthmiller

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

Email Address: tammy@sparkresources.com

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

Do you have any comments about the project alternatives?

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

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

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

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

If you prefer to return this at a later time, it must be received by October 15, 2013

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

Response to Comment #11-1:

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

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

11-1

Comment Number: 12

Name: Evraz



making the world stronger

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

October 3, 2013

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

12-1

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

12-2

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

12-3

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

Sincerely,

Ben Lutze
Vice President & General Manager
Evraz Pueblo

Received by:

Date:

10.4.13

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

Response to Comment #12-1:

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

Response to Comment #12-2:

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

Response to Comment #12-3:

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

Comment Number: 13

Name: Freeman, Ted

Response to Comment #13-1:

Comment noted.



I-25 New Pueblo Freeway Final Environmental Impact Statement

COMMENT FORM

How can we keep in touch with you?

First Name: TED Last Name: FREEMAN

Address: 425 W 23rd St Zip Code: 81003

Email Address: FREEMAN4TED4@MSN.COM

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

Do you have any comments about the project alternatives? YES

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

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

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

If you prefer to return this at a later time, it must be received by October 15, 2013

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

13-1

Comment Number: 14

Name: Garner, Lonnie (website)

Response to Comment #14-1:

14-1

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

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

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

Comment Number: 15

Name: Harberg, Theodore (website)

To Whom it May Concern:

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

15-1

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

15-2

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

Response to Comment #15-1:

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

Response to Comment #15-2:

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

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

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

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

Comment Number: 15

Name: Harberg, Theodore
(continued)

Response to Comment #15-2 (continued):

15-2
(cont'd)

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

15-3

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

15-4

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

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

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

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

Response to Comment #15-3:

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

Response to Comment #15-4:

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

15-4
(cont'd)

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

Sincerely,
Ted Harberg

Response to Comment #15-4 (continued):

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

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

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

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

Comment Number: 16

Name: Kilpatrick, Yvonne (website)

16-1

What are the proposed solutions to the current and future parking problems residents are experiencing on 13th Street? Specifically from Santa Fe to West Street. Parkview employees use 13th for daytime parking along with their patients, leaving no street parking for homeowners or tenants. There is very limited parking in the alley and in several cases only a single car garage that can be used for parking. Thus one designated parking space for a single family residence. The map indicates that a major exit will funnel traffic on to 13th but no details for traffic control or parking issues.

Response to Comment #16-1:

Parking concerns related to the medical services in this area are outside the scope of this project and are under the jurisdiction of the Parkview Medical Center and the City of Pueblo. CDOT encourages you to also discuss these local parking concerns with the City of Pueblo Traffic Engineering Department. The Preferred Alternative would not remove parking or worsen the parking situation in this area. In its current configuration, I-25 includes a full interchange at 13th Street. As described in **Section 2 – Identification of the Preferred Alternative** of this document, this interchange will be reconstructed to address safety and mobility issues. The Preferred Alternative also includes a new frontage road that runs north-south between 1st Street and 13th Street, connecting the 1st Street and 13th Street interchanges. This will improve traffic conditions on 13th Street by removing some local trips since motorists will be able to exit at 1st Street and use the new frontage road to reach 8th Street. The proposed improvements end at Santa Fe Avenue and there is currently no on-street parking between I-25 and Santa Fe Avenue.

Comment Number: 17

Name: Kleinert, Gloria



I-25 New Pueblo Freeway
Final Environmental Impact Statement

COMMENT FORM

How can we keep in touch with you?

First Name: Gloria D Last Name: KLEINERT

Address 220 West 15th St Zip Code: 81003

Email Address: None

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

Do you have any comments about the project alternatives?

17-1

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

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

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

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

If you prefer to return this at a later time, it must be received by October 15, 2013

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

Response to Comment #17-1:

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

Comment Number: 18	Name: Kocman, Joe and Pam	Response to Comment #18-1:
<p data-bbox="205 212 336 232">October 13, 2013</p> <p data-bbox="205 269 548 352">Mr. Joe DeHeart State of Colorado Department of Transportation 1019 Erie Ave. Pueblo, CO 81001</p> <p data-bbox="205 370 279 389">Dear Joe,</p> <p data-bbox="205 410 806 430">We are writing a response to the final version of the EIS for the Pueblo I-25 Freeway.</p> <div data-bbox="170 446 1073 602" style="border: 1px solid black; padding: 5px;"> <p data-bbox="205 456 1037 492">Even with your responses to ours and others comments, you have not convinced us that the "Modified Version" causes the least harm.</p> <p data-bbox="205 516 1050 597">The evaluation process is very subjective for determining damage to properties. For example, which is more important, saving 400 feet of limestone foundation from an old smelter that may actually be covered with lead and arsenic or saving 10 additional homes in an historic neighborhood. Obviously, CDOT believes the extra limestone foundation to be more important than peoples' homes and lives.</p> </div> <div data-bbox="170 610 1073 753" style="border: 1px solid black; padding: 5px;"> <p data-bbox="205 621 1050 743">With your decision of choosing the modified, we want to make certain that you minimize the impact on our neighborhood by keeping the Mesa Ave. bridge slope as short as possible. If your drawings are anywhere near scale, the bridge will end at Elm St. on the west side as it currently does. Taking that same distance from the last lane of traffic to the east side, the slope of the bridge would stop in front of the old school building. Your drawings show the bridge going all the way to Berwind Ave. By keeping it shortened, at least 3 or 4 houses on Mesa Ave. could be saved. That may not sound like much, unless it is your house being taken.</p> </div>		<p data-bbox="1079 154 1425 183">Response to Comment #18-1:</p> <p data-bbox="1079 191 1911 722">CDOT recognizes the importance of avoiding impacts to individual residential properties and will continue to look for opportunities to do so as the design for the Preferred Alternative is finalized. Many properties that may be eligible for listing on the National Register of Historic places or may contribute to the neighborhood's eligibility for listing on the National Register of Historic Places within the corridor are also protected under Section 4(f) of the Department of Transportation Act of 1966. As required by Section 4(f) legislation, CDOT has conducted a rigorous analysis to determine which alternative would result in the least harm to these properties. The least overall harm is determined by balancing a number of factors such as how the impacts can be mitigated, how much the property will still be harmed even after mitigation, the views of the agencies with jurisdiction, the degree to which the alternative meets purpose and need for the project, the magnitude of impact to other environmental resources, and cost. As part of this analysis, CDOT did have to balance and compare impacts to the Evraz Rocky Mountain Steel Mills (former CF&I historic property) with impacts to other homes adjacent to I-25.</p> <p data-bbox="1079 730 1911 1130">The FEIS identified the Preferred Alternative as the alternative with the least overall harm to Section 4(f) properties per 23 Code of Federal Regulations (CFR) 774.3(c)(1) based primarily on the ability to mitigate adverse impacts, the relative severity of the remaining harm to the property after mitigation, the views of the officials with jurisdiction, and the degree to which the alternative meets the purpose and need for the project. This analysis is presented in <i>Chapter 4 – Section 4(f) Evaluation</i> of the FEIS. The United States Department of the Interior (DOI) has reviewed the FEIS and final Section 4(f) Evaluation and concurred with the Section 4(f) Evaluation, the determination that there is no feasible or prudent alternative to the Preferred Alternative, and that all measures have been taken to minimize harm to Section 4(f) properties (see Appendix D of this document).</p> <p data-bbox="1079 1138 1425 1167">Response to Comment #18-2:</p> <p data-bbox="1079 1175 1911 1442">Variations in topography do not allow for a symmetrical bridge design. On the west side of the highway the bridge will touch down in a shorter distance because the slope is flatter. On the east side of the highway the bridge will end when there is nothing left to span (right after it crosses the frontage road that abuts Taylor Avenue). Mesa Avenue will then continue to be elevated on fill material until it reaches the existing grade at Berwind Avenue. CDOT has carefully evaluated opportunities to minimize impacts to property in this (Continued on next page.)</p>

Comment Number: 18**Name:** Kocman, Joe and Pam (continued)

18-3

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

18-4

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

18-5

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

Thank you for your consideration.

Sincerely,



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

Response to Comment #18-2 (continued):

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

Response to Comment #18-3:

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

Response to Comment #18-4:

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

Response to Comment #18-5:

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

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

Comment Number: 20

Name: Prichard, Chuck



September 16, 2013

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

20-1

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

20-2

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

20-3

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

Response to Comment #20-1:

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

Response to Comment #20-2:

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

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

Response to Comment #20-3:

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

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

20-4

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

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

Thank you



Chuck Prichard
(719)821-4117

Response to Comment #20-3 (continued):

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

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

Response to Comment #20-4:

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

Comment Number: 21

Name: Prichard, Chuck



September 16, 2013

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

Dear Mr. DeHeart:

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

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

Thank you

Chuck Prichard

Response to Comment #21-1:

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

21-1

Comment Number: 22

Name: Salvatore Gray, Mary



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

COMMENT FORM

How can we keep in touch with you?

First Name: MARY Last Name: Salvatore Gray

Address: 2601 N. Grand Zip Code: 81003

Email Address: _____

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

Do you have any comments about the project alternatives?

22-1

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

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

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

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

If you prefer to return this at a later time, it must be received by October 15, 2013

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

Response to Comment #22-1:

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

Comment Number: 23

Name: Sather, Cherie



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

COMMENT FORM

How can we keep in touch with you?

First Name: Cherie Sather Last Name: Sather

Address: 412 Kelly Ave Zip Code: 81003

Email Address: lunasather@gmail.com

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

Do you have any comments about the project alternatives?

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

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

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

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

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

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

If you prefer to return this at a later time, it must be received by October 15, 2013

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

Thank you very much!!

Response to Comment #23-1:

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

Response to Comment #23-2:

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

Response to Comment #23-3:

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

Comment Number: 24

Name: Ure, Catherine and LeRoy

24-1

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

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

Catherine ~
LeRoy Ure

Yes for the Wall.

Response to Comment #24-1:

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

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

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

25-1 3.3-1 Affected Environment.
 ➤ Pueblo no longer has a dog racing track. The Pueblo Greyhound Park is now used for offices and off-track video racing.

25-2 3.3-2 Detention Ponds.
 ➤ The Pueblo Parks and Recreation Department does not own and did not construct the detention ponds described in this section. You will probably find they were a CODOT and the City Waste Water Department project.

25-3 3.3.1.2 Mineral Palace Park.
 ➤ The Mineral Palace Park has contained the maintenance headquarters for public parks north of the Arkansas River since the late 1890s. The present complex is located in the original location. Since the 1950s this facility has also served as the maintenance headquarters for public parks east of Fountain Creek. The maintenance headquarters for public parks south of the Arkansas River is located in City Park.

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

Response to Comment #25-1:

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

Response to Comment #25-2:

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

Response to Comment #25-3:

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

Response to Comment #25-4:

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

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

Comment Number: 25

Name: Williams, George (continued)

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

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

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

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

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

25-6
(cont'd)

Comment Number: 25

Name: Williams, George (continued)

25-6
(cont'd)

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

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

25-7

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

25-8

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

25-9

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

25-10

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

Response to Comment #25-7:

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

Response to Comment #25-8:

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

Response to Comment #25-9:

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

Response to Comment #25-10:

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

Comment Number: 25	Name: Williams, George (continued)	Response to Comment #25-11:
25-11	<ul style="list-style-type: none"> ➤ When you speak of reducing the size of the Lake Clara that the WPA forces built there is no mention of why this was done. There were two causes. During the 1950s there was a community effort to conserve potable water. Two of the first actions were 1) to eliminate certain types of toilet fixtures. 2) Secure permits and drill a well north of Lake Clara so that well water could be piped into the lake and eliminate the 50+ year practice of using potable water in Lake Clara. ➤ The size reduction east of the Boat House was done to conserve water. The reduction west of the Band Shell was done to move the crowd closer to events and concerts being held in the Band Shell. That didn't work and we took the Municipal Band concerts to other locations in Mineral Palace Park and other public parks. 	<p>Thank you for the additional information and background. The FEIS does not intend to provide a complete history of Lake Clara, but rather show that it has been reduced in size and function. CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for project related impacts to Mineral Palace Park. The additional information you have provided regarding Mineral Palace Park will be considered if interpretive signage is developed as part of the restoration. This information does not alter the findings in the FEIS or the conclusions of this document.</p>
25-12	<ul style="list-style-type: none"> ➤ You describe the rail line east of the Mineral Palace Park as a freight line. That is its current use because there are no north-south passenger trains. At one time there was a D&RG depot directly east of Lake Clara. 	<p>Response to Comment #25-12:</p> <p>Thank you for the additional background. The text to which you are referring is discussing existing conditions in the eastern edge of the park, so in this context, it is appropriate to refer to the freight rail line. CDOT has committed to the construction of the Mineral Palace Park Restoration Master Plan as mitigation for project related impacts to Mineral Palace Park. The additional information you have provided regarding Mineral Palace Park will be considered if interpretive signage is developed as part of the restoration.</p>
25-13	<p>3.3.1.3 Fountain Creek.</p> <ul style="list-style-type: none"> ➤ I would think that Fountain Creek's offers environmental education opportunities to students of all ages, not just those in an elementary school. 	<p>Response to Comment #25-13:</p> <p>CDOT acknowledges that the Fountain Creek Park Land provides opportunities for all generations and ages of the population to learn about natural areas and wildlife. However, the text to which you are referring is addressing more specific educational programming at the elementary-school level.</p>
25-14	<ul style="list-style-type: none"> ➤ We bought the Fountain Creek properties and some along the Arkansas River with UPAR funds¹[sic]. The route of the trails in these river corridors were cleaned with Summer Youth funds. The first trails were built with State Trails grants through the State Parks. We later built trails, many parks and the Pueblo/Pueblo Mexico Sister Cities park with LWCF grants. 	<p>Response to Comment #25-14:</p> <p>Thank you for the additional information and background. CDOT has consulted with the Colorado Parks and Wildlife and the United States Department of the Interior (DOI) with regards to properties developed with assistance from the Land and Water Conservation Fund (LWCF). The DOI has reviewed the FEIS and Section 6(f) Evaluation and has indicated agreement with the analysis and identification of LWCF assisted properties.</p>

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

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

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

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

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

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

Comment Number: 25

Name: Williams, George (continued)

25-34

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

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

Response to Comment #25-33 (continued):

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

Response to Comment #25-34:

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

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

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

GEORGIA ARAGON: I was lucky to get up today.

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

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

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

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

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

MS. GEORGIA ARAGON: Yes, the baseball.

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

Response to Comment #26-1:

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

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

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

26-1

Comment Number: 26

Name: Aragon, Georgia and Robert
(continued)

26-1
(cont'd)

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

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

MR. ROBERT ARAGON: We thank you.

MS. GEORGIA ARAGON: Yeah, appreciate it.

MR. ROBERT ARAGON: Thank you.

Comment Number: 27

Name: Butler, Yolanda

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

27-1

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

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

27-2

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

Response to Comment #27-1:

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

Response to Comment #27-2:

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

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

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

27-5

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

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

Thank you.

Response to Comment #27-4 (continued):

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

Response to Comment #27-5:

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

Comment Number: 28

Name: Duran, Bill

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

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

Response to Comment #28-1:

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

Response to Comment #28-2:

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

Response to Comment #28-3:

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

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

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

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

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

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

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

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

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

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

Thank you.

Response to Comment #29-1:

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

29-1

Comment Number: 30

Name: Freeman, Ted

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

30-1

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

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

Response to Comment #30-1:

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

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

Comment Number: 30**Name:** Freeman, Ted

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

30-2

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

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

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

I thank you.

Response to Comment #30-2:

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

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

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

Comment Number: 31**Name:** Hardwick, Mary

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

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

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

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

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

So that's my suggestion.

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

Thanks.

Response to Comment #31-1:

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

31-1

Comment Number: 32

Name: Miklich, Mary Ann

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

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

Response to Comment #32-1:

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

Response to Comment #32-2:

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

Response to Comment #32-3:

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

Comment Number: 32

Name: Miklich, Mary Ann (continued)

32-4

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

Thank you.

Response to Comment #32-4:

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

Comment Number: 33**Name: Star Nursery (Letter and petition with 455 signatures)**

10-3-13

To Whom This May Concern:

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

It's part of Pueblo.

I love the Wild Life Display.

Pueblo Wouldn't be the same without it.

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

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

Please preserve it. It's part of Pueblo.

Removing or walling it in will destroy the beauty.

Keep it there forever.

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

The display is part of Pueblo History.

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

It's a Pueblo land mark to be seen.

Generations of our family have enjoyed it

It's the best display in Colorado.

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

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

Response to Comment #33-1:

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

33-1

Comment Number: 33

Name: Star Nursery

Star Nursery

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

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

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

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
9-24	Melvin Vaught	20680 E. Swinell Rd 719-543-3383	
9-25	Vic PENELLE	1644 MOORE AVE #21 PUEBLO, COLO 81005	719 994-1920
9-25	Melbore Foreman	2622 36th Ln 406-579-1115 Pueblo CO 81001	Can't loose the display. It is a landmark
9-25	Steven Foreman	2622 36th Ln 719-225-3652 Pueblo CO 81006	great display it needs to stay
9-25	Jasper Kenney	8690 Crow Cut CPE Pueblo, CO 81004	Coastline - Save Display
9-27	Roger Silvers	3 ST. Andrews Pueblo, CO 81001	A landmark
9-27	Juan Kenney	2849 Boone Rd	
9-27	W Kenney	955 Marie Ln	
9-27	Julie Ramsey	955 Marie Ln	Please don't take it away! Love the statues!
9-27	Taren Ruediger	35361 CA39 Easton CO	This is a landmark and has been here for
9-27	Betty Moughl	1119 Brown Ave	Please don't take away! Local historical
9-27	Michelle Mertz	2027 Cedar - St.	Historical please take a
9-28	Gina Watson	449 S. Venango Dr	This is an established business important to our
9-28	Don WATSON	449 Venango Dr	This is a
9-30	Becky Shafferman	6116 W 13th A.	DO NOT MESS WITH THE DISPLAY
9-30	Ken Shafferman	6116 W 13th A.	Thank you!

33-1
(cont'd)

Comment Number: 33

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

33-1
(cont'd)

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
4/8/2013	John Lopez	2024 W. Santa Fe Ave, Pueblo, CO 81003 (719) 569-7125	Established Pueblo Wildlife Landmark
4/8/2013	Denise Logg	2024 W. Santa Fe Ave. Pueblo, CO 81003 (719) 334-2083	" "
4-13-13	Kesh Sanders	17190 Mt. Vernon Rd Denver CO	" "
4-13-13	Roxanne Pleshke	2035 Vinewood Ln Pueblo, CO 81005	Can't imagine this landmark gone - This is Pueblo!
4-13-13	John Hall	2035 Vinewood Ln Pueblo CO 81005	" "
4-14-13	Karey Salgado	2009 Riverwood Dr. 81006	History is the making Great attraction for Pueblo
4/15/13	Janet Dash	307 POLE ST. PUEBLO CO 81004	WE LOVE THE STATUES. LEAVE THEM VISIBLE.
4/19	Tony Anderson	12 1/2 Hwy 100 Pueblo, CO 81001	they are Great.
4-20-13	Eli S. Pritchard	1914 N. Main St Pueblo CO 81003	Part of Pueblo history leave them visible!
4-20-13	Brandi Pritchard	1914 N. Main St Pueblo, CO 81003	A landmark to be seen.
4-20-13	Mark Long	202 W. 14th St. Pueblo, CO 81003	Keep this western U.S. landmark for all to see
6/2/13	Don Smith	2929 Sison Ave Pueblo, CO 81005	It is a part of the City - leave it alone
6/2/13	Kelley Simms	30 Yale Avenue Pueblo CO	Love it!
6/22/13	Jinks	Rye, CO	found you, found you!

33-1 (cont'd)

Comment Number: 33

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

33-1
(cont'd)

Comment Number: 33

Name: Star Nursery

Star Nursery Since 1920's

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

33-1
(cont'd)

Comment Number: 33

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

33-1
(cont'd)

Comment Number: 33

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

33-1
(cont'd)

Comment Number: 33

Name: Star Nursery

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

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
6-17	Brad Smith, John	228 E Mill Dr. Pueblo West CO 719 671-1342	
6/19	Costanzo Laura	13137 Morris Ave Pueblo, CO 543-0349	
6/19	Gena Walden	24225 LA SALLE Rd. Pueblo, CO	
6/19	Terry Case	"	
6-17	Terry Tath	502 S. Patter Dr Pueblo West, CO 8100	We enjoy The View Animals Plants & Trees
6-17	Sandra Tom	P.O. BOX 6993 81007 Pueblo, CO	We should our Grandchildren The
6-19	Charlotte Timm	4686 Goodnight Av. Pueblo, CO	It has been part of Pueblo too long to destroy!
6-19	Mark & Peggy Lamb	2315 W. Newton Pueblo, CO	
6-20	Nancy M. Clay	1945 Belmont Ave Pueblo, CO 81004	Very nice great information
6-21	Bill Ray	820 5th Street Las Animas CO 81054	Very nice place Please save.
6-21	Pat Woods	2707 7th Ave Pueblo CO 81003	IMP Loo!
6-22	Charles J. Glorioso	1520 Stenwall Ave Trinidad Co. 81082	
6-22	Lisa Glorioso	1520 Stenwall Ave Trinidad, CO 81082	
6-22	Mark Mayo	46 Ironwood 719-221-1695 Pueblo CO.	
6-22	Dulila O'May	719-320-0034 "	
6-24	Jacob Rager		

33-1
(cont'd)

Comment Number: 33

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

33-1
(cont'd)

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5/6/13	Lee Thomas	283-9000 29301 DANIEL RD PUEBLO 81006	Preserve Natural 210
6/8/13	Paul Thomas	719 549 2306 7115 boone rd boone co 81025	
6/8/13	Roy Marsh	1691 E. S. LORWOOD DR PUEBLO CO 81008	Leave it there!!
6/9/13	Maureen Mason	1615 Pike Ave 545-1282	
6/11/13	Samantha Nava	1532 Horseshoe Dr. Pueblo, Co 81001 719-671-8882	
6/11/13	Jana Valdez	314 MADISON ST 81004 406-2944	
6/11/13	Stacey Martinez	2118 VINEWOOD 81005 289-0852	
6/11/13	Angelique Hernandez	8820 N. Santa Fe Ave 81003	
6/11/13	Anthony Montes	2105 N. Selom 4169502	
6/11/13	Vanessa Pineta	1144 W Palmer Lake 252-1114	
6/11/13	Madine Triste	1521 Sierra St 546-0206 81006 81006	nice adventure
6/11/13	Josephine Solis	1016 Palo Alto St 821-4322	very enjoyable
6/13/13	Cindy Nevel	6464 Dillon Rd	

33-1
(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5-27	Terry & Sheila Wagon	407 N. BROADWAY 682 GILBERT WY 82716 2876	
5/27	Joe Simon		
5/28	Bob & Nancy Hoff	Ordway CO	
6/29	SEAN O'SHEA	907 CALIFORNIA SANTANDE SANTA FE, NM 87505	UNUSUAL OHIS!

33-1
(cont'd)

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4-13-13	Roxanne Pleshak	2035 Vinewood Ln Pueblo, CO 81005	Can't imagine this landmark gone - This is Pueblo!
4-13-13	John Hall	2035 Vinewood Ln Pueblo, CO 81005	" "
4-14-13	Karey Salgado	2009 Riverwood Dr. Pueblo, CO 81006	History is the maker GREAT ATTRACTION for Pueblo
4/15/13	Janet Dack	3015 POLK ST. PUEBLO CO 81004	WE LOVE THE STATUES. LET ME THEM VISIBLE.
4/19	Tom Anderson	12 Lathrop Pueblo, CO 81001	they are Great.
4-20-13	Eli S. Pritchard	1914 N. Main St Pueblo, CO 81003	Part of Pueblo history leave them visible!
4-20-13	Brandi Pritchard	1914 N. Main St Pueblo, CO 81003	A landmark to be seen!
4-20-13	Vivian Beal	1278 E. Bella Vista Dr Pueblo West, CO 81028	Please preserve the nursery frontage - its heritage!
4-20-13	Yolanda Butler	321 W. 18th St Pueblo, CO 81001	
5/4/13	Jane Melius	1318 Aguirre Dr. Pueblo, Co. 81008	Very Pueblo - great
5/6/13	Harriet Poma	1737 Baryate Ave Pueblo, CO	Save the animals!!
5/7/13	Peter Collier	1863 CR 57F GARDENSBURG, CO 81040	BEEN VISITING A LONG TIME. GREAT PLACE.

33-1
(cont'd)

Comment Number: 33

Name: Star Nursery

Star Nursery Since 1920's

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

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

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(cont'd)

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

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(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
7/14	Matt Wyle	2107 Rangewood DR ³³⁴⁻⁶³³⁶	
8/3	Mary Zervas	5637 Terracina Pl.	Pueblo Tradition
8/5	Doris Gruber	8165 Pine Dr. Rye Co 81069 489-3585	We love it!
8-6	Esther Gentry	2105 N. Queens Ave	We like it!
8-6	JD REYNOLDS	625 MAPLE RD NAUGATUCK CT	GREAT!
8-7	ED ROBINSON	WILDER RUN CT. 542-5937	
8-7	Brenda Horvat-Leach	117 Royalview 821-1977	I Like it! Keep it!
8-8	Rosario Cruz	4321 Ridgeway	Please Keep it!
8-16	Joseph Vatteran	1824 Elroy Rd	Keep Display
	Sonja Hall	7655 Franconia Pkwy Co	
8-21	Chris Rogers	15 Clemson Pueblo CO	
8/22	Kim Phelps	30770 Hillside Rd	Thank you for it
8/22	C. Murphy	183 Calle Ramona, PW	We like it.
8/22	Jerry Murphy	Same	leave it alone.
8/26	Mary Kearney Rota	Pueblo	Great

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(cont'd)

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

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(cont'd)

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

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(cont'd)

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

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(cont'd)

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

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(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5-31-13	David Carpenter	2426 DENVER BLVD	IT'S COOL
6/1/13	Susan Barnett	217 S. Larchmont Ln, PW 107	
6/1	José & Belinda Gutierrez	dry Rd 23 Española NM 87532	Fun
6/1	Cory & Melissa Williams	377 Johnson Dr. Castle Rock, CO 80008	LAND MARK
6/1	Charles & Judy Setch	Box 87 Lakem, KS 67866	We tell visitors to Pueblo please see -
6/1	Melissa Williams	8055 Turf Ave Denver, CO 80230	Very Cool
6/1	Jan Gutierrez	2616 6th Ave Pueblo Co 81003	AWESOME!
6/1	MICHELLE GUTTNER	PO BOX 11135 PUEBLO CO 81001	GREAT VARIETY!
6/1	Beth Mella	318 W P-T/Kin Ave Pueblo	how I!!
6/1	Valerie Young	423 W 18th Pueblo	Beautiful
6/1	Angela Sierra Hernandez	2215 BALCONA Rd	PART of Pueblo HISTORY I love No
6/1	Bryan March	6767 Edison Rd Broomfield CO 81025	
6/1	Esther Catron	3841 40th Lane, Juarez	
6/2	Dad MLLW	802 ~ 13th st 719 539 2338	Part of our History
6/3	Phyllis Edwards	27458 Hwy 506 795428428	Leave it alone! Beautiful
6/3	John G. ...	946 S. Grand 719-338-1211	LEAVE

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(cont'd)

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5/27/13	Chloe Priny	907 West 16th 231 57180	♡
5/27/13	Marion Ana	5437 Blue Spruce Dr. 719-370-7094	☺
5/27/13	Philip Pachu	2700 Tracy St. 8501 S 101 719 320 3413	☺
5/28	Mary Leonard	60 Scotland Rd 544-4789 8100	♡
5/24/13	Ronald C. Cantor	489 E. Fraser Dr. Pueblo 8101 719-244-5070	Send me wildlife display
5/28/13	Christine Crawford	484 E. Frasier Dr. Pueblo 8101 719-550-2541	Keep them for all to see wildlife display
5/28/13	James Sorkat	980 Tompason Rockford 719-254-7288	Keep the statues
5/29/13	Cori Mugas	313 Harrison St. 8104	
5/30/13	Doreen Sudremus	110 S Horseshoe Dr	Nice!
5/30/13	Cindy Hoptins	" "	Nice!
5/30/13	Hoppe Roberts	1418 E. 10 th	Keep it!
5/30/13	Mike BRANDT	205 E Adams 544-0066	A LAND MARK! Keep it!
5/31/13	Meagan Brown	1915 W Colorado Ave	Save it!
5/31/13	SCOTT BOND	646 N. MATT DR. PW	SAVE it!!
5/31/13	Benea Bond	646 N Matt Dr. PW	we like it ☺
5-31-13	Lisa Carcente	2476 Denver Blvd Pueblo 81003	

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(cont'd)

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

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(cont'd)

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5-21-13	Jean Hutter	131 Ardath Lane Pueblo 81005	I love it.
5/22/13	Bill Francis	Avondale Co	It's Great!
5/22/13	Bill Francis	47601 Pleasant Crest Avondale Co 81022	Love it.
5/22/13	Frank B Hall	5105 Athos Ct Pueblo Co. 81005	Keep it!
5/22/13	Josephine Hall	5103 ATHOS CT Pueblo Co 81005	Love it
5/22	Dunlop	4829 Chasman Dr Pueblo Co 81011	Awsome - keep it!
5/23	Chris Var	2707 E 13th St Pueblo	Love it!
5/23	Pat & Patsy	21121 W 24th Lafayette 15315 WEST	This is a landmark! Pueblo and on private property!
5/23	Andy Oppenheim	COACHMAN DR COCO 81005	
5/24	Diana Humphries	736 Wilson Ave Pueblo 81004	I love it! It's AW!
5/24	Virginia Cullen	328 Colorado 81004	It is Great!
5/25	Rita Acosta	1007 Jackson Pueblo CO 81004	Love it.
5/25	Crista Aragon	1915 N Main 81003	Love it
5/25	Gene Leonard	588 N. Blaine	Love it have for years
5-25	John Mace	5520 Venezia Way 81005	Practically a landmark

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(cont'd)

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

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(cont'd)

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

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(cont'd)

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5-12-13	Mark Macha	1131 W Desert Sage Ln Pueblo CO 81007 547-2522	Thank you!
5-12-13	Joe Mauro	35455 Ford Rd. Pueblo	Leave Alone
5/12/13	Melody Dover	241 W. Palomar Plz Pueblo West, CO 81007	It's a Pueblo landmark!
5/12/13	Chitra Hedden	543-6690 PUEBLO	VERY BEAUTIFUL!
5/12/13	Bernice Hedden	519-406-2480	Keep it - unique to our city!
5/12/13	Amity Dover	(719) 289-4449	Save it - Keep our city unique and save the landmark
5/12/13	Pete Oatley	2515818	Pete Oatley
5/12/13	Ed Perratt	542 6578	Leave it be.
5/12/13	Vikki Parise	542 6578	We all love it in Pueblo.
5/13/13	Shawna Bown	33397 Hillside Rd	Leave it
5/23/13	[Signature]	22397 Hillside Rd	Leave it
5-13-13	Phyllis Fuller	257 W. Venture Dr P.W. CO 81007-77-547-2841	I Love the Wild Life Display
5/13	Nancy [Signature]	244-7657	Been here on 1st long as I have
5/13	Constance [Signature]	546-1147	Pueblo icon!
5/13	Elisa [Signature]	117 W 21st St 719-321-6584	It is a great addition to Pueblo's history

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(cont'd)

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

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

DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
5/11/13	Marilyn Buckner	3021 High St 81008 225-8376	slow down sign
5/11/13	Kelly Adams	1907 Pioneer Rd 81008 844-3348	wouldn't be the same
5/11/13	Tami Langston	1511 Constitution Blvd 505-0101	been there forever
5/11/13	Sandi Weston	547 Starlite 952-9544	leave the statue's
5/11/13	Carolyn Luscombe	11 Hastings Drive 8451839 Pueblo 81001	iconic statues please leave it in place
5/11/13	Dave Allen	424 Midnight Ave.	A Pueblo landmark
5/11	Cheryl Buda	P.O. Box 262 Laguna, NM 87026 Pueblo Co. 81008	It's how a find the nursery
5/11	Joan Dowdy	3225 Northridge Dr	A long time landmark
5-11	Jones son	3812 Argus Dr	A Pueblo name
5-11	Lyn Chapra	4007 Hillside Dr	Pueblo Co
5/11	Paul Seger	2021 N. Santa FE Ave 81003	Pueblo CO
5-11	John Hunter	8590 Crow Mt. off	PUEBLO CO
5/11	LISA STABLER	653 Reno Rd	Pueblo CO
5/11	PHIL BEAVERS	5 BONITA	NICE DISPLAY PUEBLO CO
5-12	Ray K. Garsich	815 W. 2nd ST.	A very important part of Pueblo.
5-12	Martha Clark	805 E. 15th Pueblo Co. 81001	Please leave the

33-1
(cont'd)

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
4-21	Barbara E. Howell	1930 N. Main St Pueblo CO 81003	Its a landmark we need to save it!
4-23	Janis Garcia	2026 Hollywood Pueblo CO 81005	When I was young I always knew we were home by the Nursery. Please don't alter it!
4-23	Angolina	2026 Hollywood Pueblo CO 81005	Keep it!
4-24	Larry & Julie	5794 W. Dr. Colo Spgs, CO 80905	
4/27	Matthew Barrett	524 Yocca Da Colo Spgs CO 80905	
4/27	WALTER TERRAZAS	2111 Greenwood St 81003	great display long time landmark Keep it!
4/27	Dan Mellells	5 Belaine DR Pueblo 81001	A LANDMARK!
4/27	Yong Pogy Colistro	210 Van Buren Pueblo 81004	Very much a part of Pueblo
	Lupe SIERRA	2025 W. Santa Fe 81003	A Landmark
4/28	Judy Will	2602 Thaterice 781-8619	BONSAI TREE
4/28	Therese Novak	1613 August Ct	Great Landscaping Along I 25 beautifies it!
4/28	KENT NOVAK	1613 ANONSA CT	A TRUE PUEBLO LANDMARK
5-3	Wendie Reese	56869 Cherry RD.	That is Pueblo Forever greatest Landmark!
5-3	Jacob Pino	29035 Gale Rd. Pueblo CO 81006	Part of Pueblo
	Keith Frazier	103 Starlite Dr 5613202	Always loved it.

33-1
(cont'd)

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
3/18/13	Charles Jackson	7000 N Robinson OK, OK 73116 4058427700	Looks Great!
3/18/13	Jessy Chaboudy	7000 W. Robinson Oklahoma City, OK 73112	Great place!
3/18/13	Tim Terchau	7000 N. Robinson 405 842 7700 OK, OK 73116	Very Neat!!
3-19-13	Jim P. Welle	Pueblo, CO 2205 C&R Lombard	Part of Pueblo.
3-21-13	Joseph Lucero	1209 N MAIN ST. J Pueblo CO 719-766-1767	LAND MARK HISTORICAL
3/21/13	Megan Todd	1911 N Main St Pueblo CO 719 709 0342	Integral part of Pueblo.
3/21/13	Riley MacBETH	1911 N. Main St Pueblo 81023	Vital to Northside of Pueblo
3/22	Dave Allen	424 Midway Ave.	A wonderful display!!
3/21	Sonny Mahud	101 W 24 St	Neighbor Pledge to keep
3/26	Maxine Handel	111 West 20th	Very nice display
3-25	Bud Handel	111 W. 20th	Very Nice Display Fantastic display. Great to see a unique attraction
4/3	Joe Ryan	7155 E Virginia Ave Denver, CO	Awesome display
4/3	Lacy Ludwig	4717 Harrier Ct Pueblo CO 81008 (719) 545-4905	Awesome display
4/5	MARILYN ANTELUCCI	1620 BUNKER HILL RD PUEBLO CO 81001	4 generations of our family marvelled at this display!
4/7	Georgine Booms	1915 N Grand Ave Pueblo CO 81003	Keep it!

33-1
(cont'd)

Comment Number: 33

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

33-1
(cont'd)

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NAME	ADDRESS & PHONE NUMBER	COMMENTS
<i>Rick, Keith & Jona Leaky</i>	<i>Englewood, CO 6242 S. Poplar St 8111</i>	<i>"Wonderful"!!</i>

33-1
(cont'd)

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
9/15/13	Eleanor Cordova	2018 Vinewood Ln	Love your nursery!
9/16/13	William Hoeman	1132 Lake Ave	A Pueblo Landmark Leave it alone!

33-1
(cont'd)

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
10/3/2013	Delbert Bell	146 alhambra Dr Pueblo	Save our Animals
10/3	KATHY TOCKE	190 N. FORK CANON CITY, CO 275-4346	Love the display
10/3	Amanda Vialpando	203 W. 20th Pueblo, CO 81003 719-259-1374	
10/3	Eric Vialpando	203 W. 20th Pueblo, CO 81003 214-3781	
10/3	Loretta Jane East	PO Box 603 Rye, CO 81069	It's a landmark! my children always looked for
10-3	Doris R Ewing	55 Robertson Rd 544 9245 81001	my grandchildren LOVE the animals! I25 was here when we moved from Okla. in 1962.
10-6	Marilyn Jensen	Keep it open! nice 1296 Long Falls for Pueblo!	
10-5	Vderek Hayes	847 30th Ln Pueblo CO 81006	Beautiful in Pueblo!
10/5	Katherine Romero	411 Yucca, Pueblo, 81005	Keep the display!
10/8	LINDA Herith	64 2nd Rose Dr. CO 81212	Keep the display
10-09	Margaret Horton	421 W 20 St Pueblo 81003	
10/10	BALWEN SENIOR	RDP DUBER AB	LOVE THE STATUES
10/10	Sandra Jacobs	7226 Pine Blossom DR E 91004	Save the View
10/10	Leslie Miller	5551 Sunflower Ln 81004	Save the View
10/11	Jeannette Beck	463 Quince Pueblo, CO 81004	Keep the display.
10/15	Barb Ahlers	2218 Wyoming Av Pueblo, CO 81004	Love the statues

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

33-1
(cont'd)

Comment Number: 33

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DATE	NAME	ADDRESS & PHONE NUMBER	COMMENTS
10-15-13	Elizabeth Jiles	719-547-9072 1572 Camino de los Ranchos	PW LOVED DISPLAY
10-16-13	Bernal C. Fells	719-549-9672 572 camino de los ranchos w	PW love Display
10/22/13	Mary Salvatoro	2001 N. Grand Pueblo Co 81003	SAVE THE DISPLAY It's part of beautification!!
10/24/13	Michael Vannoy	222 SPRING ST. PUEBLO 565-7569 81003	MAKES PUEBLO UNIQUE
10/24/13	Lizbeth Webb	12500 12500 Montgomerie NE Atkins Nw 8711	"
10/24/13	John	Ft Collins	make Pueblo whisper!
10/24	Cynthia Rand	1936 E. 4th St Pueblo 81001 (719)314-6090	Keep it!
10/25	Susan Mary	726 Wilson Ave. Pueblo Colo 252-3365	Keep it
10/25	Robert Mary	726 Wilson Ave Pueblo Co. 252 1197	Keep it
10/25	Connee Jenkins	932 Willowcreek Pueblo, Co 81005	great display + keep it - land mark
10/25	Vigore Medley	205 E. SAN MIGUEL - CO. CO.	watch print every trip!!
10/25	Dora M. Arce	129 E Collins Drive, Pueblo	Keep it
10/26	Nancy Archuleta	3005 Gem Dr.	Keep it - Beautiful!!
10/26/13	Chao Gallaga Arzo Gallaga	1220 W. 18th	Been here, needs to stay here!
10-26-13	Yulbra M. Alvar	3324 Lions Pride Ln.	Keep it !!

33-1
(cont'd)

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

Comment Number: 33

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

33-1 (cont'd)

10/29/13 10:10AM FROM:DEXTER KOONS 7195431309 10:172028269903 P.4/4

APPENDIX C

Public Involvement Materials

**Notices and Advertisements –
Newspaper Clippings**



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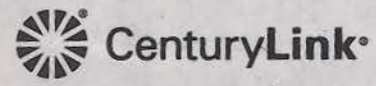
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Lifeline eligible subscribers may also qualify for reliable home High-Speed Internet service up to 1.5 Mbps for \$9.95* per month for the first 12 months of service. Further details are available at centurylink.com/internetbasics.

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*CenturyLink® Internet Basics Program – Residential customers only who qualify based on meeting income level or program participation eligibility requirements, and requires remaining eligible for the entire offer period. First bill will include charges for the first full month of service billed in advance, prorated charges for service from the date of installation to bill date, and one-time charges and fees described above. Qualifying customers may keep this program for a maximum of 60 months after service activation provided customer still qualifies during that time. Listed High-Speed Internet rate of \$9.95/mo. applies for first 12 months of service (after which the rate reverts to \$14.95/mo. for the next 48 months of service), and requires a 12-month term agreement. Customer must either lease a modem/router from CenturyLink for an additional monthly charge or independently purchase a modem/router, and a one-time High-Speed Internet activation fee applies. A one-time professional installation charge (if selected by customer) and a one-time shipping and handling fee apply to customer's modem/router. **General** – Services not available everywhere. CenturyLink may charge or cancel services or substitute similar services at its sole discretion without notice. Offer, plans, and stated rates are subject to change and may vary by service area. Deposit may be required. Additional restrictions apply. **Terms and Conditions** – All products and services listed are governed by tariffs, terms of service, or terms and conditions posted at centurylink.com. **Taxes, Fees, and Surcharges** – Applicable taxes, fees, and surcharges include a Carrier Universal Service charge, carrier cost recovery surcharges, state and local fees that vary by area and certain in-state surcharges. Cost recovery fees are not taxes or government-required charges for use. Taxes, fees, and surcharges apply based on standard monthly, not promotional, rates. ©2013 CenturyLink. All Rights Reserved. The name CenturyLink and the pathways logo are trademarks of CenturyLink. All other marks are the property of their respective owners.

PUBLIC HEARING ADDRESSING THE FUTURE OF I-25 THROUGH PUEBLO

Final Environmental Impact Statement (FEIS) available for public review and comment from September 13 to October 15, 2013

Join us Thursday, October 3, 2013
 Rawlings Library, 4th Floor, Ryals Special Event Room
 100 East Abriendo Avenue (between Main and Union)

Thursday, October 3, 2013
 5:30 PM to 7:30 PM
 6:00 – Presentation and verbal comments

Call the Hotline (719) 549-0501 if you require special assistance to attend or directions to this hearing.

Need more information?
 Project Hotline: (719) 549-0501
 Joe DeHeart – CDOT Project Manager, (719) 546-5439
joe.deheart@state.co.us
 Para más información, llama a 719-549-0501



You may download the I-25 New Pueblo Freeway FEIS and the appendices on the project website: www.i25Pueblo.com.

A copy of the FEIS is available for review from September 13 to October 15, 2013 at:

- All Pueblo District Libraries
- CDOT Region 2, 905 Erie Avenue, Pueblo
- Pueblo City Manager's Office, 200 South Main Street, Pueblo
- FHWA, 12300 W. Dakota Avenue, Suite 180 Lakewood
- CDOT Headquarters, 4201 E. Arkansas #277, Denver

You may provide written comments at the public hearing, by mail to Joe DeHeart, CDOT Region 2, 905 Erie Avenue, Pueblo, CO 81002, or by email via the project website: www.i25Pueblo.com. All comments must be received by October 15th.

Your Comments on the Draft EIS have been addressed. The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) received 64 comments on the Draft EIS. Responses to all comments received are provided in the appendix to the FEIS.

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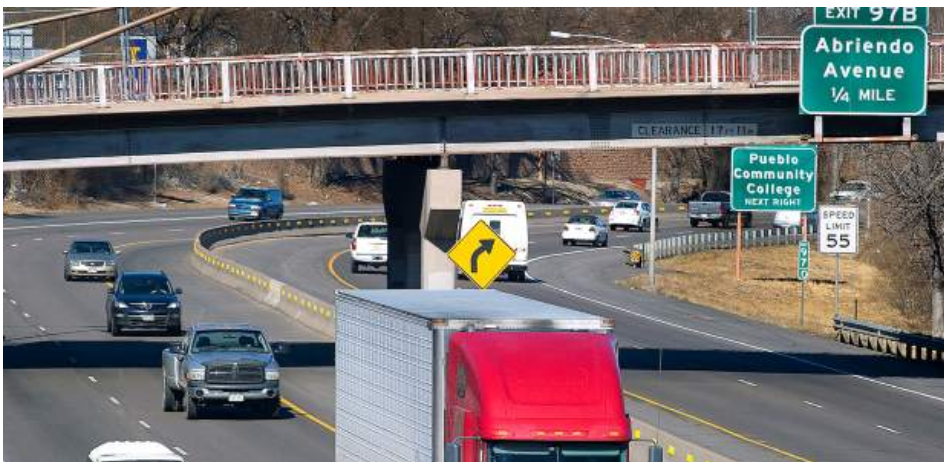
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Home Life Travel

6 Pueblo bridges to be upgraded next year

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CHIEFTAIN PHOTO/FILE The Mesa Avenue bridge over Interstate 25 is one of six bridges in Pueblo that will be upgraded next year.

COPYRIGHT 2013 THE PUEBLO CHIEFTAIN BY NICK BONHAM
Published: September 23, 2013; Last modified: September 30, 2013 02:57PM

The cost of that little sticker on the corner of your license plate will soon be paying off in Pueblo.

Six bridges over Interstate 25 through town that have been deemed to be in poor condition will be getting upgrades next year.

Pueblo will receive between \$8 million and \$12 million in Funding Advancement for Surface Transportation and Economic Recovery, or FASTER funds, from the state.

The funds come from various state license plate registration fees.





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Home Opinion

A big Pueblo win

Like 10 Tweet 0 g+1 0

Published: October 18, 2013; Last modified: October 18, 2013 05:00AM

THURSDAY WAS a big day for Pueblo and the aging and congested roadways that run through it.

At a meeting of Colorado's Transportation Commission in Denver, \$108 million in local projects was given final approval.

Thanks to the hard work of Pueblo County Commissioner Liane "Buffie" McFadyen, Pueblo's District 10 representative on the Transportation Commission Bill Thiebaut, along with Pueblo County consultant Greg Severance and Pueblo city staffer Scott Hobson, the applications for Interstate 25, U.S. Highway 50 and various bridge

improvements floated to the top of the state's priority list.

The funding will improve I-25 from the Ilex Exit to First Street, and U.S. 50 between Pueblo and Pueblo West.

Pueblo's stretch of I-25 has long been recognized as one of the most dangerous corridors in the state and the oldest to never be reconstructed.

The highway between Pueblo and Pueblo West is the 15th most congested corridor in Colorado and commuters have been frustrated by slow traffic along that stretch for years.

The funding package also will help to repave the entire stretch of Fourth Street, or Colorado 96, through town from Pueblo Boulevard to U.S. 50 Business Intersection. North I-25 by Pinon will be resurfaced and the intersection of U.S. 50 and 32nd Lane also will be reconstructed.

The state-approved package also includes funding for six bridges over the Pueblo Freeway: Northbound at Indiana Avenue; southbound at Indiana; Northern Avenue; Mesa Avenue; northbound I-25 over Santa Fe Avenue; and Santa Fe Avenue over the

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Arkansas River.

The state's funding will come from two sources — the Responsible Acceleration of Maintenance and Partnerships (RAMP) program and state license plate fees.

The major construction efforts will likely cause a few temporary headaches for motorists, but the 2014 projects will help to dramatically improve safety in and around Pueblo. The local economy also will get a huge boost as construction crews spend extended periods of time on the job.

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Citizens review plans

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BY NICK BONHAM THE PUEBLO CHIEFTAIN

Published: October 4, 2013; Last modified: October 4, 2013 12:04AM

A crowd of about 150 gathered Thursday night to once again view future plans for the reconstruction of Interstate 25 and personally deliver their comments and concerns to state highway officials.

It's been 13 years, but the final environmental impact study of the construction project was accepted this summer.

The public comment period runs until Oct. 15 and involves only phase 1 of the reconstruction, from the Ilex Exit to 29th Street.

Citizens on Thursday were able to review plans of the entire project, ask questions of numerous Colorado Department of Transportation staff and then publicly state their thoughts and opinions on the initial phase.

Pueblo County Commissioner Liane "Buffie" McFadyen and city Councilman Chris Nicoll were elated that the 13-year process was winding down and that Pueblo is closer to modernizing the highway.

"We're excited! It's a big deal. It's about Pueblo, isn't it," McFadyen asked the crowd gathering at the Robert Hoag Rawlings Public Library.

"Working together, we woke the bear up in Denver and reminded the state that this is the oldest section of I-25. We're on the verge of bringing home badly needed dollars to Pueblo."

Nicoll said the reconstruction will bring travelers into the city and boost Pueblo's economy.

"This project has the capacity to do just that — modernize the freeway and get people driving through Pueblo instead of just driving down the freeway," Nicoll said.

But folks had some concerns, too.

Much of Thursday's comments centered on a noise wall around Mineral Palace Park.



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Canon City man accused in child sex investigation

Road to Alabama starts at CSU-Pueblo

City, cops settle lawsuit

Hospitals see spike in indigents

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Tweets from a list by ChieftainNews

Gray Caldwell @GrayCaldwell 2h
 Jack Del Rio said Rahim Moore had a lateral compartment syndrome, which required surgery this morning. His return timeline is unknown.
 Retweeted by Steve Henson

Denver Broncos @Broncos 2h
 RT @MaseDenver: Del Rio praised team trainer Steve "Greek" Antonopoulos for being on top of Moore's injury since quick diagnosis is

Slideshows

Friends and supporters of Star Nursery want its iconic wildlife exhibit near the U.S. 50 Bypass to remain visible.

Residents in that area are concerned the traffic noise will travel over the wall and enhance noise for homes deeper in the neighborhood.

“If it doesn’t break up the sound then why do it? We should spend the money somewhere else and see if this final design is really going to impact us on a positive note,” Mary Ann Miklich said.

Three sound walls are proposed for phase 1, near First Street, Mineral Palace and 29th Street. Residents in those areas are currently voting on the wall and have until Oct. 15 to cast their vote.

For Georgia Aragon, who lives by Runyon Field, construction will force detours and extra traffic into their small haunt where children play and seniors and disabled folks live. She said their concerns have not been answered by CDOT.

“I’m really upset because I’ve called many times and haven’t heard nothing back from them,” Aragon said.

Freeway project manager Joe DeHeart assured Aragon and the crowd that concerns will be addressed along with all comments in this last public input phase.

“What we are we doing with comments we receive (Thursday) is we’re going to address those in the record of decision, the next document we produce specifically for phase 1,” DeHeart said.

For more information, go to chieftain.com. nickb@chieftain.com

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Home News

Details mapped out for \$108 million in road funds

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COURTESY ILLUSTRATION An artist's rendering of the Interstate 25 bridge over First Street.

BY NICK BONHAM THE PUEBLO CHIEFTAIN
Published: October 18, 2013; Last modified: October 19, 2013 12:02AM

Puebloans can expect to see a lot of orange traffic cones next year.

With more than \$108 million of state funds coming to town for road projects, here's a look at the various projects and prices.

County officials said the projects are expected to be completed within five years, starting around the Ilex Exit.

Reconstruction of Ilex and First Street interchanges — \$64.6 million

Pueblo's biggest road project, the Colorado Department of Transportation plans to reconstruct the bridges and traffic lanes on Interstate 25, from the Ilex Exit to the First

Trending

Fair board faces fiscal challenges

Holiday exhibit introduces kids to cultures, cookies

Idea of moving expo resurfaces


No longer a deep secret


Up the Road

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Tweets from a list by ChieftainNews

 **chris mclean** @christinerose60 34m
They will be doing demonstrations before tonight's 7 pm showing of the newest Warren Miller ski film pic.twitter.com/L3dtXpZeyb
Show Photo

 **Joe E. Cervi** @JoeECervi 37m
CSU-Pueblo hoops tonite, football and hoops tomorrow, D-II selection show on Sunday. Pack packed weekend
Expand

Slideshows

Street Exit.

That will include removing and replacing the long north and southbound bridge sections, and widening the roads for a future through lane.

That stretch of highway will also include continuous acceleration-deceleration lanes from First to Ilex, in both directions, making entering and exiting the highway safer and easier.

The First Street bridge will also be removed and rebuilt with a longer southbound on-ramp

Work under the bridges means removing and reconstructing streets, like D Street and Stanton Avenue.

U.S. 50 from Wills Boulevard to Purcell and McCulloch boulevards — 11.2 million

A third eastbound lane of U.S. 50 will be added between Pueblo and Pueblo West.

The project also will upgrade the intersection of the highway at Pueblo Boulevard.

Pueblo West intersections of the highway at Purcell and McCulloch boulevards also will be upgraded.

The project will create “channelized northbound right-turn movements leading into longer acceleration lanes,” according to project documents.

“These improvements will make the right-turn movement safer, more efficient, and less confusing.”

South I-25 bridge work — \$11.5 million

Six bridges are scheduled for work and various repairs, starting in 2014.

Three of the bridges will be widened, two at Indiana Avenue and one at I-25 over Santa Fe Avenue. These bridges also will undergo deck replacement.

The bridges at Northern and Mesa Avenues, and the Santa Fe bridge over the Arkansas River, also will get new decks and various support repairs.

I-25 North at Pinon — \$10.9 million

An approximate 12-mile stretch of North I-25 will be resurfaced around the Pinon area.

Colorado 96 paving — \$5.4 million

Colorado 96 through Pueblo, or the corridor that changes from East Fourth Street, then Lincoln and Thatcher avenues, will be repaved from Pueblo Boulevard to the U.S. 50 Business intersection at the eastern edge of town.

Culvert and bridge preventative maintenance — \$3.3 million

Pueblo also received funding to repair or replace various culverts in the county and do preventative maintenance on bridges separate from those on South I-25.

U.S. 50 at 32nd Lane and Cottonwood Avenue — \$1.5 million

CDOT plans to add two deceleration and turning lanes at the 32nd Lane intersection. Deceleration and acceleration lanes will be added at the Cottonwood intersection.

nickb@chieftain.com

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@christinerose60
They will be doing demonstrations before tonight's 7 pm showing of the newest Warren Miller ski film pic.twitter.com/L3dtxPzeyb
Show Photo

 **Joe E. Cervi** 20m
@JoeECervi
CSU-Pueblo hoops tonite, football and hoops tomorrow, D-II selection show on Sunday. Pack packed weekend
Expand

BY NICK BONHAM THE PUEBLO CHIEFTAIN
Published: October 17, 2013; Last modified: October 18, 2013 08:55AM

Joe DeHeart was passing through the Pueblo County Courthouse on a personal errand Thursday afternoon when he happened upon the big news.

The local Colorado Department of Transportation engineer walked into a press conference where city and county officials were discussing the final approval for \$108 million in road improvements for Pueblo.

Commissioner Liane "Buffie" McFadyen turned to DeHeart and told him that, earlier in the day, the State Transportation

Slideshows

Commission had approved the road projects. The two connected for a high five.

“This is what I call the illusion has become real. We’re finally looking at getting a return on our tax dollars to Pueblo County and Pueblo city and that would not have happened without a lot of cooperation,” McFadyen said.

“It’s a big day for Pueblo. Earlier this year in March, in a CDOT discussion, we understood we’d get very little funding over the next 20 to 30 years. Fast forward today, and we have \$108 million in projects for all over Pueblo.”

For future road improvements, Pueblo needed to complete an environmental impact study on the Interstate 25 reconstruction project, a study that went on for 13 years. The EIS was completed this summer.

“We as local government decided that one of our No. 1 priorities was to complete the EIS, no matter what it took. The study went on too long and that’s the past. The present is, we finally got our work together, made it a priority, improved our relationship with CDOT and finished it,” McFadyen said.

The money comes from a few sources, but mainly CDOT’s Responsible Acceleration of Maintenance and Partnerships program, or RAMP.

RAMP funding was sought for I-25 and U.S. 50 improvements. Although Pueblo didn’t receive as much as first requested, it did make the final cut, sharing in \$1.7 billion in funding.

CDOT received more than 270 applications and Pueblo made the final cut of 42.

City Councilman Steve Nawrocki credited the county and McFadyen, a former state legislator who chaired the House transportation committee, for leading the effort.

He also acknowledged Gilbert Ortiz Sr., former regional transportation commissioner, and his successor, Bill Thiebaut, for helping to secure funding.

“It’s incredible news! To find out this is the largest amount of money we’ve ever had allocated for highway and street projects within our county from the state, in our lifetime, is incredible,” Nawrocki said.

The \$108 million, from RAMP and state license plate fees, will improve I-25 from the Ilex Exit to First Street, and U.S. 50 between Pueblo and Pueblo West.

According to CDOT and the county, Pueblo’s stretch of I-25 is one of the most dangerous corridors in the state and the oldest to ever be reconstructed.

CDOT ranks the highway between Pueblo and Pueblo West as the 15th most congested corridor in Colorado. A third eastbound lane will be added and McFadyen hopes to get future state funding for an additional westbound lane.

The Ilex Exit interchange will be reconstructed and will include an alternative fueling station.

Funding also will repave the entire stretch of Fourth Street, or Colorado 96, through town from Pueblo Boulevard to U.S. 50. Business intersection.



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State Insurance Commissioner reaction

North I-25 by Pinon will be resurfaced, six bridges over I-25 in south Pueblo will be rehabilitated, and the intersection of U.S. 50 and 32nd Lane also will be reconstructed.

Work is expected to start next spring, beginning with the Ilex reconstruction. McFadyen said all the road projects are scheduled to be completed in five years.

nickb@chieftain.com

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From the Web

by Taboola

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PUBLIC HEARING ADDRESSING THE FUTURE OF I-25 THROUGH PUEBLO

Final Environmental Impact Statement (FEIS) available for public review and comment from September 13 to October 15, 2013

Join us

Thursday, October 3, 2013

Rawlings Library, 4th Floor, Ryals Special Event Room
100 East Abriendo Avenue (between Main and Union)

Thursday, October 3, 2013
5:30 PM to 7:30 PM

6:00 – Presentation and
verbal comments

*Call the Hotline (719) 549-0501 if
you require special assistance
to attend or directions to this
hearing.*

Need more information?

Project Hotline: (719) 549-0501

Joe DeHeart – CDOT Project
Manager, (719) 546-5439
joe.deheart@state.co.us

***Para más información,
llama a 719-549-0501***

You may download the I-25 New Pueblo Freeway FEIS and the appendices on the project website: www.i25Pueblo.com.

A copy of the FEIS is available for review from September 13 to October 15, 2013 at:

- All Pueblo District Libraries
- CDOT Region 2, 905 Erie Avenue, Pueblo
- Pueblo City Manager's Office, 200 South Main Street, Pueblo
- FHWA, 12300 W. Dakota Avenue, Suite 180 Lakewood
- CDOT Headquarters, 4201 E. Arkansas #277, Denver

You may provide written comments at the public hearing, by mail to Joe DeHeart, CDOT Region 2, 905 Erie Avenue, Pueblo, CO 81002, or by email via the project website: www.i25Pueblo.com. All comments must be received by October 15th.

Your Comments on the Draft EIS have been addressed.

The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) received 64 comments on the Draft EIS. Responses to all comments received are provided in the appendix to the FEIS.



New Pueblo Freeway





New Pueblo Freeway



Loretta LaRiviere

c/o CH2M HILL



9191 S. Jamaica Street

Englewood, CO 80112

The purpose of the New Pueblo Freeway project is to improve safety by addressing deteriorating roadways and bridges and non-standard road characteristics on I-25; improve local and regional mobility within and through the City to meet existing and future travel demands. The project will improve the aesthetics, as well as support the existing and future economic development along the corridor.

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the New Pueblo Freeway

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[Final EIS Now Available for Review](#)

[Final EIS Public Review Locations](#)

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Public Hearing for the New Pueblo Freeway Final EIS

The Colorado Department of Transportation will host a public hearing in October as part of the public involvement process required by the National Environmental Policy Act (NEPA). The purpose of the hearings is to allow you to review the analysis presented in the Final EIS and make official comments. Those comments will be addressed in the Record of Decision (ROD), anticipated to be released in early-2014. The format for the public hearing includes an open house with display boards, and a project presentation followed by a formal comment period.

The hearing is scheduled for Thursday, October 3rd, 2013 from 5:30p.m. to 7:30 p.m. at the at the Pueblo Rawlings Library, 100 E Abriendo Avenue, Pueblo, CO.



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for a list of locations where the Final EIS can be reviewed in hardcopy.

Persons with special access or translation needs should contact (719)549-0501 no later than 72 hours in advance of the open house to make arrangements.



Many items on this website require the use of Acrobat Reader to view the files. If you do not have Acrobat Reader installed on your computer you can download it for free by clicking the button above.

Notices and Advertisements – Press Release

Public Invited to Hearing for New Pueblo Freeway

October 2, 2013 - Southeastern Colorado/CDOT Region 2 - PUEBLO – The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are holding a public hearing tomorrow regarding the Interstate 25 New Pueblo Freeway Final Environmental Impact Statement (FEIS).

Citizens are invited to attend the hearing on Thursday, October 3, 2013, from 5:30 p.m. to 7:30 p.m. at the Rawlings Library, 100 East Abriendo Avenue. It is being held in the Ryals Special Event Room on the fourth floor. The hearing begins with an open house session with displays set up for viewing and project team members available to answer questions. An informational presentation takes place from 6:00 p.m. to 6:30 p.m.

A court reporter is documenting the hearing. Citizens are encouraged to attend and provide verbal or written comments on the FEIS.

The purpose of the project is to improve safety on I-25 through Pueblo by replacing deteriorating roadways and bridges, and improving local and regional mobility to meet existing and future travel demands. Two alternatives were developed through an extensive community-wide public process and input from numerous stakeholders. Some key improvements include:

- Widening the highway to three through-lanes in each direction between 29th Street and Indiana Avenue
- Straightening I-25 through downtown
- Reconstructing interchanges to improve safety and traffic flow
- Adding or widening shoulders
- Constructing trails and bridges to enhance bicycle and pedestrian safety

Reconstructing I-25 between Ilex and 1st Streets is the first priority following a Record of Decision (ROD) on the FEIS.

The FEIS has been revised to address new information discovered since the release of the Draft Environmental Impact Statement (DEIS) in November 2011. Public and Agency comments on the DEIS also have been addressed in the FEIS. It was released for public review and comment on September 13, 2013.

Those unable to attend the public hearing are encouraged to review the FEIS online and submit comments at www.i25pueblo.com through October 15. A copy of the document also is available for review at several locations or repositories listed on the website. Comments can be mailed to Joe DeHeart, CDOT, 905 Erie Avenue, Pueblo, CO 81001.

All comments received at the public hearing and during the review period will be addressed and considered in the Record of Decision, scheduled for completion in early 2014. For more information on the release of the ROD, contact Joe DeHeart at joe.deheart@state.co.us or (719) 546-5439.

Please contact Public Involvement Specialist Glenn Ballantyne at (719) 406-5800 or via email at glenn@kreativo.org if you need transportation to and from the hearing or require accommodations due to a disability.

For media inquiries, please contact Bob Wilson, CDOT's Communications Manager, at (303)757-9431 or bob.j.wilson@state.co.us.

Por favor, contactar a Glenn Ballantyne, el contacto para el proyecto, al (719)543-1766 o al glenn@kreativo.org si se necesita la traducción al español durante la reunion transporte a la reunion, o se requiere asistencia por una discapacidad.

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Commission) and will not have the right to seek court review of the Commission's final order.

The Commission strongly encourages electronic filings of comments, protests, and interventions via the Internet in lieu of paper. See 18 CFR 385.2001(a) (1) (iii) and the instructions on the Commission's Web site (www.ferc.gov) under the "e-Filing" link. Persons unable to file electronically should submit an original and 7 copies of the protest or intervention to the Federal Energy Regulatory Commission, 888 First Street NE., Washington, DC 20426. See, 18 CFR 385.2001(a)(1)(iii) and the instructions on the Commission's Web site under the "e-Filing" link.

Dated: October 18, 2013.

Kimberly D. Bose,
Secretary.

[FR Doc. 2013-25048 Filed 10-24-13; 8:45 am]

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DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

[Docket No. OR14-3-000]

Enable Bakken Crude Services, LLC; Notice of Request For Waiver

Take notice that on October 9, 2013, Enable Bakken Crude Services, LLC requested waiver of the verified statement requirements under 18 CFR 342.4(c) that would otherwise require a verified statement in support of initial committed rates, or subsequent contractual adjustments to those rates, filed pursuant to the declaratory order framework approved in Docket No. OR13-21.¹

Any person desiring to intervene or to protest in this proceedings must file in accordance with Rules 211 and 214 of the Commission's Rules of Practice and Procedure (18 CFR 385.211 and 385.214) on or before 5:00 p.m. Eastern time on the specified comment date. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Anyone filing a motion to intervene or protest must serve a copy of that document on the Petitioner.

The Commission encourages electronic submission of protests and interventions in lieu of paper, using the FERC Online links at <http://www.ferc.gov>. To facilitate electronic service, persons with Internet access who will eFile a document and/or be

listed as a contact for an intervenor must create and validate an eRegistration account using the eRegistration link. Select the eFiling link to log on and submit the intervention or protests.

Persons unable to file electronically should submit an original and 14 copies of the intervention or protest to the Federal Energy Regulatory Commission, 888 First St. NE., Washington, DC 20426.

The filings in the above proceedings are accessible in the Commission's eLibrary system by clicking on the appropriate link in the above list. They are also available for review in the Commission's Public Reference Room in Washington, DC. There is an eSubscription link on the Web site that enables subscribers to receive email notification when a document is added to a subscribed docket(s). For assistance with any FERC Online service, please email FERCOnlineSupport@ferc.gov or call (866) 208-3676 (toll free). For TTY, call (202) 502-8659.

Comment Date: 5:00 p.m. Eastern time on October 25, 2013.

Dated: October 17, 2013.

Kimberly D. Bose,
Secretary.

[FR Doc. 2013-25051 Filed 10-24-13; 8:45 am]

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ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9011-6]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements
Filed 09/30/2013 Through 10/18/2013
Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20130300, Revised Draft EIS, FWS, CA, South Farallon Islands Invasive House Mouse Eradication Project, Farallon National Wildlife Refuge, Comment Period Ends: 12/09/2013, Contact: Gerry McChesney 510-792-0222 ext. 222.

EIS No. 20130301, Draft EIS, USAF, OK, KC-46A Formal Training Unit (FTU) and First Main Operating Base (MOB 1) Beddown, Comment Period Ends: 12/09/2013, Contact: Jean Reynolds 210-572-9324.

EIS No. 20130302, Draft EIS, FERC, NY, Rocaway Delivery Lateral and Northeast Connector Projects, Comment Period Ends: 12/09/2013, Contact: Kara Harris 202-502-6296.

EIS No. 20130303, Final Supplement, FTA, HI, Honolulu Rail Transit Project, Review Period Ends: 11/25/2013, Contact: Ted Matley 415-744-3133.

EIS No. 20130304, Draft Supplement, BOEM, TX, Gulf of Mexico OCS Oil and Gas Lease Sales: 2014-2016 Western Planning Area Lease Sales 238, 246, and 248, Comment Period Ends: 12/09/2013, Contact: Gary Goeke 504-736-3233.

EIS No. 20130305, Final Supplement, USFS, CA, Tehachapi Renewable Transmission Project, Review Period Ends: 11/25/2013, Contact: Lorraine Gerchas 626-574-5281.

Amended Notices

EIS No. 20130249, Draft EIS, USACE, LA, West Shore Lake Pontchartrain Hurricane and Storm Damage Risk Reduction, Comment Period Ends: 10/25/2013, Contact: William Klein 504-862-2540. Revision to FR Notice Published 08/23/2013; Extended Comment Period from 10/07/2013 to 10/24/2013.

EIS No. 20130250, Draft EIS, USACE, FL, Central Everglades Planning Project, Comment Period Ends: 11/01/2013, Contact: Gretchen Ehlinger 904-232-1682. Revision to FR Notice Published 08/30/2013; Extending Comment Period from 10/15/2013 to 11/01/2013.

EIS No. 20130255, Draft EIS, NOAA, 00, Amendment 7 to the 2006 Consolidated Atlantic Highly Migratory Species (HMS) Fishery Management Plan (FMP), Comment Period Ends: 12/10/2013, Contact: Thomas A. Warren 978-281-9260. Revision to FR Notice Published 08/30/2013; Extending Comment Period from 10/23/2013 to 12/10/2013.

EIS No. 20130260, Draft EIS, BIA, NV, Moapa Solar Energy Center, Comment Period Ends: 10/21/2013, Contact: Amy Heuslein 602-379-6750. Revision to FR Notice Published 08/30/2013; Extending Comment Period from 10/23/2013 to 12/10/2013.

EIS No. 20130264, Final EIS, FHWA, CO, Interstate 25 Improvements through Pueblo, Review Period Ends: 10/31/2013, Contact: Chris Horn 720-963-3017. Revision to FR Notice

¹ CenterPoint Energy Bakken Crude Services, LLC, 144 FERC ¶ 61,130 (2013).

Published 09/13/2013, Extending Review Period from 10/15/13 to 10/31/2013.

EIS No. 20130266, Draft EIS, USN, GU, The Mariana Islands Training and Testing, Comment Period Ends: 12/06/2013, Contact: John Van Name 808-471-1714. Revision to FR Notice Published 09/13/2013; Extending Comment Period from 11/12/2013 to 12/06/2013.

EIS No. 20130276, Draft Supplement, USN, WA, Introduction of the P-8A Multi-Mission Aircraft into the U.S. Navy Fleet, Comment Period Ends: 12/02/2013, Contact: Cory Zahm 757-322-4347. Revision to FR Notice Published 09/20/2013; Extending Comment Period from 11/04/2013 to 12/02/2013.

EIS No. 20130285, Final EIS, FHWA, FL, St. Johns River Crossing, Review Period Ends: 11/19/2013, Contact: Cathy Kendal 850-553-2225. Revision to FR Notice Published 09/27/2013; Extending Review Period from 10/28/2013 to 11/19/2013.

EIS No. 20130286, Final EIS, FHWA, FL, US 301 (SR 200) from CR 227 to CR 233, Review Period Ends: 11/19/2013, Contact: Joseph Sullivan 850-553-2248. Revision to FR Notice Published 09/27/2013; Extending Review Period from 10/29/2013 to 11/19/2013.

Dated: October 22, 2013.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2013-25273 Filed 10-24-13; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-9901-99-Region2]

Proposed CERCLA Settlements Relating to the Truckers Warehouse Site in Passaic, Passaic County, New Jersey

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of proposed administrative settlements and opportunity for public comment.

SUMMARY: In accordance with Section 122(i) of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended ("CERCLA"), notice is hereby given by the U.S. Environmental Protection Agency ("EPA"), Region 2, of three proposed Administrative Settlement Agreements for Recovery of Past Response Costs ("Agreements") pursuant to Section

122(h)(1) of CERCLA, with (1) RJS Corp.; (2) Your Factory Warehouse, Inc., Douglas Marino and Mark Marino; and (3) A&S Corporation and Marie Andre ("Settling Parties"). The Settling Parties are potentially responsible parties, pursuant to Section 107(a) of CERCLA, and thus are potentially liable for response costs incurred at or in connection with the Truckers Warehouse Site ("Site"), located in Passaic, Passaic County, New Jersey. Under the Agreements, the Settling Parties agree to pay a total of \$108,748.20 to EPA for past response costs. EPA will consider all comments received and may modify or withdraw its consent to the Agreements if comments received disclose facts or considerations that indicate that the proposed Agreements are inappropriate, improper, or inadequate. EPA's response to any comments received will be available for public inspection at EPA Region 2 offices, 290 Broadway, New York, New York 10007-1866.

DATES: Comments must be provided by November 25, 2013.

ADDRESSES: The Agreements are available for public inspection at EPA Region 2 offices at 290 Broadway, New York, New York 10007-1866. Comments should reference the Truckers Warehouse Site, located in Passaic, Passaic County, New Jersey, Index Nos. CERCLA-02-2013-2019, 02-2013-2028 and 02-2013-2029. To request a copy of the Agreements, please contact the EPA employee identified below.

FOR FURTHER INFORMATION CONTACT: Gerard Burke, Assistant Regional Counsel, New Jersey Superfund Branch, Office of Regional Counsel, U.S. Environmental Protection Agency, 290 Broadway—17th Floor, New York, New York 10007-1866. Telephone: 212-637-3120, email at burke.gerard@epa.gov.

Dated: September 24, 2013.

Walter E. Mugdan,

Director, Emergency and Remedial Response Division.

[FR Doc. 2013-25264 Filed 10-24-13; 8:45 am]

BILLING CODE 6560-50-P

FEDERAL RESERVE SYSTEM

Change in Bank Control Notices; Acquisitions of Shares of a Savings and Loan Holding Company

The notificants listed below have applied under the Change in Bank Control Act (12 U.S.C. 1817(j)) and the Board's Regulation LL (12 CFR part 238) to acquire shares of a savings and loan holding company. The factors that are considered in acting on the notices are

set forth in paragraph 7 of the Act (12 U.S.C. 1817(j)(7)).

The notices are available for immediate inspection at the Federal Reserve Bank indicated. The notices also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing to the Reserve Bank indicated for that notice or to the offices of the Board of Governors. Comments must be received not later than November 12, 2013.

A. Federal Reserve Bank of Philadelphia (William Lang, Senior Vice President) 100 North 6th Street, Philadelphia, Pennsylvania 19105-1521:

1. *Robert T. Strong and Kathleen M. Strong, Southampton, Pennsylvania, Brad C. Strong, Cheltenham, Pennsylvania, Julie M. Strong, Richboro, Pennsylvania, Aimee K. Ott, Newtown, Pennsylvania, and Lawrence M. Ott, Langhorne, Pennsylvania;* to jointly retain voting shares of Quaint Oak Bancorp, Inc., and thereby indirectly retain voting shares of Quaint Oak Bank, both in Southampton, Pennsylvania.

2. *Amended and Restate Quaint Oak Bancorp, Inc. Employee Stock Ownership Plan, Southampton, Pennsylvania, John J. Augustine, individually and trustee, and Dolores T. Augustine, both of Lansdale, Pennsylvania, and Diane J. Colyer, individually and trustee, and Herbert C. Colyer, Jr., both of Feasterville, Pennsylvania;* to retain and acquire additional voting shares of Quaint Oak Bancorp, Inc., and Quaint Oak Bank, both in Southampton, Pennsylvania.

Board of Governors of the Federal Reserve System, October 22, 2013.

Margaret McCloskey Shanks,
Deputy Secretary of the Board.

[FR Doc. 2013-25173 Filed 10-24-13; 8:45 am]

BILLING CODE 6210-01-P

FEDERAL RESERVE SYSTEM

Federal Open Market Committee; Domestic Policy Directive of September 17-18, 2013

In accordance with Section 271.25 of its rules regarding availability of information (12 CFR part 271), there is set forth below the domestic policy directive issued by the Federal Open Market Committee at its meeting held on September 17-18, 2013.¹

¹ Copies of the Minutes of the Federal Open Market Committee at its meeting held on September 17-18, 2013, which includes the domestic policy directive issued at the meeting, are available upon request to the Board of Governors of the Federal Reserve System, Washington, DC 20551. The

CFR 79, Subpart F, is covered by a separate information collection. Manufacturers are also required to submit periodic reports (annually for additives, quarterly and annually for fuels) on production volume and related information. The information is used to identify products whose evaporative or combustion emissions may pose an unreasonable risk to public health, thus meriting further investigation and potential regulation. The information is also used to ensure that fuel additives comply with EPA requirements for protecting catalytic converters and other automotive emission controls. The data have been used to construct a comprehensive data base on fuel and additive composition. The Mine Safety and Health Administration of the Department of Labor restricts the use of diesel additives in underground coal mines to those registered by EPA. Most of the information is business confidential.

Form Numbers: EPA Forms 3520–12, 3520–12A, 3520–12Q, 3520–13, 3520–13A, and 3520–13B.

Respondents/affected entities: Manufacturers and importers of motor-vehicle gasoline, motor-vehicle diesel fuel, and additives to those fuels.

Respondents obligation to respond: Mandatory per 40 CFR part 79.

Estimated number of respondents: 1850.

Frequency of response: On occasion, quarterly, annually.

Total estimated burden: 20,600 hours per year. Burden is defined at 5 CFR 1320.03(b).

Total estimated cost: \$1,898,875 per year, includes \$44,875 annualized capital or operation & maintenance costs.

Changes in estimates: There is an increase of 900 hours in the total estimated respondent burden compared with the ICR currently approved by OMB. This increase is due to an increase in the number of registered fuels for which quarterly and annual reports are required.

John Moses,

Director, Collection Strategies Division.

[FR Doc. 2013–22227 Filed 9–12–13; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[3ER–FRL–9011–1]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202)

564–7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 09/03/2013 through 09/06/2013 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20130263, Draft EIS, FHWA, NV, Pyramid Highway/US 395 Connection, Comment Period Ends: 11/12/2013, Contact: Abdelmoez Abdalla 775–687–1231

EIS No. 20130264, Final EIS, FHWA, CO, Interstate 25 Improvements through Pueblo, Review Period Ends: 10/15/2013, Contact: Chris Horn 720–963–3017

EIS No. 20130265, Final EIS, USFS, UT, Fishlake National Forest Oil and Gas Leasing Analysis Project, Review Period Ends: 10/21/2013, Contact: Rob Hamilton 435–896–1022

EIS No. 20130266, Draft EIS, USN, GU, The Mariana Islands Training and Testing, Comment Period Ends: 11/12/2013, Contact: John Van Name 808–471–1714

EIS No. 20130267, Final Supplement, USFS, CA, Sierra Nevada Forest Plan Amendment (SNFPA), Review Period Ends: 11/18/2013, Contact: Donald Yasuda 916–640–1168

EIS No. 20130268, Final EIS, USFWS, WV, Proposed Issuance of an Incidental Take Permit For the Beech Ridge Energy Wind Project Habitat Conservation Plan, Review Period Ends: 10/15/2013, Contact: Laura Hill 304–636–6586

EIS No. 20130269, Draft EIS, NRC, 00, Generic—Waste Confidence, Comment Period Ends: 11/27/2013, Contact: Sarah Lopas 301–287–0675

EIS No. 20130270, Draft EIS, FHWA, OH, Cleveland Opportunity Corridor Project, Comment Period Ends: 10/28/2013, Contact: Naureen Dar 614–280–6846

EIS No. 20130271, Final EIS, HUD, NY, Halletts Point Rezoning, Review Period Ends: 10/15/2013, Contact: Robert Dobruskin 212–720–3423

EIS No. 20130272, Final EIS, USFS, AK, Greens Creek Mine Tailings Disposal Facility Expansion, Review Period Ends: 10/28/2013, Contact: Sarah Samuelson 907–789–6274

Amended Notices

EIS No. 20130159, Final Supplement, USACE, IN, Indianapolis North Flood

Damage Reduction Project, Review Period Ends: 10/31/2013, Contact: Keith Keeney 502–315–6885 Revision to FR Notice Published 07/05/2013; Extending Comment Period from 09/06/2013 to 10/31/2013

EIS No. 20130260, Draft EIS, BIA, NV, Moapa Solar Energy Center, Comment Period Ends: 10/21/2013, Contact: Amy Heuslein 602–379–6750 Revision to FR Notice Published 09/06/2013; Correction to Comment Period—Change from 10/14/2013 to 10/21/2013 and Contact Phone Number should be 602–379–6750.

Dated: September 10, 2013.

Aimee S. Hessert,

Deputy Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2013–22363 Filed 9–12–13; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–9900–95—Region 5]

Proposed Listing of Additional Waters To Be Included on Indiana's 2010 List of Impaired Waters Under the Clean Water Act

AGENCY: Environmental Protection Agency (EPA).

ACTION: Reopening of comment period.

SUMMARY: EPA is reopening the comment period for its notice which announces the availability of EPA's proposed decision identifying water quality limited segments and associated pollutants in Indiana to be listed pursuant to the Clean Water Act Section 303(d)(2), and requests public comment. For additional information regarding this action, please refer to EPA's original public notice published at 78 **Federal Register** 35929 (June 14, 2013), which is available at <https://federalregister.gov/a/2013-14192>.

DATES: Comments on this document must be received in writing by October 15, 2013.

ADDRESSES: Written comments on this notice may be submitted to Tinka Hyde, Director, Water Division, Attn: Indiana's 303(d) list, U.S. Environmental Protection Agency, 77 West Jackson Boulevard, Chicago, Illinois 60604. Alternatively, comments may be submitted electronically to the following email address: rivera-carrero.vilma@epa.gov.

FOR FURTHER INFORMATION CONTACT: Vilma Rivera-Carrero, Watersheds and Wetlands Branch, at the EPA address noted above or by telephone at (312) 886–7795.

Public Hearing – Handouts

I-25 New Pueblo Freeway Final Environmental Impact Statement

COMMENT FORM

How can we keep in touch with you?

First Name: _____ Last Name: _____

Address _____ Zip Code: _____

Email Address: _____

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

Do you have any comments about the project alternatives?

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

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

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

If you prefer to return this at a later time, it must be received by October 15, 2013

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

How You Can Stay Involved

- Attend future meetings on the Ilex construction
- In the future, notices regarding meetings will be sent via email. Give us your email address for the project mailing list (when you sign-in tonight)
- Visit the project website: www.i25Pueblo.com
- If you have questions after tonight's meeting, contact Joe DeHeart, CDOT Project Manager: (719) 546-5439 or joe.deheart@state.co.us

Please give us Your Comments

Public Review & Comment Period open until October 15, 2013

You can provide comments in several ways. All comments will receive the same full consideration.

- Fill in a comment form tonight and drop it in the comment box
- Send your comments to: Joe DeHeart, CDOT Project Manager, 905 Erie Avenue, Pueblo, CO 81002, by email joe.dehart@state.co.us, or fax 719-546-5702
- Submit your comments via the project website: www.i25Pueblo.com
- Sign up to give a verbal comment after the conclusion of the presentation, which will be transcribed by the court reporter
- Talk to the court reporter privately tonight who will record your comments

Please note: Individual conversations with project team members will not be part of the official record.

Public Hearing – Display Boards

Welcome

**to the New Pueblo Freeway Final Environmental
Impact Statement Public Hearing**

**Proceed up the elevator to the
4th floor - Ryals Special Events Room**



Welcome

to the

I-25 New Pueblo Freeway

Final Environmental Impact Statement

Public Hearing

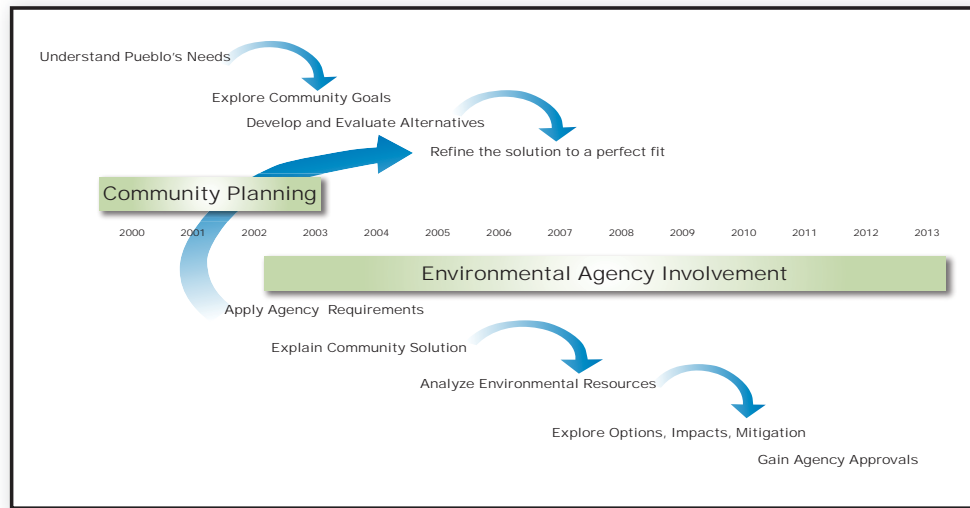
October 3, 2013

5:30 p.m. to 7:30 p.m.

Presentation at 6:00 p.m.

Estará una persona disponible para traducir al español para la duración de la reunión

How did Stakeholders Participate in the Development of the I-25 New Pueblo Freeway?



How Stakeholders Have Participated



Public Scoping Meeting



Community Working Groups



Technical Leadership Team Discussion



Public Scoping Meeting



Joint Project Leadership Team and Technical Leadership Team Discussion



Community Working Groups

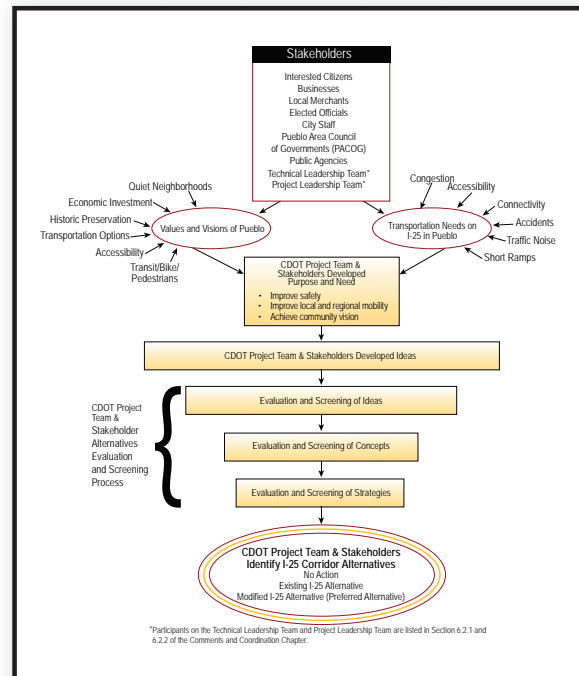


Open House

Opportunities to Participate Since 2003

- ❖ 10 Open Houses
- ❖ 1 Public Hearing
- ❖ 4 Community Workshops
- ❖ 15 Community Working Group Meetings
- ❖ 23 Neighborhood Workshops
- ❖ 6 Business Group Meetings
- ❖ 3 Individual Home and Business Owner Meetings
- ❖ 3 Local Agency Meetings
- ❖ 2 Business Workshops
- ❖ 1 Business Meeting
- ❖ 1 Neighborhood Event
- ❖ 2 Issue-Focused Meetings
- ❖ 7 Park Advisory Committee Meetings
- ❖ 1 Door-to-Door Event
- ❖ A Telephone Hotline
- ❖ A Project Website
- ❖ Brochures and Flyers
- ❖ Newspaper Coverage and Public Notices
- ❖ Television and Radio Coverage

Process



The following people served as PLT members:

- ❖ Bob Torres, formerly CDOT Region 2
- ❖ Tim Harris, CDOT Region 2
- ❖ Tom Wrona, CDOT Region 2
- ❖ David Miller, formerly CDOT Region 2
- ❖ George Tempel, CDOT Transportation Commissioner
- ❖ Tony Fortino, formerly CDOT Transportation Commissioner
- ❖ Loretta Kennedy, Pueblo County Commissioner
- ❖ Randy Thurston, Pueblo City Council
- ❖ Corinne Koehler, formerly Pueblo City Council
- ❖ Patrick Avalos, formerly Pueblo City Council
- ❖ Bill Knapp, CH2M HILL
- ❖ Mary Jo Vobejda, CH2M HILL
- ❖ Ken Conyers, Matrix Design Group

Representatives from the following organizations served as TLT members:

- ❖ CDOT Region 2 Resident Engineer
- ❖ CDOT Region 2 Environmental
- ❖ CDOT Region 2 Right of Way
- ❖ CDOT Region 2 Utilities
- ❖ CDOT Region 2 Traffic
- ❖ CDOT Region 2 Maintenance
- ❖ Pueblo Area Council of Governments
- ❖ City of Pueblo Transportation
- ❖ City of Pueblo Planning
- ❖ City of Pueblo Public Works
- ❖ City of Pueblo Parks and Recreation
- ❖ City of Pueblo Police
- ❖ Pueblo County Public Works
- ❖ Colorado State Patrol
- ❖ Consultant Team

Community Working Group Participants

Carol Alumbaugh	Ralph Dille	Ray Hegler	Chris Nielsen	Frank Starginer
Janice Anderson	Jo Donley	Dave Hibbert	Clark Nielsen	John Starr
Todd Ahlenius	George Dwight	Dick Hobbs	Bob Norris	Darlene Staruh
David Balsick	Russ Ellis	John Holiman	Dorothy Olivier	Frank Stringer
Frank Bergamo	Patty Ellis	Edith Holiman	Imogene Parsons	Catherine Tonne
James Billings	Clara Erwin	Delores Horton	Todd Pasquin	Clara Torri
Janet Boyd	Paul Fanning	Kathryn Hume	Frank Petrocco	Albert Torri
Bonner Brice	Wayne Farley	Fred Koury	Helen Porter	Bill Trujillo
Cliff Brice	Mary Farley	Thomas Kladek	Peter Roper	Larry Trujillo
Erwin Burk	Sophie Faust	Frances Kladek	Janice Roybal	Mary Lou Urenda
Clara Burk	Barb Ferrero	Grant Koury	Hannah Rush	Ben Valdez
Frances Burns	Peggy Fogel	Andrea Lopez	Anthony Sabatini	Bill Vidmar
Louie Carleo	Tony Gagliano	Carol Loterbauer	Aldea Sabo	Barbara Vidmar
George Carr	Shirley Gagliano	Rita Lumley	John Schnedler	Ray Warfield
Howard Carr	Garth Haigh	Dennis Mc Clure	Carol Schnedler	Aileen Warfield
Ernie Castro	Rick Hanger	James Mcgrath	H.L. Shriver	Everett White
Paul Conatore	Phil Harmann	Karen Mcgrath	Phyllis Sowell	Kathie White
Kirk Davis	Claire Harmann	Virginia Mitchell	Dennis Sowell	Bill Willging
Don Decesarso	Jana Hart	Janet Monack	John Spearing	Jean Williams
Tess Decesarso	Anna Hegler	Doris Morgan	Myles Standish	Paul Wright

Source: CDOT Project Team, 2010.

Park Advisory Committee Members

Dick Annand, formerly CDOT
Dan Centa, City Transportation Department
David Cockrell, Historic Preservation Commission
Judy DeHaven, formerly CDOT
Bob Gilliland, City Parks and Recreation Department
Cathy Green, Formerly City Planning Department
Joe Kocman, Bessemer Neighborhood
Tony Langoni, Historic Arkansas River Project
Mark Lowrey, North Side Neighborhood
Steven Meier, City Planning Department
David Miller, formerly CDOT
Susan Tenbrink, North Side Neighborhood
Bob Torres, CDOT
George Williams, Pueblo County Historical Society
Jeff Woerber, County Planning Department
Rich Zajac, City Parks and Recreation Department
Bill Zwick, City Planning Department
Consultant Team

Source: CDOT Project Team, 2010.

What is the Purpose and Need for this Project?

Short acceleration distances



Tight curves



Tight curves



Half interchanges



Purpose

The purpose of the New Pueblo Freeway project is to:

- Improve safety by addressing deteriorating roadways and bridges and nonstandard road characteristics on I 25.
- Improve local and regional mobility within and through the City of Pueblo to meet existing and future travel demands.

Need

The need of the New Pueblo Freeway project is to address:

- Safety problems. This corridor has high accident rates that exceed state averages, segments with narrow lanes, areas where shoulders are too narrow to safely accommodate a broken-down vehicle, on and off ramps with inadequate lengths to maneuver vehicles, and inadequate spacing of interchanges to safely merge into highway traffic.
- Mobility problems. In this segment there are interchanges that do not connect to appropriate City streets, a lack of alternative routes for north-south and east-west connectivity, areas of reduced speed, insufficient capacity for projected traffic forecasts and poor levels of service, aging bridges with inadequate bridge sufficiency ratings, and conflicts with local and regional travel.

Community Vision

I-25 must provide a balance between the needs of interstate and regional trips with the needs of local trips. Part of the balance must come from an adequate and maintainable local street network that provides alternate routes to local destinations.

I-25 must be a safe facility. Access must be provided to appropriate east/west local streets. Improvements must be accomplished while preserving the environmental, community, business, and the neighborhood values.

I-25 improvements must follow consistent state-of-the-art aesthetic guidelines that integrate design elements with the community. These guidelines must have community endorsement and reflect the culture, history, and character of Pueblo.

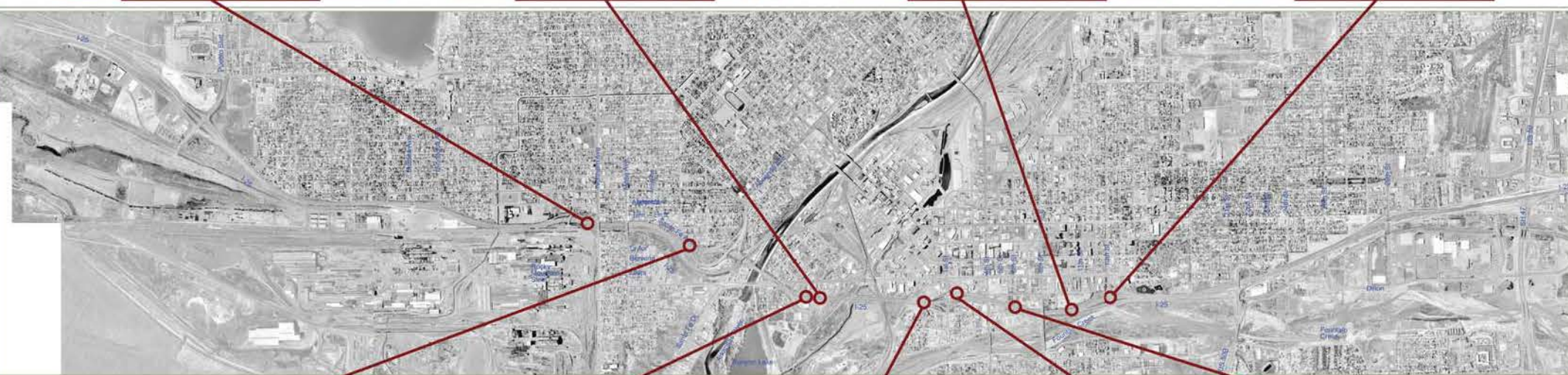
The connection between improvements and surrounding land use must be considered and planned as a part of our vision.

A high standard for the improvements to I-25 must be set and maintained. All improvements must be...

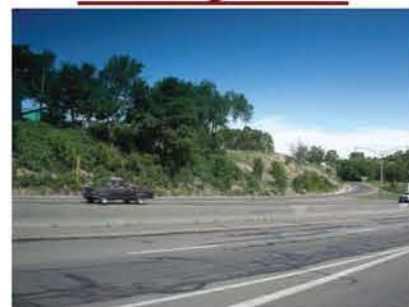
- Maintainable
- User friendly
 - Understandable
 - Communicates information clearly
 - Comfortable to drive
 - Provides personnel safety features (i.e., roadside telephones)
 - Meets driver expectations
- Multi-modal
- Fair treatment for those impacted
- Forward looking to accommodate
 - Future travel needs
 - Technology improvements

The implementation of this vision requires the continuing partnership between public agencies, the citizens, and private developers to support, implement, and fund improvements.

*Developed by the Pueblo Community Working Group, 2000.



the New Pueblo Freeway



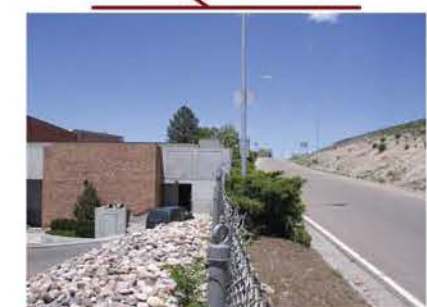
Sight distance problems



Aging bridges



Narrow shoulders



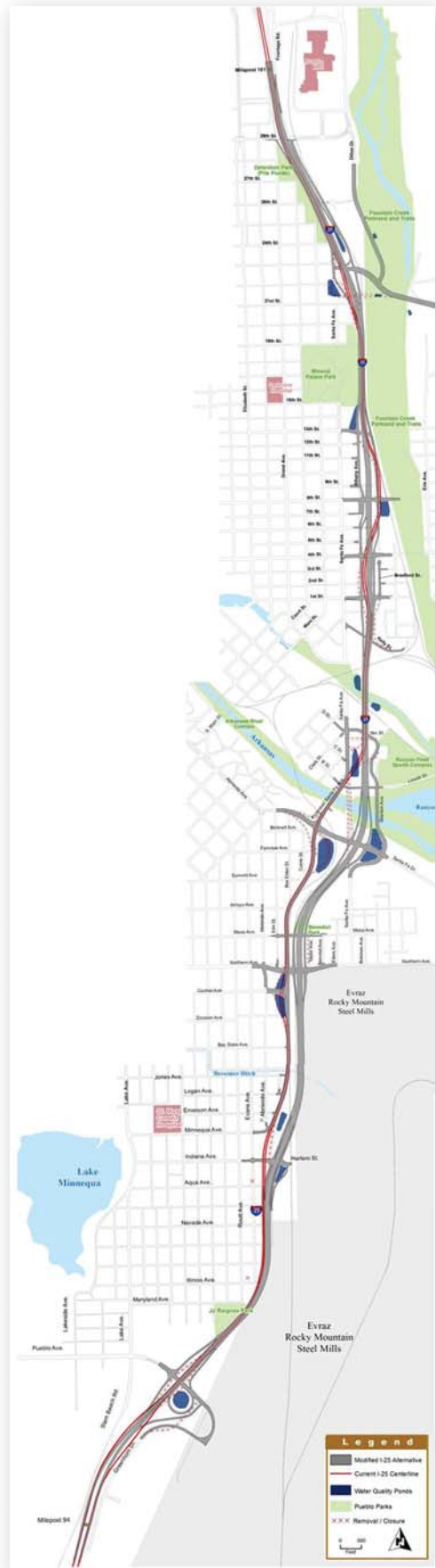
Steep exit ramps



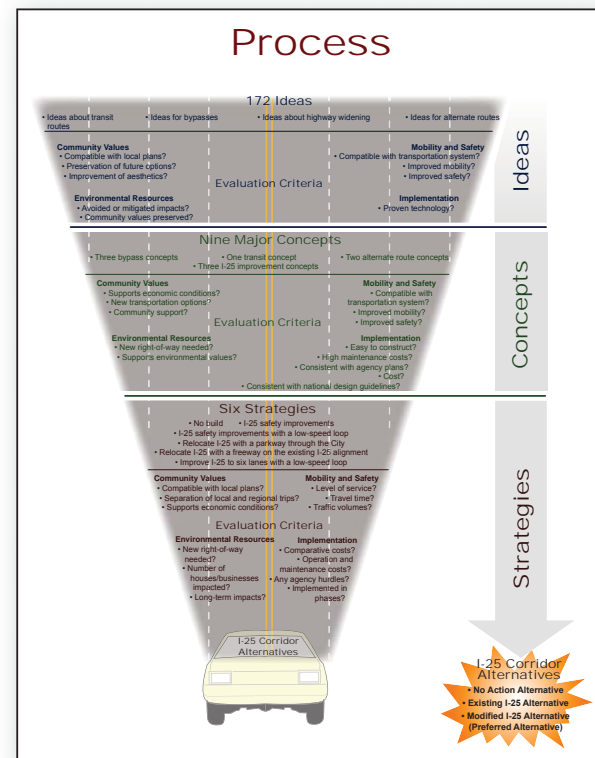
High accident rates

Source: The Pueblo Chieftain

Modified I-25 Alternative (Preferred Alternative)



How were the I-25 New Pueblo Freeway Alternatives Developed?

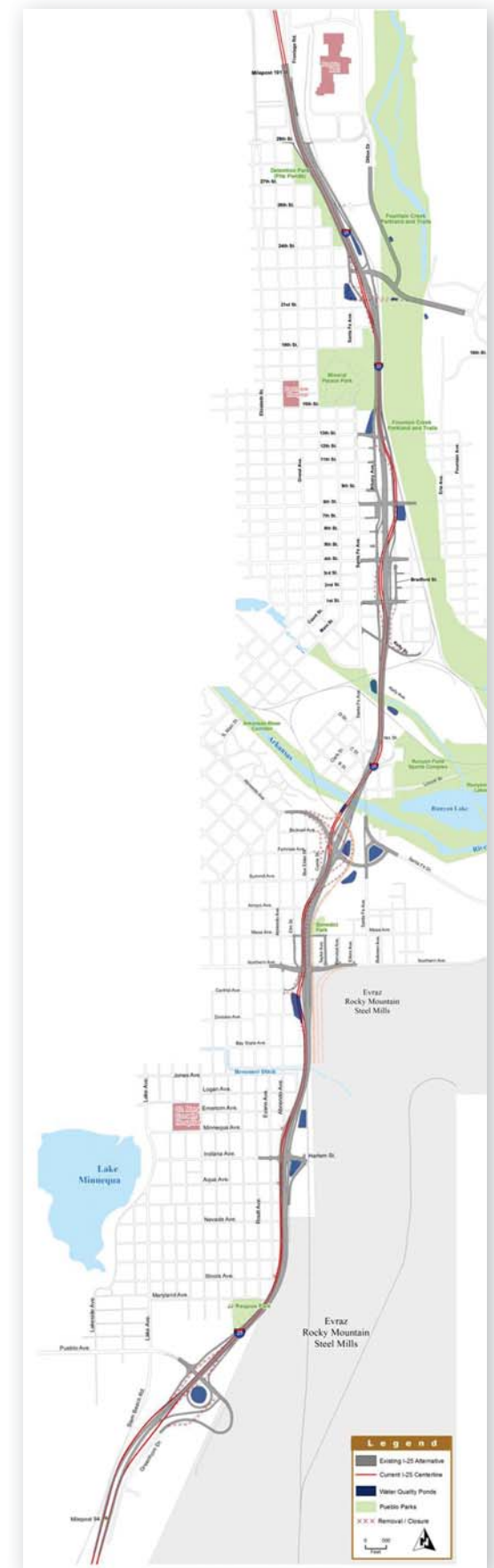


Range of Alternatives

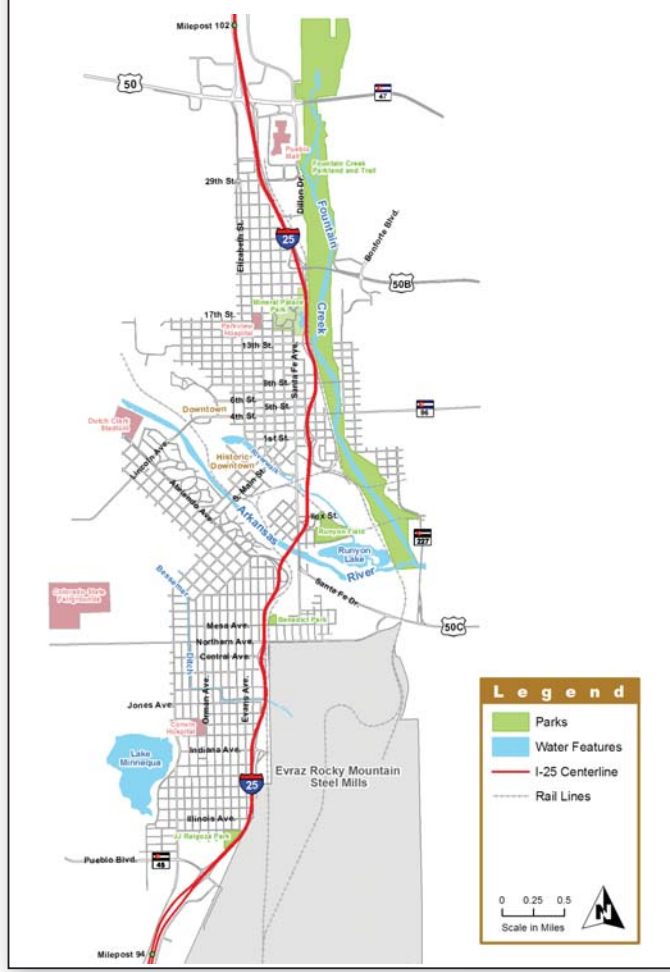
Concepts*	Ideas from the Public
Bypass Concepts	
Double Decking I-25 The second deck would be four lanes (two lanes in each direction) for high speed and limited access. Existing I-25 would continue to function as it does today.	<ul style="list-style-type: none"> Build a parallel route to I-25 Double deck the interstate
I-25 Bypass Build a high-speed bypass east or west of Pueblo. This new road would be four lanes (two lanes in each direction) with limited access. Existing I-25 would continue to function as it does today.	<ul style="list-style-type: none"> Build a beltway on the east side of Pueblo Build a perimeter road around Pueblo Extend Stern Beach to the east and connect it up again on the north end of town Build an I-25 bypass on the west side of Pueblo Build a bypass around Pueblo with limited access
Tunnel under existing I-25 The in-tunnel road would be four lanes (two lanes in each direction) with limited access. Existing I-25 would become a lower-speed facility and would no longer be classified as an interstate.	<ul style="list-style-type: none"> Increase capacity of I-25 by tunneling under the existing I-25
Alternate Route Concepts	
Lower-Speed Alternate Route Build a lower-speed beltway route around the City that would serve local trips which would normally travel on I-25. This would be a new four-lane (two lanes in each direction) road.	<ul style="list-style-type: none"> Build alternate routes (a beltway) around Pueblo Build a beltway route road around the town Make an alternate route for trucks
High Speed Alternate Route Build a high-speed, limited-access alternate beltway route around the City. This would be a new four-lane (two lanes in each direction) highway.	<ul style="list-style-type: none"> Build a beltway route around the town Make an alternate route for trucks
I-25 Improvement Concepts	
Eight Lanes on I-25 Add four lanes (two in each direction) to I-25 for a total of eight lanes. Straighten curves, widen shoulders, and improve the horizontal and vertical alignments. Build acceleration/deceleration lanes only at interchanges.	<ul style="list-style-type: none"> Provide 8 lanes on I-25 (4 in each direction) Straighten curves on I-25
Six Lanes on I-25 Add two lanes (one in each direction) to I-25 for a total of six lanes. Straighten curves, widen shoulders, and improve the horizontal and vertical alignments.	<ul style="list-style-type: none"> Provide 6 lanes on I-25 (3 in each direction) Straighten curves on I-25
Four lanes on I-25 with Continuous Acceleration/Deceleration Lanes Keep I-25 four lanes (two lanes in each direction) and add continuous acceleration/deceleration lanes the entire length of I-25. Straighten curves, widen shoulders, and improve the horizontal and vertical alignments.	<ul style="list-style-type: none"> Shift I-25 east between 13th and Abriendo Street Maintain 4 lanes on I-25 (2 lanes in each direction) Bring existing highway up to current design standards Straighten the curves on I-25
Transit Concept	
HOV Lanes on I-25 Build two High Occupancy Vehicle (HOV) carpool lanes (one lane each direction) on I-25 and increase bus service throughout Pueblo. Improvements to I-25 would remain necessary to address safety and mobility problems on the highway.	<ul style="list-style-type: none"> Build carpool/bus lanes on I-25 Build HOV lanes on I-25

*Transportation System Management and Travel Demand Management ideas were included in all of the concepts.

Existing I-25 Alternative



No Action I-25 Alternative



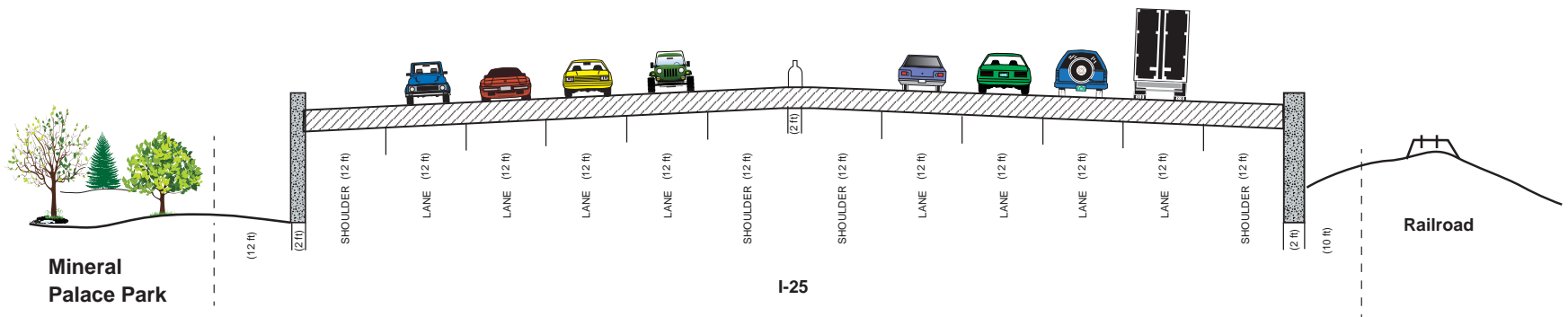
Notable Differences Between the Build Alternatives

- Alignment of the Highway
 - Existing I-25 Alternative follows the current I-25 alignment
 - Modified I-25 Alternative (Preferred Alternative) shifts I-25 east between the Arkansas River and Indiana Avenue, resulting in fewer curves
- Local Connectivity
 - Modified I-25 Alignment allows for new local roads including the Santa Fe and Stanton Avenue Extensions
 - Both Build Alternatives connect Abriendo Avenue across I-25, although Modified I-25 Alternative (Preferred Alternative) connection is more direct
- Railroad Relocation
 - Existing I-25 Alternative relocates the UPRR railroad between Abriendo Avenue and Minnequa Avenue
- Environmental Impacts
 - Modified I-25 Alternative (Preferred Alternative) results in fewer impacts to Steelworks Suburbs Historic District
 - Modified I-25 Alternative (Preferred Alternative) creates a larger, contiguous Benedict Park
 - Existing I-25 Alternative results in fewer property acquisitions and business displacements
 - Existing I-25 Alternative acquires homes from the Bessemer Neighborhood, west of I-25
 - Modified I-25 Alternative (Preferred Alternative) acquires all homes in the Grove Neighborhood east of I-25 and more homes in the Eiler Heights sub-area of the Bessemer neighborhood
 - Existing I-25 Alternative impacts fewer acres of jurisdictional wetlands

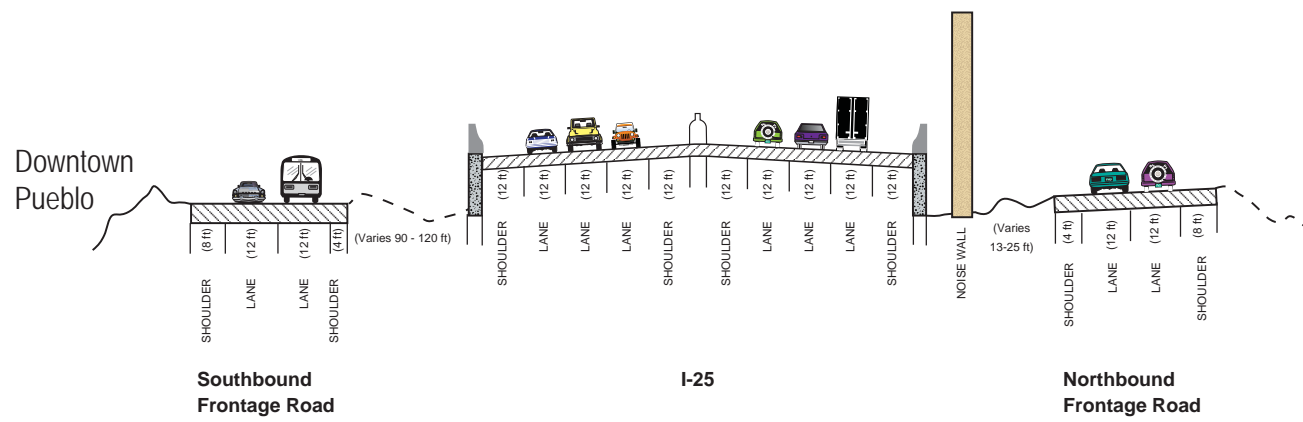
I-25 Roadway Cross Sections

Preferred Alternative

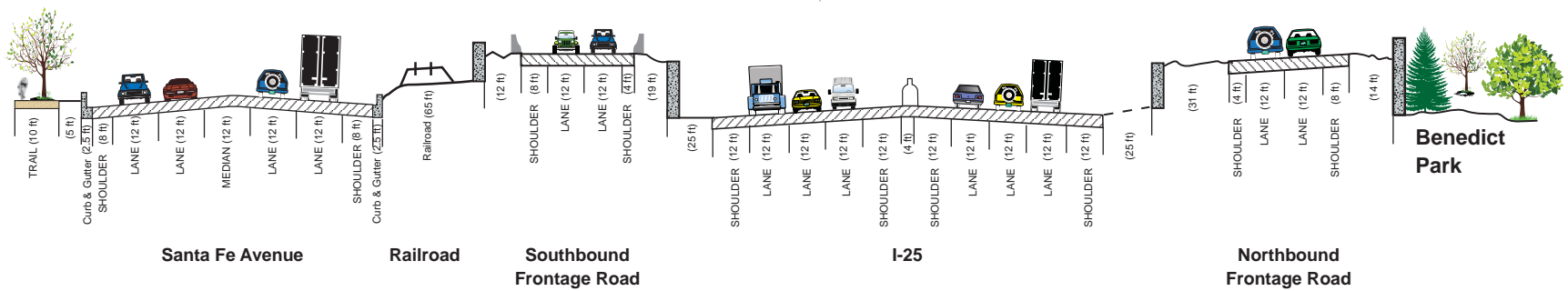
Mineral Palace Park



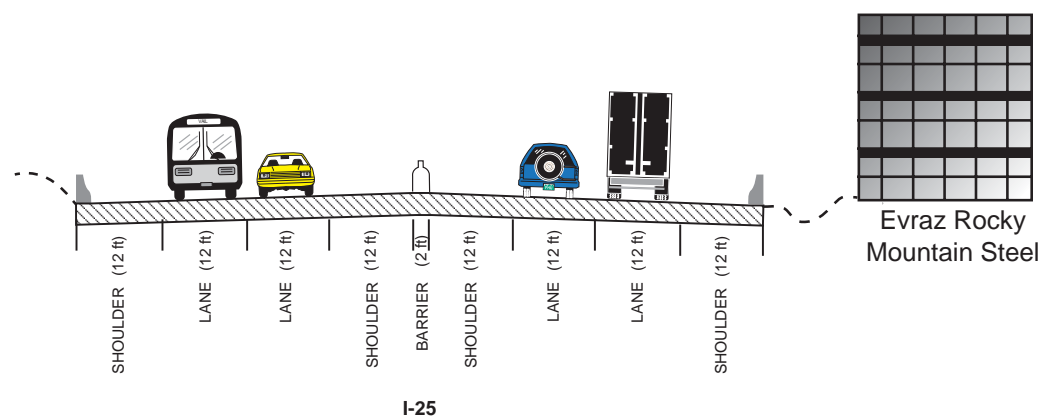
Downtown



Northern Mesa



Pueblo Boulevard



Why is the Modified I-25 Alignment the Preferred Alternative?

- ❖ Best meets project Purpose and Need
 - ▶ Improves east/west connectivity through better interchanges (e.g. a more direction to I-25 at Abriendo Avenue)
 - ▶ Builds north/south off-highway capacity via the Santa Fe Avenue, Dillon Drive, and Stanton Avenue extensions
- ❖ Represents the Least Environmentally Damaging Practicable Alternative
- ❖ With the proposed mitigation, causes the Least Harm to Section 4(f) properties
- ❖ Supported by local officials
 - ▶ City Council Resolution of Support in March 2013
 - ▶ Pueblo County Commissioners Resolution of Support in April 2013
 - ▶ PACOG Resolution of Support in April 2013
 - ▶ Preferred by City Parks and Recreation Department based on parks/trail improvements (July 2010)

What has Changed Between the Draft and Final Environmental Impact Statements?

Phasing

- ❖ Phase 1 has been refined to encompass all improvements in the North Area (29th Street to the Ilex Viaduct)
- ❖ Phase 2 encompasses all improvements south of the Ilex interchange to the Pueblo Boulevard interchange to be considered after Phase 1 improvements are complete.

Public and Agency Comments

- ❖ The Final EIS addresses public and agency comments received on the Draft EIS

Design Modifications

- ❖ The Preferred Alternative was refined to reduce I-25 to 4 lanes south of Indiana Avenue

Updates to Environmental Resources

- ❖ Finalized the Programmatic Agreement for mitigation of impacts to historic properties
- ❖ Performed additional surveys for the “needs data” historic archaeological sites identified in the Draft EIS
- ❖ Conducted Section 6(f)(3) coordination with Colorado Parks and Wildlife for conversion of parklands that received Land and Water Conservation Fund assistance
- ❖ Updated noise and hazardous materials analyses to comply with new Federal regulations and guidelines. CDOT will conduct a survey of residents impacted by noise for their preference of noise mitigation.

Funding and Phasing of the Preferred Alternative

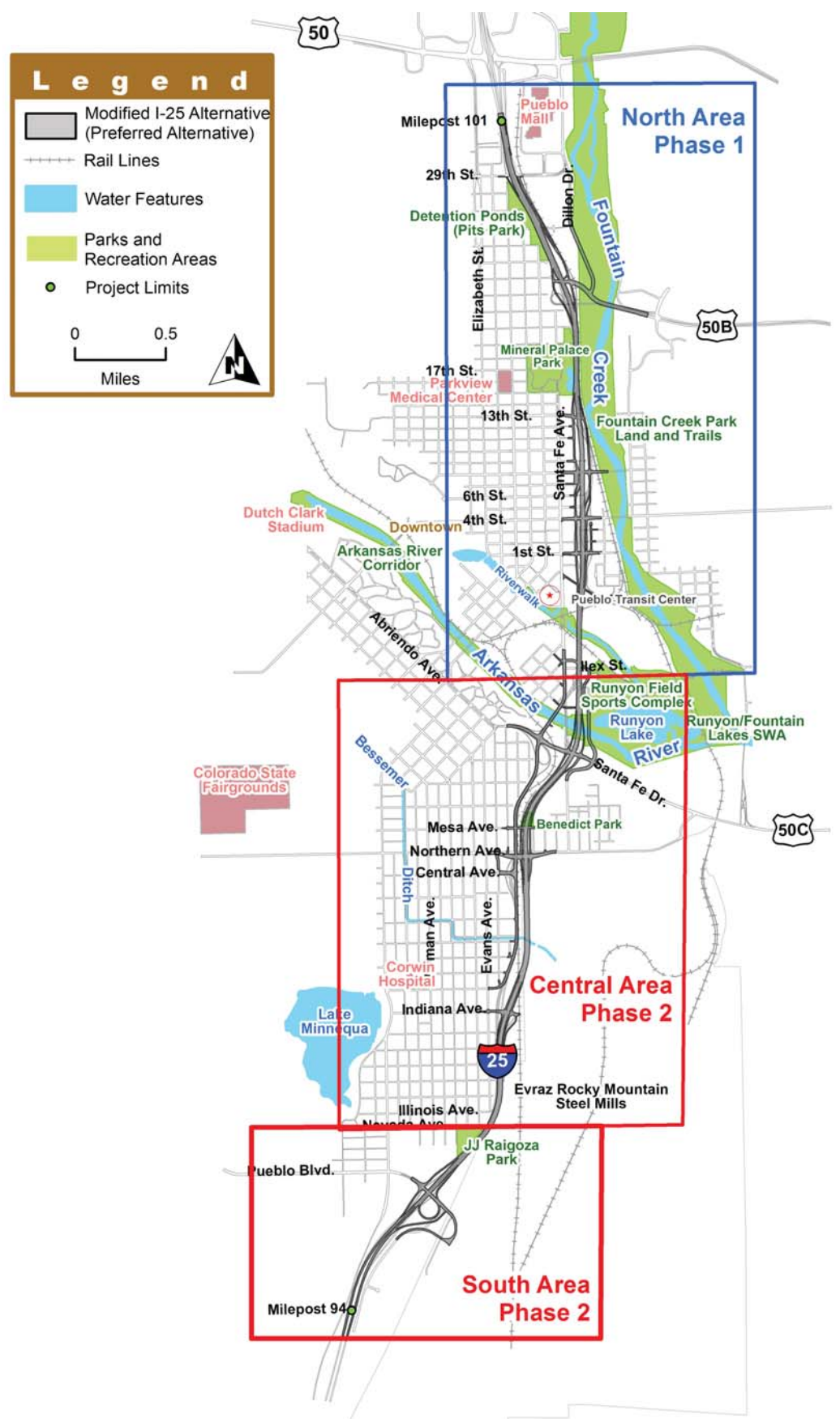
- ❖ Total cost of Preferred Alternative
 - Approximately \$760 million (2010 dollars)

- ❖ Project will be implemented in two phases

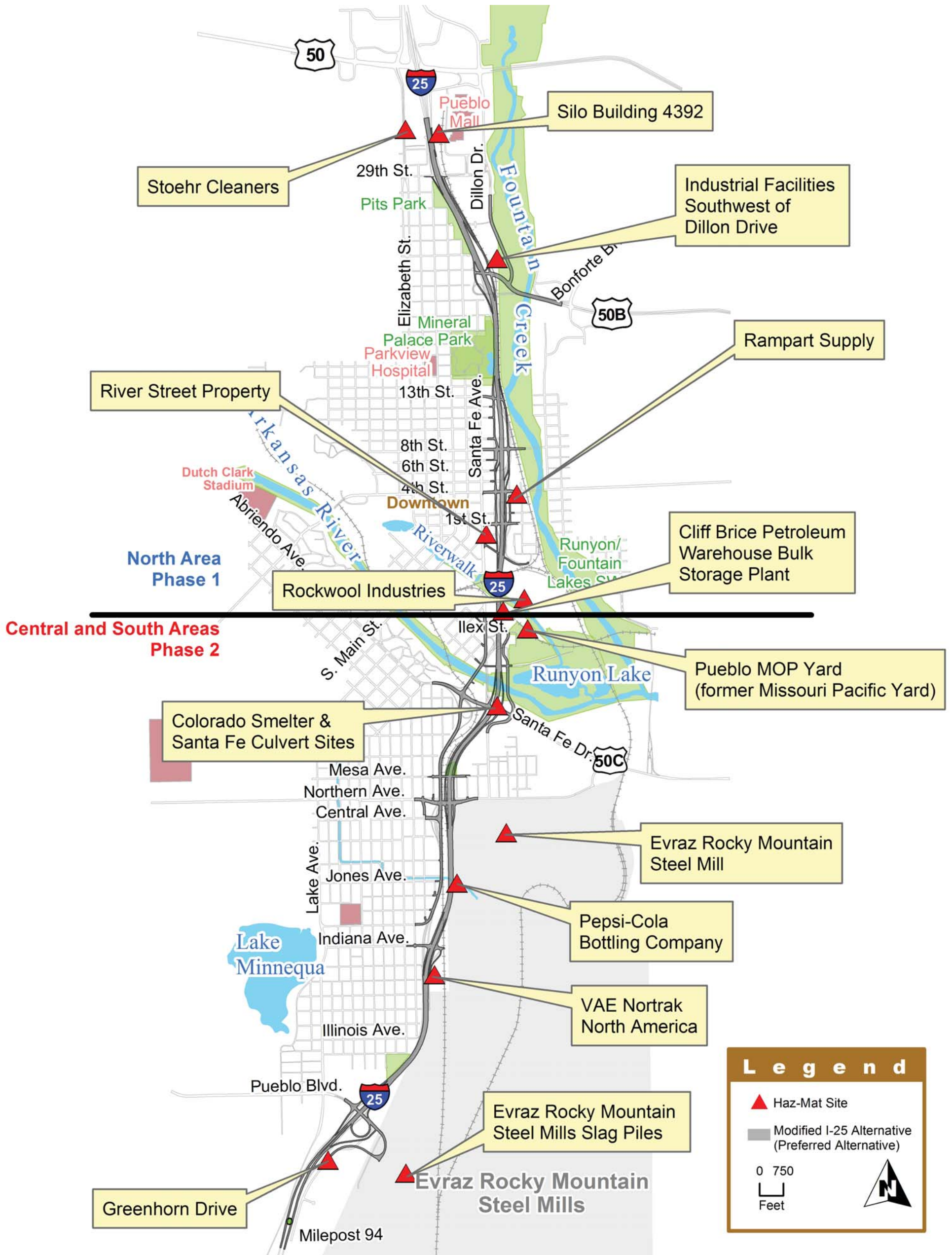
- ❖ Phase 1 consists of highway widening and interchange reconstruction from 29th Street south to the Ilex bridges and is expected to cost between \$300-315 million

- ❖ The first Record of Decision will clear all improvements in Phase 1.

- ❖ Funding for the Ilex Bridges replacement has been identified and will be the first construction project.



Hazardous Materials



Historic Properties

- ❖ **CDOT surveyed approximately 900 historic properties and found:**
 - ▶ About 200 eligible or listed properties in project's Area of Potential Effect (APE)
 - ▶ 5 eligible districts with 587 contributing properties

- ❖ **CDOT has never undergone an analysis with this many resources**

- ❖ **Impacts:**

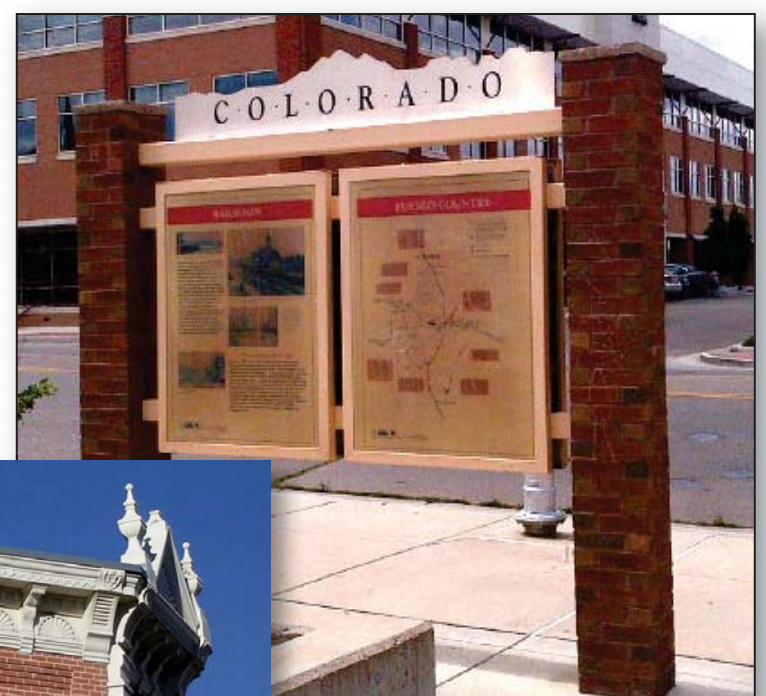
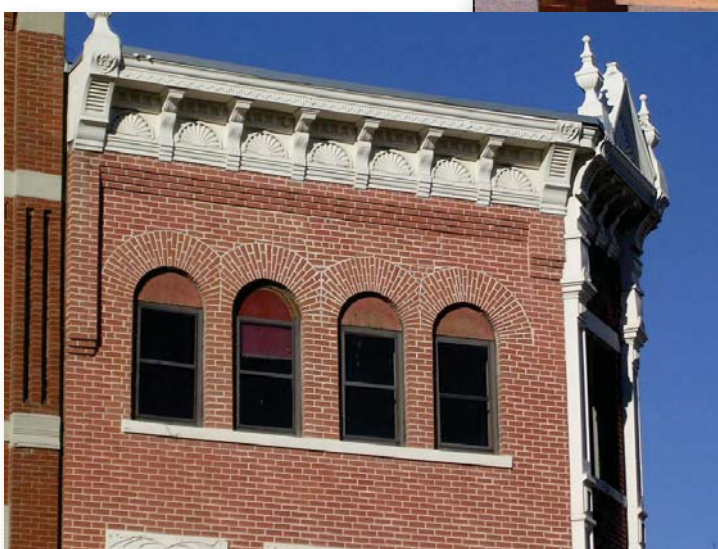
- ▶ Preferred Alternative results in adverse effects to 40 historic resources including four historic districts (North Side, Second Ward, Grove, and Steelworks Suburbs). No impacts to known historic archaeological sites.

- ❖ **Phase 1 Mitigation includes:**

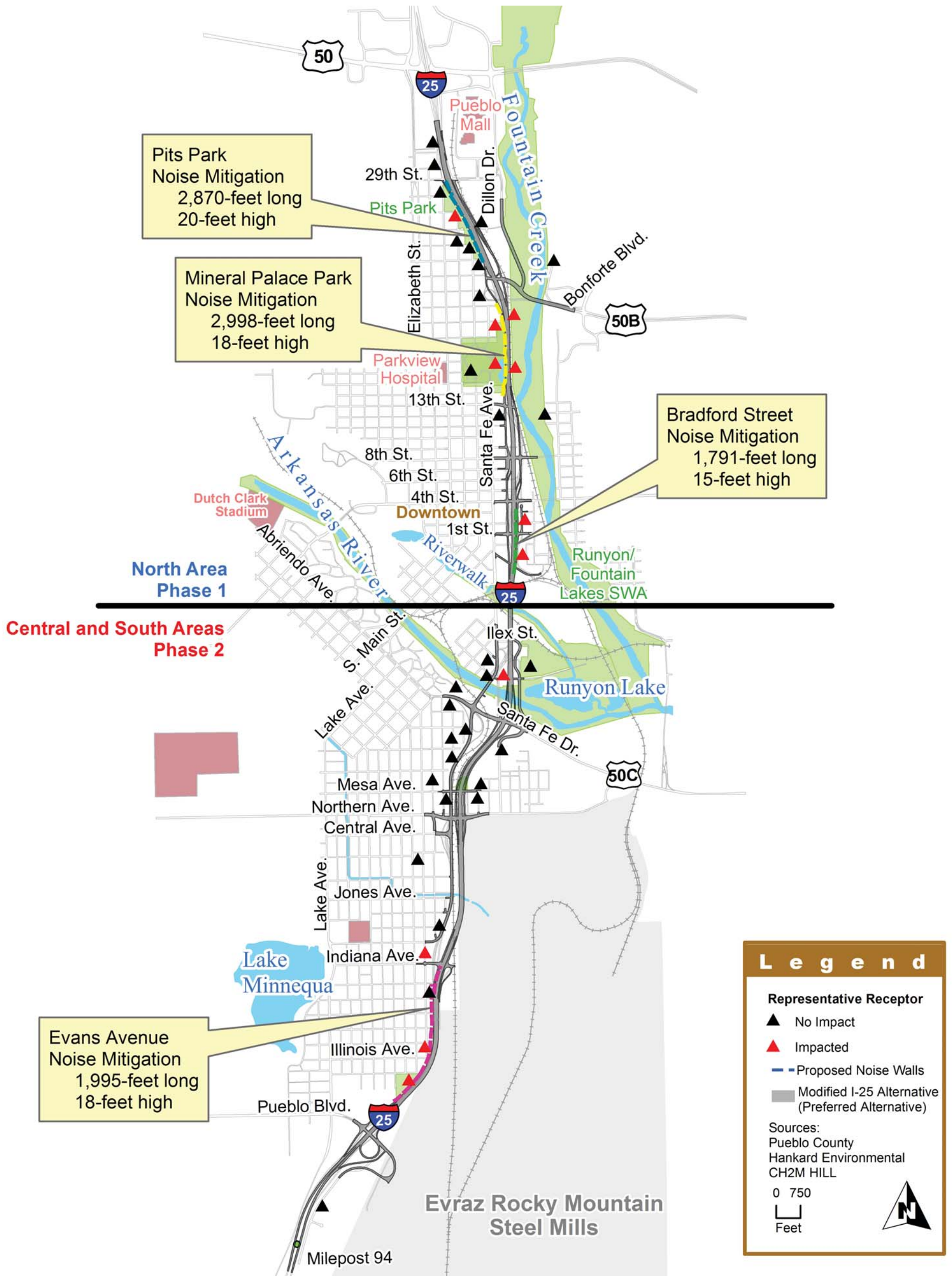
A "Programmatic Agreement" between CDOT, FHWA, the Colorado State Historic Preservation Office, and Consulting Parties reflects efforts to identify specific categories of mitigation for further consultation and investigation. Ideas may include:

- ▶ Creative/interpretive mitigation in Mineral Palace Park
- ▶ Archival documentation and photography
- ▶ Resource relocation

CDOT will also consider partnering opportunities with other groups and agencies to participate in funding and implementation of the mitigation plan.



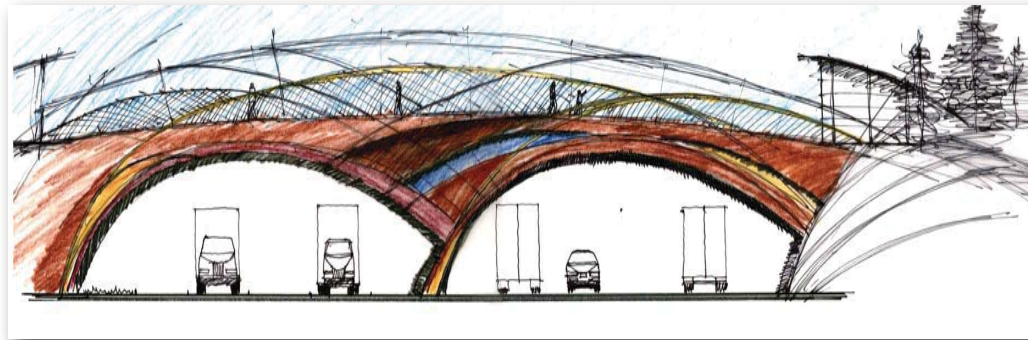
Noise Impacts and Mitigation



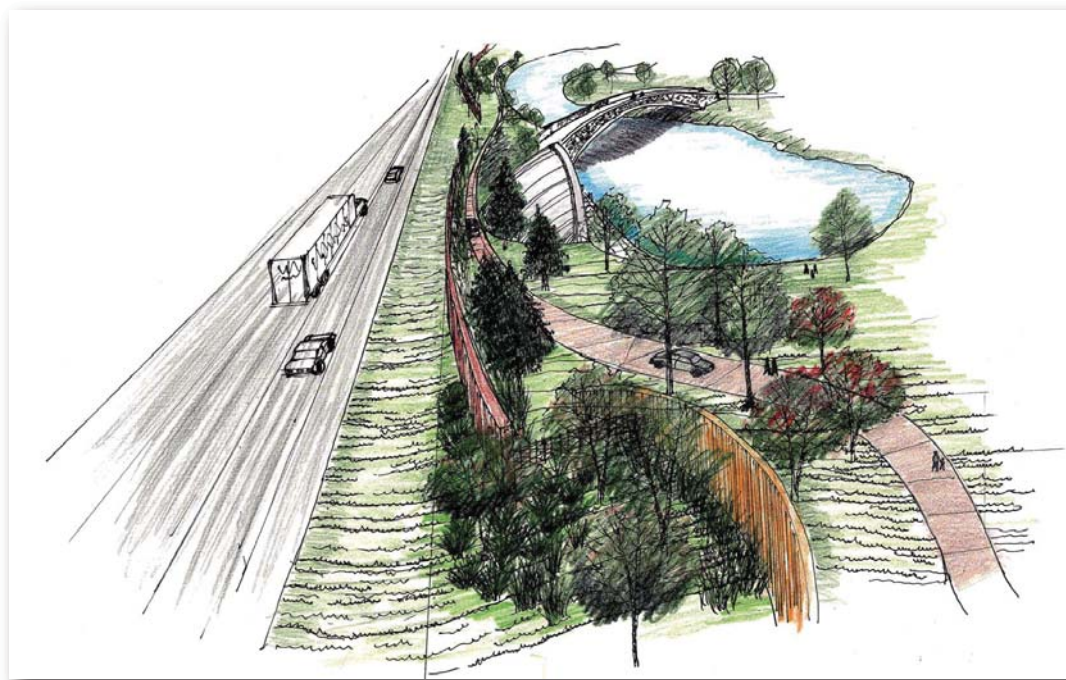
Noise Wall/Aesthetics



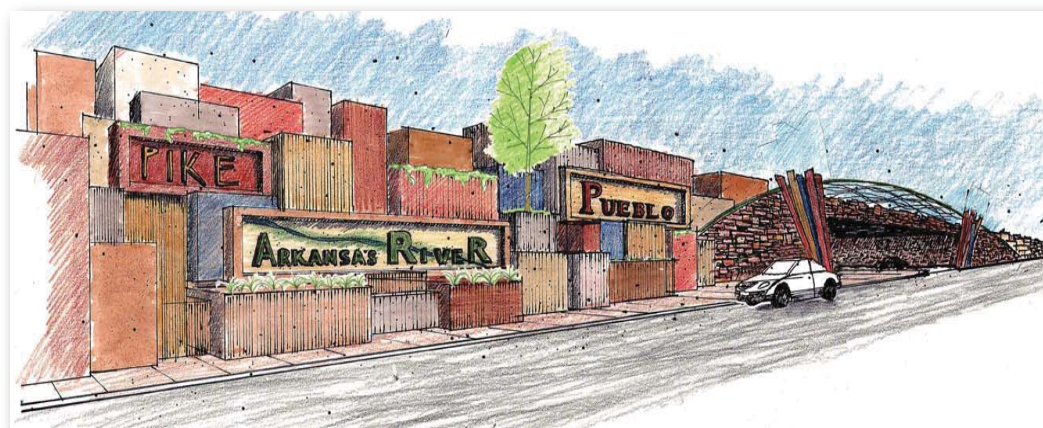
Option for Pedestrian Bridge at Mineral Palace Park



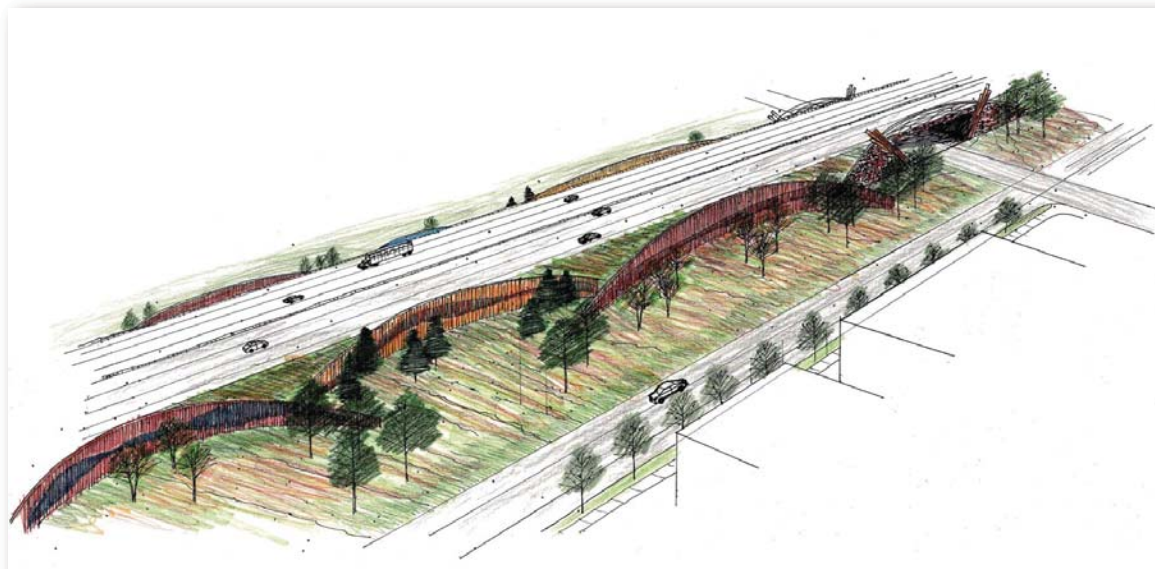
Option for Pedestrian Bridge at Mineral Palace Park



Potential Wall at Mineral Palace Park



One Option for Retaining Wall Treatment



One Option for Downtown Retaining Wall Treatment

Parks and Recreation

❖ 8 parks in project area

❖ **Impacts:**

– Preferred Alternative directly impacts 5 parks

Phase 1:

- Mineral Palace Park
- Fountain Creek Parkland/trail

Phase 2:

- Arkansas River corridor
- Benedict Park
- Runyon/Fountain Lakes SWA

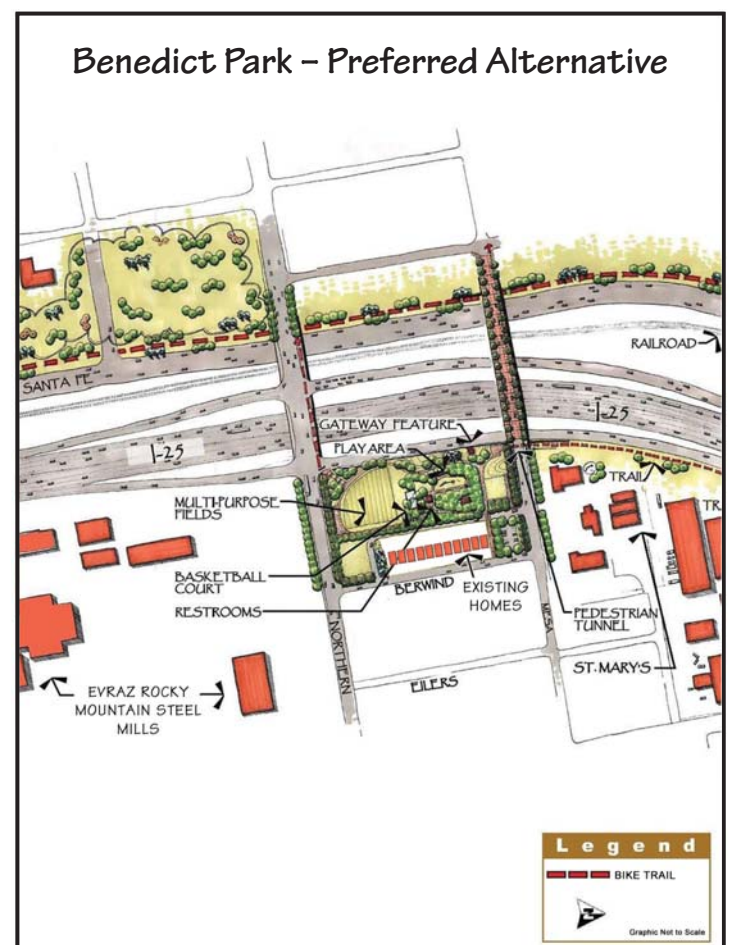
❖ **Mitigation:**

- Parks Advisory Committee formed to develop mitigation
- Temporary trail closures/detours as needed during construction
- Provide equal value exchange (these are properties funded by Federal Land and Water Conservation Act funds) for all Section 6(f)(3) assisted properties impacted by the project

Phase 1



Phase 2



Other Resources

- ✓ Utilities
- ✓ Energy
- ✓ Noxious Weeds
- ✓ Paleontological Resources
- ✓ Soils and Geology
- ✓ Construction Impacts

Current Projects in the Corridor



I-25 New Pueblo Freeway Interchange Video Simulation

This 10-minute video shows how each of the following intersections will operate:

Phase 1

North Area

29th Street

1. Southbound I-25 to 29th Street
2. Northbound I-25 to 29th Street
3. East / Westbound 29th Street to Southbound I-25
4. East / Westbound 29th Street to Northbound I-25

US50B

5. Southbound I-25 to Eastbound US 50B
6. Northbound I-25 to Eastbound US 50B
7. Westbound US50B to Southbound I-25
8. Westbound US50B to Northbound I-25

Downtown

9. Southbound I-25 to 13th, 12th, 11th, 9th, 8th, 7th, and 6th Streets
10. Southbound I-25 to 4th and 1st Streets
11. Northbound I-25 to 1st and 4th Streets
12. Northbound I-25 to 8th and 13th Streets
13. 13th, 12th, 11th, 9th, 8th, 7th, 6th, 4th, and 1st Streets to Southbound I-25
14. 1st, 4th, 8th, and 13th Streets to Northbound I-25

Phase 2

Central Area

Northern / Mesa / Santa Fe Avenues

15. Southbound I-25 to Santa Fe, Mesa, and Northern Avenues
16. Northbound I-25 to Northern, Mesa, and Santa Fe Avenues
17. Santa Fe, Mesa, and Northern Avenues to Southbound I-25
18. Northern, Mesa, and Abriendo Avenues to Northbound I-25

Indiana Avenue

19. Southbound I-25 to Indiana Avenue
20. Northbound I-25 to Indiana Avenue
21. Indiana Avenue to Southbound I-25
22. Indiana Avenue to Northbound I-25

Local Access

23. Central Avenue to Southbound I-25
24. Central Avenue to Northbound I-25
25. Abriendo Avenue to Southbound I-25
26. Abriendo Avenue to Northbound I-25
27. Southbound I-25 to Runyon Field
28. Northbound I-25 to Runyon Field

South Area

Pueblo Boulevard

29. Southbound I-25 to Pueblo Boulevard
30. Northbound I-25 to Pueblo Boulevard
31. Pueblo Boulevard to Southbound I-25
32. Pueblo Boulevard to Northbound I-25

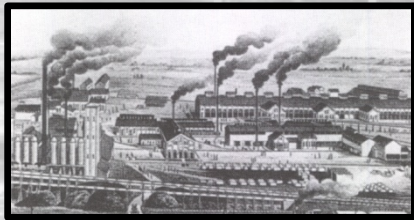
Public Hearing – Presentation



I-25 New Pueblo Freeway

EIS Final Hearing

October 3, 2013



U.S. Department of Transportation
Federal Highway Administration



the
New Pueblo Freeway

Welcome

- Welcome everyone to the Final Hearing of the Environmental Impact Statement (EIS) for the New Pueblo Freeway.

October 3, 2013 5:30 – 7:30 pm



the
New Pueblo Freeway



U.S. Department of Transportation
Federal Highway Administration



Purpose and Need / Community Vision

- Improve safety by addressing deteriorating roadways and bridges and unsafe road characteristics on I-25
- Improve local and regional mobility within and through the City to meet existing and future travel demands

Community Vision

I-25 must provide a balance between the needs of interstate and regional trips with the needs of local trips. Part of the balance must come from an adequate and maintainable local street network that provides alternate routes to local destinations.

I-25 must be a safe facility. Access must be provided to appropriate east/west local streets. Improvements must be accomplished while preserving the environmental, community, business, and the neighborhood values.

I-25 improvements must follow consistent state-of-the-art aesthetic guidelines that integrate design elements with the community. These guidelines must have community endorsement and reflect the culture, history, and character of Pueblo.

The connection between improvements and surrounding land use must be considered and planned as a part of our vision.

A high standard for the improvements to I-25 must be set and maintained. All improvements must be....

- ◆ Maintainable
- ◆ User friendly
 - ◇ Understandable
 - ◇ Communicates information clearly
 - ◇ Comfortable to drive
 - ◇ Provides personal safety features (i.e., roadside telephones)
 - ◇ Meets driver expectations
- ◆ Multi-modal
- ◆ Fair treatment for those impacted
- ◆ Forward looking to accommodate
 - ◇ Future travel needs
 - ◇ Technology improvements

The implementation of this vision requires the continuing partnership between public agencies, the citizens, and private developers to support, implement, and fund improvements.

Partners



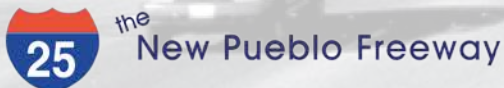
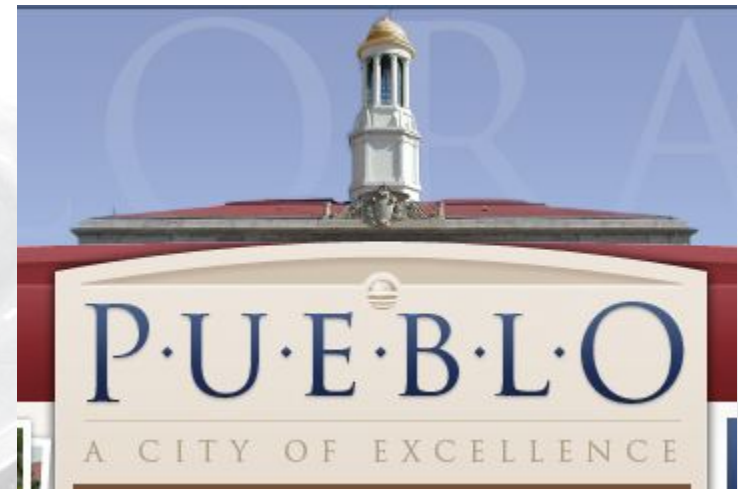
Pueblo County Commissioners

- Liane “Buffie” McFayden
- County Commissioner District 2

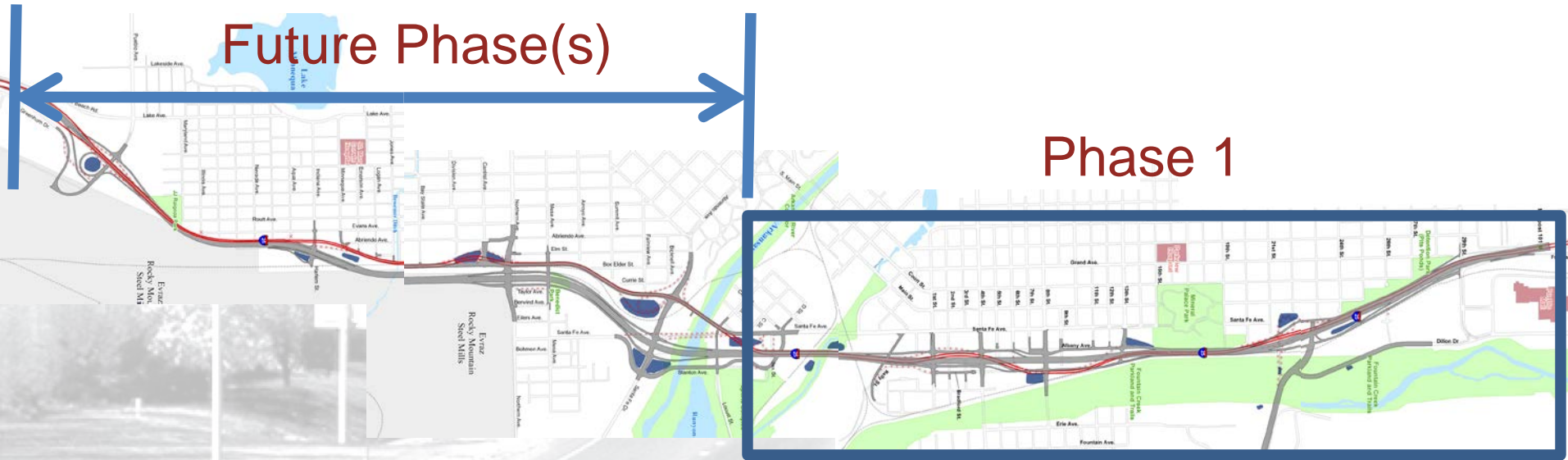


Pueblo City Council

- Chris Nicoll
- City of Pueblo City Council Vice President



Preferred Alternative



the New Pueblo Freeway



U.S. Department of Transportation
Federal Highway Administration



Comments

- Draft EIS Comments - In Appendix G, the last section of the Final EIS document are the comments we received and how those comments were addressed in the Final EIS
- Final EIS Comments - We will publish how we addressed those comments in the Record of Decision for the Phase 1 area. Our schedule shows we expect to have the ROD published in January of 2014.
- Ground rules for verbal comments this evening. Each person has 3 minutes at the microphone to provide their comment. A court reporter will record verbal comments for documentation.

Thank You

- Thank you for attending the Final Hearing for the Environmental Impact Statement for the New Pueblo Freeway and for providing comments on the Final Environmental Impact Statement.
- Staff are available this evening to discuss the project and answer any questions you might have.
- Comments on the Final Environmental Impact Statement will be received between September 13, 2013 and October 15, 2013.

Public Hearing – Transcript

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PUBLIC HEARING
RE
FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
NEW PUEBLO FREEWAY

OCTOBER 3, 2013

Rawlings Library
100 East Abriendo Avenue
Pueblo, Colorado 81004

1 MR. GLENN BALLANTYNE: From CDOT I would like
2 to introduce you to Tom Wrona.

3 MR. TOM WRONA: Thank you, Glenn.

4 Welcome everyone. Good evening. Great
5 turnout, and --

6 COMMISSIONER BUFFIE MCFADYEN: Good evening.

7 MR. TOM WRONA: Hey. Commissioner McFadyen,
8 how are you?

9 Great place for a meeting, and great turnout.
10 You can actually see the highway from the windows over
11 there, so you -- you can tell that we've got some work
12 to do out there (indicating).

13 I want to thank you all for -- for showing up
14 this evening and showing your interest in your community
15 by attending our final hearing for the Environmental
16 Impact Statement for the New Pueblo Freeway.

17 I'm the Region 2 Transportation Director for
18 CDOT, Tom Wrona, and I have been involved with this
19 project from the beginning, from its infancy actually
20 when we first started looking at the original project of
21 re -- reconstructing the corridor back many, many years
22 ago at I-25 and U.S. 50 and Highway 47. So been around
23 here quite awhile.

24 I just want to start out by reminding you of
25 why we're here tonight. We have an aged and

1 deteriorating freeway that passes through Pueblo and
2 it's -- it's in dire need of updating. The Purpose and
3 Need for the corridor is to improve safety by addressing
4 deteriorated roadways and bridges and nonstandard road
5 characteristics on I-25, and to improve local and
6 regional mobility both within and through Pueblo.

7 The needs are apparent as you drive through
8 Pueblo, you see -- or you -- you experience low-speed
9 curves; short, tight and sometimes steep on and off
10 ramps; narrow bridges, lack of shoulders, and lack of
11 good east/west connectivity at most of the interchanges
12 as you travel through the highway.

13 We use this Purpose and Need to guide the
14 many community involvement meetings in development of a
15 community vision; that vision, along with the Purpose
16 and Need, have guided the design, development of the New
17 Pueblo Freeway.

18 Partners.

19 Next slide.

20 UNIDENTIFIED FEMALE SPEAKER: Sorry.

21 MR. GLENN BALLANTYNE: We're working on the
22 technology. It was a good idea.

23 MR. TOM WRONA: Yeah.

24 Many, many partners throughout this effort.
25 So many people have been involved in the development of

1 this project, and I want to express CDOT's and FHWA's
2 gratitude to the citizens of Pueblo, you have been
3 involved by giving input and direction, starting from
4 the community meetings to the focus groups, and through
5 both reviews of the EIS document; City staff, County
6 staff, CDOT's staff; CDOT's consultant team and FHWA
7 have years towards completion of this document.

8 The Pueblo Area Council of Governments has
9 been a steady partner working to align the long-term
10 transportation needs of Pueblo in conjunction with this
11 document.

12 And tonight we have several honored guests
13 representing local government, Pueblo County
14 Commissioners, Pueblo City Council, like to recognize
15 them at this time.

16 We've got County Commissioner Buffie
17 McFadyen, and --

18 COMMISSIONER BUFFIE MCFADYEN: Councilman
19 Chris Nicoll.

20 MR. TOM WRONA: -- Councilman Chris Nicoll,
21 and we have got several other council folks in the room.
22 I just ran into Councilwoman Nawrocki in the back, and
23 Councilman Ed Brown (indicating).

24 Anyone else I forgot? Any other elected
25 officials raise your hand so I can point you out.

1 (No response.)

2 MR. TOM WRONA: That's it? Okay.

3 Transportation Commissioner Thiebaut was
4 unable to attend the meeting tonight, he sends his
5 regrets.

6 I'd just like to move forward now by
7 introducing one of our true transportation champions,
8 County Commissioner McFadyen, and invite her to say a
9 few words.

10 COMMISSIONER BUFFIE MCFADYEN: Great. Thank
11 you. Thanks, Tom.

12 Okay, who's excited? We're communicating in
13 our own community, this is a big deal, isn't it, Pueblo?

14 UNIDENTIFIED FEMALE SPEAKER: Right. You
15 bet.

16 COMMISSIONER BUFFIE MCFADYEN: I am going to
17 apologize, Transportation Commissioner Bill Thiebaut
18 couldn't make it tonight, his daughter just got out of
19 knee surgery in Denver, she's actually recuperating out
20 of the ER(sic) -- or the surgery as we speak, and I want
21 to tell you I'm excited about our new transportation
22 commissioner.

23 There are 10 counties in our transportation
24 district -- we have Custer, Huerfano, Las Animas,
25 Pueblo, Otero, Baca, Bent, Prowers, Kiowa, and I believe

1 Crowley -- I think I got them all -- since Bill Thiebaut
2 came on as our Transportation Commissioner -- where is
3 Greg -- last month, very recently -- where is Greg
4 Severance, 'cause I know he's been traveling a lot with
5 him -- he's been -- a month, a month-and-a-half and he's
6 been to all 10 counties and met with all local
7 governments in those counties and the people who are in
8 those communities, so I believe we're starting a new era
9 for our end of the state.

10 I can tell you a few months ago, back in
11 March, I don't think that we -- we were on a direct
12 course to accessing funding, and -- and I think we're
13 pointing the compass in a different direction here in
14 Pueblo, and I -- I would like to think more people are
15 here tonight than normal because, as Joe DeHeart -- one
16 of the kindest people who works at CDOT -- would say,
17 this is very real now. For years and years and years --
18 let's -- let's think about how long we have been
19 studying I-25, does anybody know how many exact years?

20 UNIDENTIFIED MALE SPEAKER: About twelve.

21 COMMISSIONER BUFFIE McFADYEN: Darn close --
22 I heard it -- 13 years. Back in 2000 what were you
23 doing? I know I wasn't doing this, I wasn't even in
24 office back in 2000, and finally, finally we have gotten
25 together collectively.

1 And -- and the question's always been what
2 does PACOG do -- Pueblo Council Area of
3 Governments -- this is our biggest function in
4 government. The Pueblo Area Council of Governments
5 represents all of our local entities, and this is our
6 biggest charge, is ensuring that we work with the State
7 to draw down our transportation dollars and federal
8 transportation dollars by planning our future
9 appropriately.

10 Why is today so important? Well, we poked
11 the bear a little bit down here.

12 Tom, I think we're in a different position
13 today than we were just in March, this is an exciting
14 day.

15 MR. TOM WRONA: Right.

16 COMMISSIONER BUFFIE McFADYEN: It's exciting
17 for CDOT staff, it's exciting for Pueblo County
18 government and City government working together.
19 Finally we woke the bear up in Denver and reminded the
20 State this is the oldest section of I-25 in the state of
21 Colorado.

22 I know we have people in the room that can
23 tell stories of what was happening when we put the new
24 highway in, right, Scott Hobson, one of the
25 hardest-working people for the City of Pueblo.

1 This is an exciting day. We are on the verge
2 of drawing down the needed funds.

3 Right, Tom Wrona? I want to see you excited
4 a little bit, this is a big deal.

5 MR. TOM WRONA: I'm behind you.

6 COMMISSIONER BUFFIE MCFADYEN: Okay.
7 Because we're going forward no matter what, and we want
8 you to come along.

9 MR. TOM WRONA: Okay, I will.

10 COMMISSIONER BUFFIE MCFADYEN: Okay, good.

11 We are on the verge of finally bringing home
12 badly needed dollars to Pueblo. This EIS, this
13 environmental study has been in the works for 13 years,
14 and it's time for Pueblo to get out of its own way and
15 let's work together to be successful. That's what this
16 meeting's about, it's about communicating directly with
17 CDOT staff. That's incredibly important, because the
18 people who are impacted the most are along the I-25
19 corridor.

20 And not that anybody needs a lot of
21 politicians, but we do have Councilwoman Nawrocki here,
22 we do have Councilwoman(sic) -- Councilman Ed Brown
23 here, we do have Councilman Chris Nicoll here, and I
24 believe we had Councilman Steve Nawrocki here earlier,
25 and I am here on behalf of our three commissioners,

1 Terry Hart, Sal Pace and myself.

2 We are excited, this is a big deal, we need
3 to work together, and you know what, I think we have the
4 State's attention -- not only the State, the federal
5 government's attention -- and it's about time, Pueblo,
6 isn't it?

7 (Applause.)

8 COMMISSIONER BUFFIE MCFADYEN: Yes.

9 I want especially to thank Mr. Hobson, from
10 the City of Pueblo, and Mr. Severance, who's in the
11 front, on behalf of Pueblo County, who really have
12 worked in ways that we haven't seen collaboration in a
13 long time.

14 In March we weren't doing as well, but it's
15 now October and I'm hoping we're getting a few dollars
16 down here. We're not taking no for an answer.

17 And we're so thankful we have the
18 relationship we have today with the City, the County and
19 CDOT.

20 Thank you staff at CDOT, thank you Region 2
21 staff, you guys are awesome, and our relationship is
22 bound to grow, and that, along with the relationship
23 with our new Transportation Commissioner Bill Thiebaut,
24 along with the support of the nine other counties in
25 Region 2, we're going to work together and put Southern

1 Colorado back on the map.

2 And with that I am enthusiastic to bring up
3 our At-Large Councilman Chris Nicoll on behalf of City
4 Council, who is a graduate of East High School.

5 AT-LARGE COUNCILMAN CHRIS NICOLL: That's
6 right. That's right.

7 (Applause.)

8 AT-LARGE COUNCILMAN CHRIS NICOLL: Thank you,
9 Commissioner McFadyen.

10 It's truly exciting to be here, it's truly an
11 exciting time to serve on City Council. This is a
12 historic project, we get to work together as a team, and
13 as a -- by a "team" I mean together jointly with -- with
14 our State partners, with our County Commissioners, who
15 we really have a great -- truly good working
16 relationship, it's just -- I think that the stars are in
17 alignment right now as far as us, the City, the City
18 Council, what's going on at the County, the County
19 Commissioners being able to collaborate and work
20 together on -- on projects such as these, and get --
21 truly get behind this and try to get this project -- get
22 the notice, the recognition that it deserves so that
23 Pueblo gets its share of those State tax dollars.

24 And -- and, so, one of the things that I
25 really want to talk about, because it's something that's

1 been on all of our minds on City Council, is our economy
2 and how we improve our economy. This -- this project
3 has the capacity to do just that, it has the capacity to
4 help modernize our freeway so that we can get visitors
5 driving through Pueblo instead of just driving on down
6 the freeway.

7 There will be a modern infrastructure to help
8 get them off of the freeway and into our business areas,
9 and not just the downtown, but a number of our different
10 business communities that are right off the highway, and
11 we can funnel that traffic easily down into our downtown
12 area, our -- our River Walk, some of these new things
13 like where our convention center is, and some of the new
14 activity that -- that we're working on for those areas,
15 and, so, that's what makes this exciting.

16 We also have the ability with this project --
17 I think there's some -- some pieces of the Dillon part,
18 with the Dillon flyover, that's being proposed on that
19 project. I am on the Urban Renewal Authority, we're
20 working -- the City and the State Urban Renewal's
21 working on that project so we have easy access into that
22 northern shopping center up there where Kohl's is. The
23 idea there is we want to get people off of the freeway
24 and into those shops and generating tax revenue in our
25 city so our budget in the city government -- we're able

1 to provide the services that all of us deserve as Pueblo
2 citizens.

3 Another piece is the Santa Fe exchange, where
4 there would be a -- a frontage area there where -- where
5 new business can grow right near our downtown area, so
6 that's exciting.

7 I just wanted to say that, you know, it's --
8 it's important we're going to work together. We've got
9 Bill Thiebaut in there as the Highway Commissioner,
10 that's truly exciting. I worked really closely with
11 Gilbert Ortiz, and Gilbert really did a great job for us
12 and he's passing the torch on to Bill Thiebaut, who --
13 who is just a great person and -- and someone I know who
14 will represent us well in that position.

15 I would like to take a moment to hand this
16 back over to Joe DeHeart, and he can go on a little bit
17 more with his proposal.

18 Thank you.

19 (Applause.)

20 MR. JOE DeHEART: What -- what great messages
21 of the collaboration and the -- and the excitement we
22 have with the project.

23 Talking about the project, wanted to let you
24 know that the Preferred Alternate, the modified
25 alignment, that you saw in the Draft Impact Statement is

1 still the same Preferred Alternate modified alignment in
2 the Final Environmental Impact Statement.

3 What we wanted to make crystal clear is the
4 Phase I construction area. The map shows that from the
5 Ilex interchange up to 29th Street is the area that
6 we're claiming to be the Phase I footprint, what we've
7 got is enough money coming in between now and 2035 to
8 build that section of highway, everything that will be
9 south of this, Phase II, happens after Phase I is
10 complete (indicating).

11 So you're probably wondering what happened
12 with the comments between the Draft Environmental Impact
13 Statement and the hearing that we had December 2011,
14 those comments and how we addressed them are in the
15 Final Environmental Impact Statement, the very last
16 chapter of the book -- if you have been reading the
17 book -- Appendix G. So if you submitted a comment
18 before you can go and see how we addressed that.

19 What are we doing with the comments that
20 we're going to receive tonight and through the final
21 hearing review and comment period? We're going to
22 address those, any comments that we receive from you, in
23 the Record of Decision. The Record of Decision is the
24 next document that we produce that is specifically for
25 the Phase I area. So we need a little bit of time, once

1 we get the comments, to work on those and, then, we'll
2 be publishing that Record of Decision.

3 The comments that we're doing tonight, I
4 wanted to set up a -- a -- a couple of ground rules,
5 and -- there is a sign-up sheet when you first came in,
6 with Loretta, and that is if you wanted to get up to the
7 microphone and give your comment verbally, so there was
8 a sign-up sheet for that; if you haven't done that and
9 want to, Glenn is right here, and -- so if you haven't,
10 come up and see Glenn and we'll get you on the list if
11 you want to make comments up at the microphone
12 (indicating).

13 COMMISSIONER BUFFIE McFADYEN: And I signed
14 up and I don't need to do it. And I bet you I'm not
15 alone.

16 MR. JOE DeHEART: Yeah. Yeah.

17 Each person that's making a verbal comment
18 were giving three minutes, and what we would like to say
19 is be sensitive to that time. We've got a pretty good
20 list of people who want to give verbal comments, so be
21 sensitive to that time, we want to hear from everybody.

22 (A discussion was had, off the record,
23 between Mr. Tom Wrona and Mr. Joe DeHeart.)

24 MR. JOE DeHEART: Yeah, absolutely. Sure.
25 Sure.

1 MR. TOM WRONA: If I -- if I could just point
2 something out, you saw the map on the earlier screen
3 that showed Phase I and Phase II, and there's also been
4 some -- some articles in the newspaper talking about
5 some bridges that you obviously know, if you know
6 Pueblo, that are in the Phase II portion that are in
7 line for some construction, those projects -- those
8 bridges would just be rehabilitated using our -- our --
9 your tax dollars, your -- your registration fees, your
10 faster safety bridge dollars to -- to upgrade those
11 structures to keep them serviceable until the time that
12 they would be completely replaced with the Phase II
13 effort.

14 So we are doing a little bit of work just
15 beyond the Phase I at this time, so just to clarify
16 that.

17 Joe.

18 MR. JOE DeHEART: All right. No, thank you.
19 Good clarification.

20 The court reporter is here tonight and she'll
21 be taking record of the presentation that we give,
22 she'll be recording the verbal comments that people give
23 up at the microphone, if you don't feel comfortable
24 coming up to the microphone you can go see her and
25 she'll take your comment and record it that way

1 (indicating).

2 Don't forget that you can mail in your
3 comments and, so -- the comment period is -- is -- ends
4 October 15th, and, so, you still have a little bit more
5 time to find the document, digest it, come up with your
6 comments, tonight's not the last and only time to make
7 comments. So --

8 COMMISSION BUFFIE McFADYEN: Mr. DeHeart?

9 MR. JOE DeHEART: Yes.

10 COMMISSIONER BUFFIE McFADYEN: When you
11 say -- do you mean mail it in or e-mail it in, or where
12 do they mail it?

13 MR. JOE DeHEART: You can e-mail it, and
14 there is information up at the front for that e-mail
15 address; you can mail it using United States mail, and
16 we'll receive them that way.

17 COMMISSIONER BUFFIE McFADYEN: I would also
18 offer if people want to drop them off to our office at
19 the County we -- we could take them as well.

20 MR. JOE DeHEART: (Nods head.)

21 COMMISSIONER BUFFIE McFADYEN: I don't know
22 if everybody heard me, so you can tell them, please.

23 MR. JOE DeHEART: What Commissioner McFadyen
24 offered was if somebody felt like they wanted to drop
25 off a written comment at her office she would gladly

1 take those and make sure CDOT got those.

2 Thank you very much.

3 COMMISSIONER BUFFIE McFADYEN: What was the
4 deadline?

5 MR. JOE DeHEART: October 15th is the
6 deadline for comments for the final hearing -- for the
7 final comment period.

8 So, like I say, with that let's start with
9 the first comment, which is from . . .

10 MR. GLENN BALLANTYNE: I feel like this is
11 like a bingo thing, number -- we have Bill Dujan and
12 Phyllis -- is its Files(phon)?

13 MS. PHYLLIS FILLER: Filler.

14 MR. GLENN BALLANTYNE: Filler.

15 MS. PHYLLIS FILLER: Filler.

16 MR. GLENN BALLANTYNE: And Mary Hardwick.

17 Number one would be Bill. Bill, are you
18 still here?

19 MR. BILL DURAN: Yeah.

20 MR. GLENN BALLANTYNE: Bill, do you want to
21 come up and make a comment?

22 MR. BILL DURAN: What I would like to say is
23 that I live right next to Mineral Palace Park and
24 they're proposing to put a wall up, I would like to see
25 a wall sort of like they have going up to the college,

1 it's a very beautiful wall, and I don't want to see a
2 wall like they have going along up by Bessemer, that's
3 not a very pretty wall, so . . .

4 And, then, I would also like to see some
5 lighting put up so that the park side won't be so dark
6 and having anybody stay in there, any homeless or
7 anybody that shouldn't be in there; and maybe close the
8 through drive down 19th so that we don't have those
9 speeders that go all the way up and down 19th. And
10 that's what I propose.

11 MR. GLENN BALLANTYNE: Okay. Thank you.

12 Oh, hey, Bill, would you
13 (indicating) . . .

14 MR. BILL DURAN: (Indicating.)

15 (Applause.)

16 MR. GLENN BALLANTYNE: Oh, you already did?
17 Great. Thank you, Bill. Great.

18 Would you like to speak, Phyllis?

19 MS. PHYLLIS FILLER: Yes.

20 MR. GLENN BALLANTYNE: Okay.

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

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

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

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

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

25 We've had a lot of comment from people in the

1 nursery -- or in the neighborhood, who have written
2 their comments at the nursery, and have said "This is
3 part of Pueblo," "I love the wildlife display, Pueblo
4 wouldn't be the same without it."

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

7 Thank you.

8 (Applause.)

9 MR. JOE DeHEART: Thank you, Phyllis.

10 One thing I forgot to mention earlier was
11 the -- the people around the room, so I will segue a
12 little bit. As we're hearing comments, anybody who --
13 who makes a comment please feel free to go and -- and
14 visit the staff that we have in the room. We've got all
15 of the experts from CDOT, FHWA, our consulting team
16 that's helping us with this, so we really have all the
17 people in the room that -- that can answer any question
18 that you've got.

19 Most of the boards are set up for general
20 questions, we've got some areas that -- that talk about
21 what's the difference between the draft and the final,
22 we've got areas that's talking about the -- the parks
23 and aesthetics, we've got a whole section that's just
24 about environmental, we've got right-of-way folks here.
25 So we really did, we tried to make sure that we had

1 people represented here to be able to answer any
2 questions that you've got. So please feel free to make
3 your comments, but also take advantage of the people
4 that are here and -- and ask your questions.

5 MR. GLENN BALLANTYNE: All right.

6 Did Joe also mention about the handout
7 that -- do you all have that handout we have?

8 MR. JOE DeHEART: (Handed document to Mr.
9 Glenn Ballantyne.)

10 MR. GLENN BALLANTYNE: It's this one
11 (indicating). Did you see that? That's -- that's for
12 you to be able to take, and it's on the table back there
13 (indicating). Loretta -- oh, this is great, this is
14 like, what is it, Wheel of Fortune -- you can see her
15 back there, she's displaying, if you choose wall 1 or
16 whatever it is. Great.

17 Our next person who would like to make a
18 comment is Mary Hardwick. Come on up.

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

23 I moved here 10 years ago from seacoast New
24 Hampshire, and it was a little devastating for me at
25 first, and I decided, well, I am going to search out the

1 beauty of the city, so I -- the first thing I did, I
2 went riding around town, and the first place I went to
3 was Mineral Palace Park, and it's beautiful, the flowers
4 are beautiful, and you drive in and everything, and,
5 then, I got to the -- the duck pond and I was horrified,
6 because you can see the -- the cars going by and the
7 pollution and the noise and everything. So I think
8 definitely the wall -- especially since the -- the --
9 the -- the road is going to be widened, it's going to go
10 right up -- right up to the park, I think the wall is
11 very necessary.

12 But I think the animals are a Pueblo
13 tradition -- and I -- and I love the Pueblo people, the
14 way they, you know, stand up for their traditions -- so
15 my idea would be -- if Star Nursery doesn't shoot me --
16 if they would donate these animals to the City and we
17 could put them in Mineral Palace Park, and that way we
18 could enjoy them -- rather than three seconds when
19 you're flying down the highway, we could go to the park
20 and spend the day there and we could enjoy the animals
21 while our kids are swimming and whatever.

22 So that's my suggestion.

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

1 with the wall.

2 Thanks.

3 (Applause.)

4 MR. GLENN BALLANTYNE: Georgia Aragon, are
5 you here? Would you like to speak? I think I see her
6 coming up. She went down. She's back up.

7 MS. GEORGIA ARAGON: I was lucky to get up
8 today.

9 Hello.

10 Joe, you remember me --

11 MR. JOE DeHEART: Of course I do.

12 MS. GEORGIA ARAGON: -- very well, we have
13 been working at -- well, actually, I don't know if you
14 want to call it complaints.

15 But I live in the neighborhood of Runyon
16 Field, in that little area there --

17 UNIDENTIFIED MALE SPEAKER: Pick the mike up
18 and hold it.

19 MS. PHYLLIS FILLER: Yeah, we can't hear you.

20 MS. GEORGIA ARAGON: I live in the area of
21 Runyon Field --

22 UNIDENTIFIED MALE SPEAKER: Speak into it.

23 MS. GEORGIA ARAGON: I am sorry.

24 UNIDENTIFIED FEMALE SPEAKER: That's okay.

25 MS. GEORGIA ARAGON: -- and I have been

1 talking to Joe and Don and Pepper Whitleff, and I have
2 been doing this since 2011, and we -- our concern is for
3 the kids in our area, because where we're going to be
4 doing this is -- they're going to start at Phase I, and
5 we live in that Phase I on Ilex, right behind, and our
6 concern is we have a lot of children have -- that have
7 moved in that area, we have a disabled vet, and all that
8 traffic when they start that is going to go into our
9 area.

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

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

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

20 MR. ROBERT ARAGON: And we're concerned about
21 the children, you know. They're going to be building
22 the bridges, and what we're concerned about is probably
23 getting the area maybe a one-way or something so we
24 don't have to just -- every time there is accidents or
25 stuff on the bridges they're all going through that

1 little cul-de-sac down through that area, people coming
2 our way from the baseball fields.

3 MS. GEORGIA ARAGON: Yes, the baseball.

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

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

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

21 MR. ROBERT ARAGON: We thank you.

22 MS. GEORGIA ARAGON: Yeah, appreciate it.

23 MR. ROBERT ARAGON: Thank you.

24 (Applause.)

25 MR. GLENN BALLANTYNE: Thank you. Oops.

1 Guess we have nothing else to say.

2 (A discussion was had, off the record,
3 between Mr. Glenn Ballantyne and Mr. Joe
4 DeHeart.)

5 MR. JOE DeHEART: So --

6 COMMISSIONER BUFFIE McFADYEN: Joe, may I
7 make a suggestion?

8 MR. JOE DeHEART: Yes.

9 COMMISSIONER BUFFIE McFADYEN: As someone who
10 might value that people don't love speaking directly to
11 a large crowd, is it possible to address the listeners
12 maybe from their seats with -- with your portable
13 microphone, too?

14 MR. JOE DeHEART: Sure we could, yeah. If
15 the speaker didn't want to stand up here?

16 COMMISSIONER BUFFIE McFADYEN: Yeah.

17 MR. JOE DeHEART: Yeah.

18 COMMISSIONER BUFFIE McFADYEN: That would be
19 my suggestion of someone who speaks a lot, I know a lot
20 of people don't. I think they would be more
21 comfortable.

22 UNIDENTIFIED MALE SPEAKER: What's her
23 suggestion?

24 MR. JOE DeHEART: Her suggestion is that I
25 take the microphone to the person in the seat so they

1 didn't have to stand up here in case they felt
2 uncomfortable looking out over all these faces.

3 We had one more presenter -- I think one
4 more -- Bill Duran.

5 So, again, if you feel --

6 MR. BILL DURAN: I was already there.

7 MR. GLENN BALLANTYNE: Yeah, we already had
8 Bill.

9 MR. JOE DeHEART: Okay.

10 MR. GLENN BALLANTYNE: I don't have anymore.

11 MR. JOE DeHEART: So I think that completes
12 the list.

13 And, Georgia, we'll be working with you.

14 MR. ROBERT ARAGON: Thank you.

15 MR. JOE DeHEART: We'll continue to work with
16 you, we'll get those issues addressed.

17 MR. TED FREEMAN: I must have missed the
18 list, I would like to make a comment.

19 MR. JOE DeHEART: Then you're up next. If
20 you don't mind coming up and signing the paper so we can
21 record that, and you've got the microphone next.

22 MS. PHYLLIS FILLER: I didn't give you my
23 paper, do you need that (indicating)?

24 MR. JOE DeHEART: Yeah, thank you. Yeah,
25 we'll keep that.

1 MR. GLENN BALLANTYNE: I think we have two
2 more.

3 MR. JOE DeHEART: Okay, so two more.

4 THE COURT REPORTER: Sir, state your name,
5 please.

6 MR. TED FREEMAN: Sorry, I missed the list.
7 Yeah, Ted Freeman here.

8 Yeah, I would like to make a -- actually
9 bring forward a couple questions that I have. Number
10 one --

11 UNIDENTIFIED MALE SPEAKER: Ted?

12 MR. TED FREEMAN: Can you hear me?

13 UNIDENTIFIED MALE SPEAKER: It's coming.

14 MR. GLENN BALLANTYNE: Real close.

15 MR. TED FREEMAN: Real close. How about
16 that? Okay, real close. My lips are right up to the
17 mike.

18 Okay, I have a couple questions, as I said.
19 Number one, okay, with reference to the CDOT funds that
20 were High -- you know, Highway -- I-25 and the Highway
21 50 corridor, and I didn't understand why CDOT, a state
22 organization, is forcing the City to fund that and --
23 and make -- matching the funds in that. We're in a
24 situation where both the County and the City has a
25 shortfall.

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

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

22 And the -- the response that I get when I ask
23 that question is that, well, you can't get the railroads
24 to sit down at the table and discuss it, the problem is
25 that they've -- nobody's asked the railroads. That's

1 the lack of our leadership that we have in the region.

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

5 I thank you.

6 (Applause.)

7 MR. GLENN BALLANTYNE: Is there anyone else
8 who wanted to make a comment?

9 MS. MARY ANN MIKLICH: Me.

10 MR. GLENN BALLANTYNE: Fair enough. Come on
11 up.

12 MS. MARY ANN MIKLICH: Me. I'm always the
13 last one.

14 THE COURT REPORTER: Your name, please?

15 MS. MARY ANN MIKLICH: Hi, I'm Mary Ann
16 Miklich -- M-i-k-l-i-c-h -- I live on West 18th Street,
17 300 Block.

18 My concerns about the noise wall is a concern
19 that the people up in Colorado Springs had, and that is
20 noise travels in a sign wave, and, so, if it goes over
21 that wall who's going to hear it? It's the people that
22 are two blocks away from the sign -- the sound wall are
23 going to start hearing the noise.

24 And that's the problem they had up in
25 Colorado Springs on I-25 around the Fillmore area,

1 people that lived right -- right next to the wall it was
2 very quiet, but two blocks over it became louder and
3 louder and louder.

4 So my concern is, is how's the sound wall
5 going to mitigate all of the noise that the people from
6 Court west hear, especially at night?

7 Where is the sound wall actually going to
8 start and where is it actually going to end in this
9 Phase I?

10 And the train noises have become unbearable
11 in the neighborhood, and I've lived in the neighborhood
12 over 20-some years now. Since CDOT took those houses
13 out and put those retention slash detention ponds -- I
14 call them "mosquito breeding ponds" -- and all we get is
15 the train noise, because it acts as a funnel, there's
16 nothing to break it up. Now, will this 18-foot or 17.5
17 or whatever dimension wall, all right, break up that
18 sound? Because if it doesn't, then why do it? We might
19 as well just leave it as is and don't have this fancy
20 wall and spend the money elsewhere.

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

1 Thank you.

2 (Applause.)

3 MR. GLENN BALLANTYNE: Hi. Be sure and say
4 your name first.

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

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

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

1 I would also like to make sure that the fact
2 that they're taking 50 feet, which is more than an acre,
3 that they go home to their promise that they will add
4 land to compensate for the taking of that land.

5 I would also want to know what's become of
6 the 50-meter pool and make sure that it actually is
7 going to be a meter -- a 50-meter pool, because south of
8 Colorado Springs there is not -- not another 50-meter
9 pool. There's been a lot of discussion in the City
10 about it, but I think that's -- that's something that
11 CDOT can give Pueblo to mitigate the changes that are
12 going to take place.

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

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

22 Thank you.

23 (Applause.)

24 (A discussion was had, off the record,
25 between Mr. Glenn Ballantyne and Mr. Joe

1 DeHeart.)

2 MR. JOE DeHEART: I think that was everybody
3 who wanted to come up and give their comments in the
4 microphone, am I right? Is there anybody else left who
5 would like to have some time?

6 (No response.)

7 MR. JOE DeHEART: So with that we'll -- we'll
8 say that's the close of the comment period and -- at
9 least for this evening, being able to come up to the
10 microphone.

11 We have the room until 7:30 -- and I am not
12 sure what time it is now --

13 UNIDENTIFIED FEMALE SPEAKER: 6:45.

14 MR. JOE DeHEART: -- 6:45 -- so we have a lot
15 of time left for you to mingle.

16 And, again, I want to reemphasize that we
17 have the experts in the room who may be able to answer
18 questions, some of the questions that you've asked, we
19 can talk about those and -- and help you understand how
20 we're going to be addressing those.

21 MR. GLENN BALLANTYNE: Hey, Joe, can you
22 point out the stations that -- that are here so they
23 know where to head to, right-of-way, Mineral Palace
24 Park --

25 MR. JOE DeHEART: Yeah, pointing out the

1 stations I will go through them one more time. So what
2 we have got is three tables here for right-of-way, you
3 have got purchasing of land questions, we've
4 environmental section, we've got another section that is
5 covering the 1st Street and the Ilex project that's
6 coming up; we've got another section that's got
7 information on aesthetics, parks; we've got this table
8 in the middle that is what -- what's the difference
9 between the Draft EIS and the Final EIS, the Final
10 Environmental Impact Statement; and the other boards are
11 really getting up and seeing what the project looks like
12 in detail (indicating).

13 So please stick around, if you have got any
14 other questions we're here to help you answer those
15 questions.

16 Thank you very much for attending the -- the
17 final hearing. The comments that you do give us will be
18 addressed officially or formally in that Record of
19 Decision, and, so, look for that document to be
20 published in a few months down the road.

21 So, again, thank you.

22 (A discussion was had off the record.)

23 MR. JOE DeHEART: Somebody reminded me that
24 as far as comments, the New Pueblo Freeway dot com
25 website is another place where you can submit your

1 comments besides e-mail, besides mail, and besides
2 dropping them off at Commissioner McFadyen's office.

3 Thank you.

4 (The public meeting was concluded at the hour
5 of 6:45 p.m.)

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C E R T I F I C A T E

STATE OF COLORADO)
) ss.
COUNTY OF PUEBLO)

I, Priscilla Naff Medina, a Professional Court Reporter do hereby certify that said public meeting was taken in shorthand by me at the time and place heretofore set forth, and was reduced to typewritten form under my supervision;

That the foregoing is a true transcript of the proceedings had;

IN WITNESS WHEREOF, I have hereunto set my hand this 9th day of October, 2013.

Priscilla Naff Medina
Professional Court Reporter

APPENDIX D

Agency Correspondence



U.S. Department
of Transportation
**Federal Highway
Administration**

Colorado Division

October 21, 2013

12300 W. Dakota Ave., Ste. 180
Lakewood, Colorado 80228
720-963-3000

Dawn Roberts
U.S. Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, N. W.
Mail Code: 2252A
Washington, DC 20460

Subject: Extend Review Period for Interstate 25 Improvements through Pueblo Final Environmental Impact Statement (FEIS)

Dear Ms. Roberts:

The Federal Highway Administration would like to extend the review period for EIS No. 20130264, Interstate 25 Improvements through Pueblo FEIS. The original Federal Register notice was published on September 13, 2013. The end of the review period should be changed from October 15, 2013 (originally) to October 31, 2013. This extension is due to the furlough of federal employees, affecting their ability to review the FEIS during the review period.

If you have any questions please contact Stephanie Gibson at stephanie.gibson@dot.gov or 720-963-3013.

Sincerely,

John M. Cater, P.E.
Division Administrator

By: Stephanie Gibson
Environmental Program Manager



United States Department of the Interior



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

October 24, 2013

9043.1
ER-11/1012F

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

Dear Mr. Cater:

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

SECTION 4(f) EVALUATION COMMENTS

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

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

SECTION 6(f) COMMENTS

We agree with the identification of certain properties within the I-25 New Pueblo Freeway corridor as having been improved with Land and Water Conservation Fund (LWCF) stateside program assistance. These properties are Fountain Creek Park and Trail, Runyon/Fountain Lakes State Wildlife Area, Arkansas River Pedestrian Bridge, Runyon Field Sports Complex,

Benedict Park, and JJ Raigoza Park. We also agree with the overall assessment of impacts to these LWCF-improved resources and the proposed measures to minimize harm at these properties. We appreciate the recognition that converted LWCF-assisted park land must be replaced with land of at least equal fair market value and of reasonably equivalent usefulness and location in compliance with LWCF regulations. Accordingly, we have no LWCF-related objection to the freeway project as proposed.

We appreciate the opportunity to review this document. Should you have questions about the Section 4(f) Evaluation comments, please contact Cheryl Eckhardt at 303.969.2851. Should you have questions about the LWCF, please contact Bob Anderson at 402.661.1540.

Sincerely,

A handwritten signature in black ink that reads "Robert F. Stewart". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Robert F. Stewart
Regional Environmental Officer

cc:

FHWA CO Chris Horn (chris.horn@dot.gov)
SHPO CO Ed Nichols (ed.nichols@state.co.us)
SLO CO Gary Thorson (gary.thorson@state.co.us)
CO DOT Thomas Wrona (thomas.wrona@state.co.us)

STATE OF COLORADO

COLORADO DEPARTMENT OF TRANSPORTATION

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December 6, 2013

Suzanne J. Bohan
NEPA Compliance and Review Program
Office of Ecosystems Protection and Remediation
U.S. Environmental Protection Agency-Region 8
1525 Wynkoop Street
Denver, Colorado 80202-1129

RE: I-25 New Pueblo Freeway Final EIS, EPA Comment Letter - CDOT Response
(CEQ # 20130264)

Dear Ms. Bohan:

Colorado Department of Transportation (CDOT) would like to provide a more in depth response to concerns expressed in the October 31, 2013 comment letter from the US Environmental Protection Agency (EPA) regarding the *I-25 Improvements through Pueblo Final Environmental Impact Statement (EIS)*, CEQ #20130264. The purpose of this letter is to directly respond to one of the topics in the comment letter concerning air quality protection for adjacent Pueblo neighborhoods from PM10 (particulate matter with a diameter of 10 micrometers or less) effects during construction. CDOT will include this letter within the future *Record of Decision* document for the previously mentioned *EIS*.

The EPA commented on the *Draft EIS* to request real-time PM10 monitoring during new interstate corridor construction. CDOT's consolidated response to that request was included in the *Final EIS*. CDOT stated that real-time PM10 monitoring would not be deployed during construction, because the Pueblo area is in attainment for both the primary public health and the secondary environmental PM10 National Ambient Air Quality Standards (NAAQS) under the federal Clean Air Act, and that current *EIS* commitments and construction best management practices (BMPs) adequately control construction generated dust from ground disturbance, demolition activities and diesel equipment emissions. The *Draft EIS* noted:

- All work performed on the project will be performed in accordance with appropriate *CDOT Standard Specifications for Roadway and Bridge Construction* (2011 edition. Published by CDOT, Office of Bid Plans, 421 East Arkansas Avenue, Denver, CO 80222).
- An Air Pollution Emissions Notice (APEN) dust control permit from the Air Pollutions Control Division (APCD) of the Colorado Department of Public Health and Environment will be acquired by the construction contractor. This provision will be specified in the Record of Decision and in a future Request for Proposal to retain contractor for the project.

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In addition, CDOT will include a compilation of BMPs in contractor special construction provisions that list specific dust control measures to implement during specified types of construction activity that are prone to dust generation. A “construction air quality control plan” will be required to be provided by the contractor as a tool to specify dust (PM10) control activity recognition and BMP deployment as special project conditions (specifications) to be implemented on each construction project of the I-25 New Pueblo Freeway. Mitigation measures in the construction air quality control plan will include:

- Require construction vehicle engines to be properly tuned and maintained.
- Use water or wetting agents to control dust.
- Have a wheel wash station and/or crushed stone apron (tracking pad) at egress/ingress areas to prevent dirt being tracked onto public streets.
- Use street sweepers to remove dirt tracked onto streets.
- Use a binding agent for long-term excavated materials.
- Schedule work outside of normal hours for sensitive receptors; this should be necessary only in extreme circumstances, such as construction immediately adjacent to a church, outdoor playground, or school.

As specified in EPA’s October 31st letter, data on construction related PM10 monitoring have been summarized to document that no violations of the 150 $\mu\text{g}/\text{m}^3$ NAAQS have occurred on projects that conducted PM10 monitoring during construction activity. These data are provided for three CDOT construction projects including:

- 2002-05 CDOT I-25 TREX through metropolitan Denver,
- 2013 CDOT I-70 Twin Tunnels in Clear Creek County, and
- 2006-08 CDOT I-25 COSMIX through Colorado Springs.

A nationwide survey of real time PM 10 monitored transportation construction projects resulted in only three reports:

- 2010 (published) Arizona DOT Construction Activity, Emissions, and Air Quality Impacts resulted in three sources Real-World Observations from an Arizona Road-Widening Case Study;
- 2009 (published) Illinois DOT Dan Ryan Freeway Reconstruction Project in Chicago; and the
- 2013 Lower Manhattan Construction Command Center air quality monitoring system. (The lower Manhattan project monitors air quality issues resulting from the consequences of “9/11” and results are considered inappropriate data relating to normal transportation construction.)

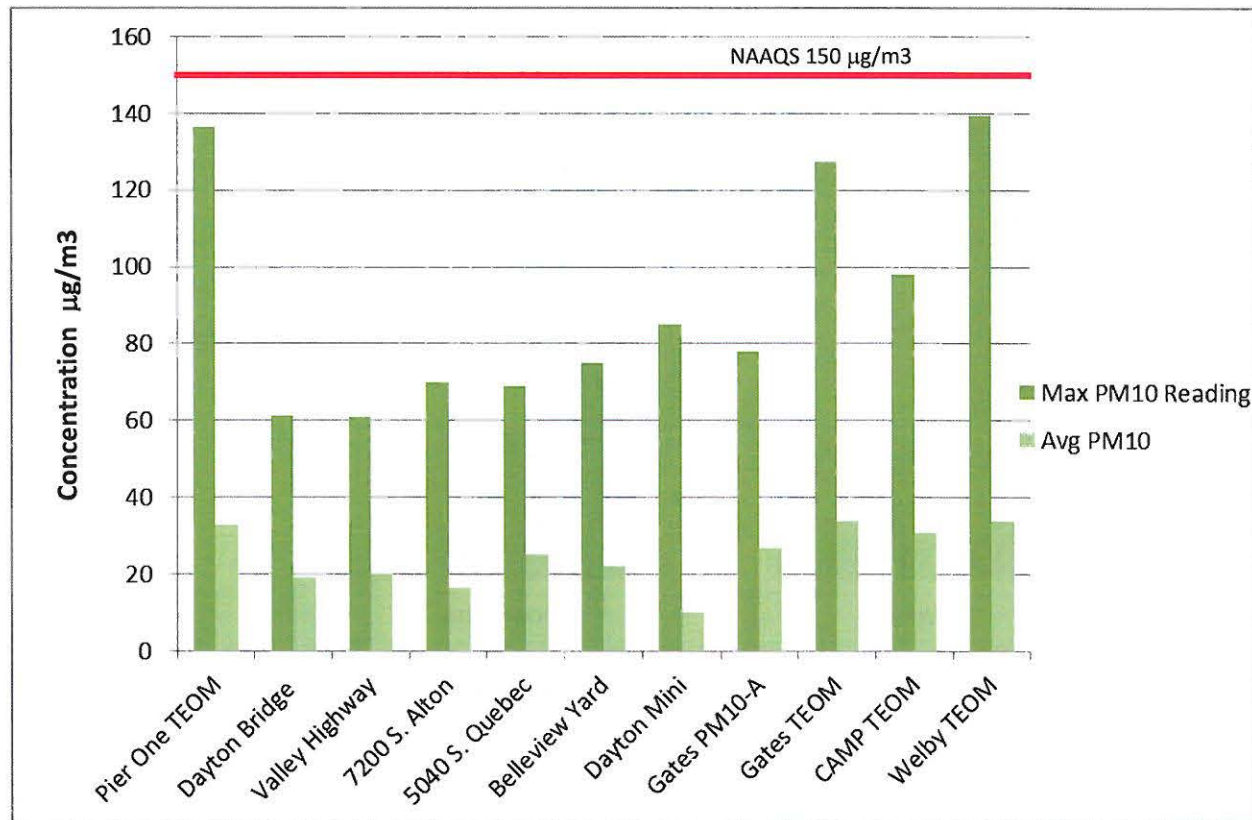
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I-25 TREX. Nine TEOM and filter type monitors and one real-time PM10 monitor were deployed in proximity to TREX construction activities along I-25 during highway reconstruction to widen and add light rail in the south-central Denver metro area from January 2002 through December 2005. The monitors experienced a variety of quality assurance issues including downtime due to vandalism and malfunctions, however; germane data are summarized in the graph below illustrating the maximum 24-hour NAAQS concentration experienced over the duration of construction and the overall average daily 24-hour level during TREX construction at each of the monitoring sites.



There were no reported violations of the PM10 NAAQS during construction of the TREX project.

I-70 Twin Tunnels. Monitoring of the Twin Tunnel construction project was an outcome of the Context Sensitive Solutions (CSS) process with stakeholders during NEPA analysis. Although the purpose of the Twin Tunnels PM10 monitoring was to document dust from tunnel bore blasting operations and not to monitor overall construction dust, two real-time PM10 monitors were located along I-70 within the construction limits of the project. The project was located in a high traffic volume interstate corridor

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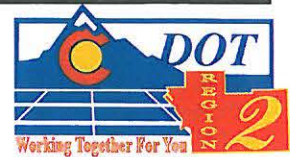
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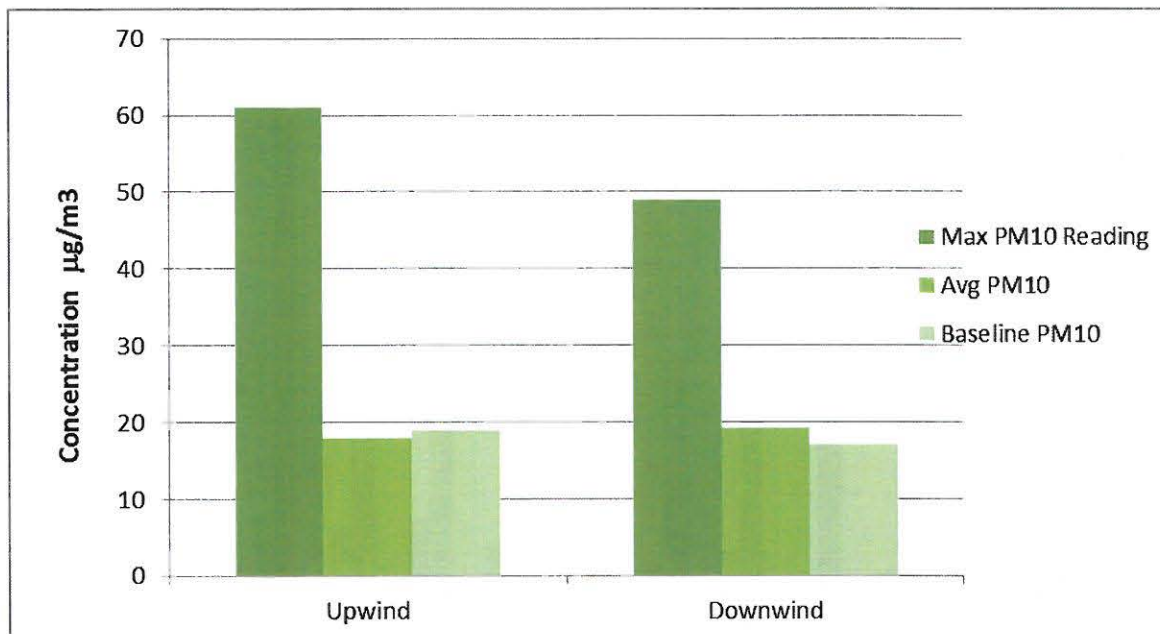
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within a steep sided mountain valley with prevailing down-canyon winds. Baseline monitoring prior to major construction was conducted from February and March of 2013, while blasting and construction activity was monitored from April through August 2013, when blasting ceased. The average pre-construction 24-hour PM10 concentration was 18 $\mu\text{g}/\text{m}^3$. The daily 24-hour PM10 reading average during construction and blasting activity was 20 $\mu\text{g}/\text{m}^3$. The maximum 24-hour concentration and overall average daily 24-hour level at each monitor is illustrated in the graph below. The baseline average daily concentration is also shown for each monitoring site.



This project established a rolling 8-hour average of the PM10 NAAQS as a construction “alert level” to facilitate immediate BMP response should a high emissions concentration be detected at one of the PM10 monitors. This alert threshold was not exceeded during project construction. There was no PM10 NAAQS exceedance during construction of Twin Tunnels.

I-25 COSMIX. The I-25 reconstruction and widening project in Colorado Springs was constructed from 2006 through 2008. During the first part of that period, APCD operated a PM10 monitor at 101 W. Costilla Street, a few blocks east and downwind of the construction activity. The highest 24-hour average concentration recorded during that period was 101 $\mu\text{g}/\text{m}^3$, which is 33% below the PM10 standard. The next highest value recorded was 67 $\mu\text{g}/\text{m}^3$, less than half of the standard.

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In early 2008, the PM₁₀ monitor was relocated north to 130 W. Cache La Poudre at approximately the same distance from I-25 and also located on the east (downwind) side of construction. The highest value at this site was 100 µg/m³, and the second high was 46 µg/m³, less than a third of the PM₁₀ standard.

I-57 Dan Ryan Freeway. The reconstruction of the Dan Ryan freeway in Chicago was a much bigger project than the pending I-25 project in Pueblo. Only summary presentations were made available at this time, which describe the project scope and air quality monitoring results. The project reconstructed an 11-mile portion of I-57, the second busiest expressway in the U.S. with over 300,000vpd, 20% multi-unit trucks, involving 3 major system interchanges, 19 service interchanges, and 6 railroad grade separations. Air quality monitoring of particulates (and other pollutants) was conducted for baseline and construction level concentrations at 26 localities from September 2004 through October 2008.

This project established a construction PM₁₀ “action level” at 80% of the PM₁₀ NAAQS, and it was not exceeded during the entire construction timeframe.

Arizona Study. The Arizona DOT study conducted monitoring to estimate the impact of construction activity on near-road particulate concentrations along an approximate four-mile segment of State Road 92 in Cochise County in southeastern Arizona.

The Arizona study was conducted in 2009. PM₁₀ (and other pollutants) were monitored immediately upwind and downwind of a roadway construction project. The graph below summarizes the monitored incremental impact on PM₁₀ concentrations during the monitoring period.

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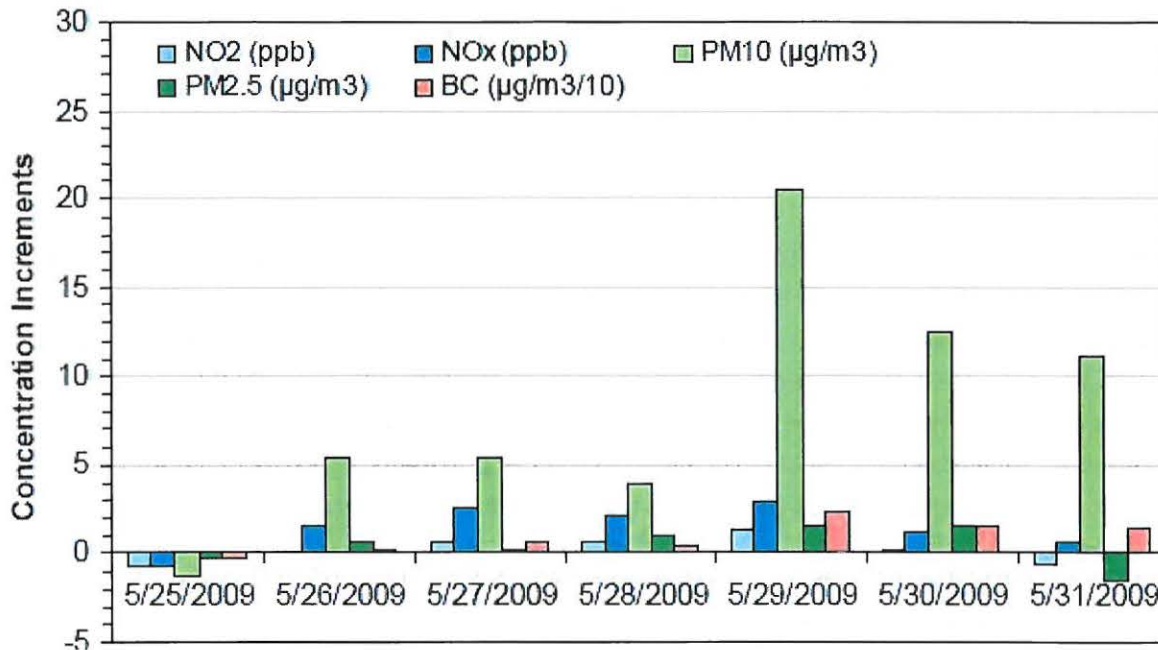
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[Figure 8 from Construction Activity, Emissions, and Air Quality Impacts resulted in three sources: Real-World Observations from an Arizona Road-Widening Case Study]

In this study, the highest PM10 incremental difference between baseline and construction activities was 20 µg/m³. If this peak value were added to the worst PM10 value recorded in Pueblo over the last four years (117 µg/m³), it would still not result in an exceedence of the NAAQS. (The other studies do not identify upwind and downwind values, except for the Twin Tunnels monitoring, where the downwind values are either virtually the same or lower.)

Pueblo. Pueblo currently monitors ambient PM10 and PM2.5 at 925 North Glendale Avenue which is situated approximately 1900 feet downwind of I-25. Prior to 2009 PM10 was monitored at 211 D Street (700 feet upwind of highway) and during 2002 additionally at 1411 Santa Rosa Avenue (1 mile downwind of I-25 and steel mill) and 1141 Santa Fe Avenue (over ½ mile upwind of highway). First maximum concentrations for years 2000 through available 2013 displayed in the graph below indicate that no exceedence or violation of the NAAQS has occurred in Pueblo for over 13 years. Using the empirical construction dust concentrations derived from the Arizona study, the incremental increase in Pueblo PM10 concentrations are illustrated in the lighter color of the bar graph below. This graph supports the conclusion that no construction contribution to the historic highest PM10 concentrations would cause an exceedence of the PM10 NAAQS.

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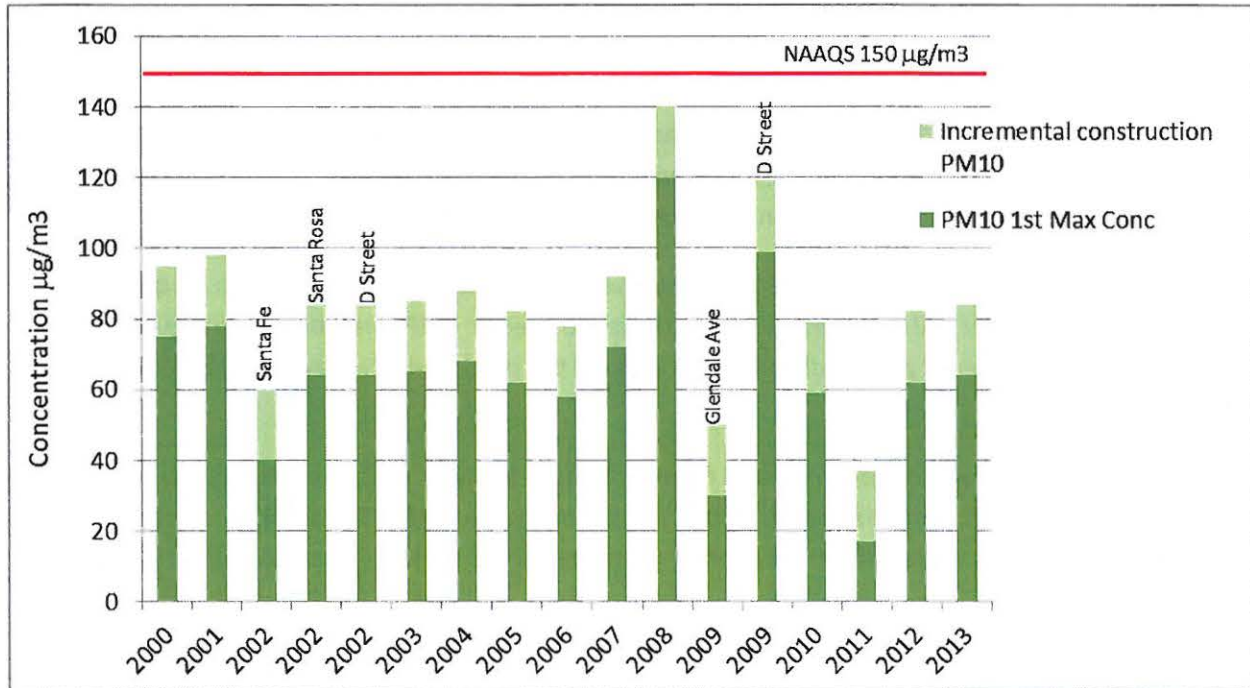
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Regulatory Basis. EPA’s conformity rule 40 CFR 93 sets forth the requirements for consideration of construction dust attributable to roadway projects. If the project falls within an area where the state implementation identifies construction-related fugitive emissions as a contributor to the non-attainment problem, *the regional PM analysis* must consider these emissions. If the state implementation plan does not identify construction-related fugitive emissions as a contributor to the non-attainment problem, *the regional PM analysis* of construction-related fugitive emissions is not required (§93.122(e)-(f)).

At the project-level, hot spot analyses of CO, PM10 and PM2.5 are not required to consider construction-related activities, which cause temporary increases in emissions. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any site (§93.123(c)(5)). It is expected that the funded Pueblo Freeway construction project will be completed within 3 years.

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Conclusions

It is clear from the above monitoring supported data available nationwide and specific to Colorado highway construction that Best Management Practices for dust control and suppression deployed by CDOT and other DOTs have been successful in the goal of keeping temporary construction dust from contributing to an exceedance or violation of the public health PM10 NAAQS.

CDOT will provide contractor guidance and enforcement implementing a "construction air quality control plan" to identify and link construction activities to specific BMPs and to providing guidelines for BMP implementation on all phases of construction along the proposed I-25 New Pueblo Freeway project.

Together, the lack of violations documented from monitored highway construction projects across the country and planned implementation of a project-level construction BMP-based air quality control plan, CDOT reiterates that real-time PM10 monitoring is not warranted for the proposed I-25 New Pueblo Freeway project.

Thank you again for reviewing the *I-25 New Pueblo Freeway Final EIS* and providing comments to CDOT. CDOT and the Federal Highway Administration anticipate publication of a *Record of Decision* in early 2014. Please contact me at: (719) 546-5439 with any further questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Joe Deheart', written over a white background.

Joe Deheart

CDOT Region 2 Resident Engineer/EIS Project Manager

Cc: Carol Anderson, NEPA Program Manager, US Environmental Protection Agency
Chris Horn, Operations Engineer, Federal Highway Administration
John Cater, Division Director, Federal Highway Administration
Don Hunt, Executive Director, Colorado Department of Transportation
Tom Wrona, Region 2 Director, Colorado Department of Transportation

APPENDIX E

Section 106 Programmatic Agreement

**PROGRAMMATIC AGREEMENT AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE COLORADO STATE HISTORIC PRESERVATION OFFICER,
AND THE COLORADO DEPARTMENT OF TRANSPORTATION
REGARDING
COMPLIANCE WITH SECTION 106 OF THE NATIONAL HISTORIC
PRESERVATION ACT, AS IT PERTAINS TO
CDOT PROJECT IM 0251-156
INTERSTATE 25 IMPROVEMENTS THROUGH PUEBLO,
PUEBLO COUNTY, COLORADO**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), has determined that improvements to Interstate 25 (I-25) through Pueblo, Colorado are needed in order to improve safety and local and regional mobility to meet existing and future travel demands as described in the Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation for I-25 Improvements through Pueblo; and

WHEREAS, the Advisory Council on Historic Preservation (Council), which issues regulations to implement Section 106 and provides comments to agency officials on undertakings and programs that affect historic properties, has indicated in correspondence dated January 18, 2012 that it does not plan to participate in the development of this agreement; and

WHEREAS, FHWA has consulted with Colorado Preservation Incorporated, the Denver Field Office of the National Trust for Historic Preservation, the City of Pueblo Historic Preservation Commission, the Steelworks Museum/Bessemer Historical Society, and Evraz Rocky Mountain Steel (Consulting Parties) and these parties have been invited to concur with this Agreement, and;

WHEREAS, FHWA has consulted with the State Historic Preservation Officer (SHPO) and Consulting Parties in the identification of historic properties and the analysis of effects to historic properties based on the two alternatives identified in the Draft Environmental Impact Statement and Section 4(f) Evaluation for I-25 Improvements through Pueblo; and

WHEREAS, FHWA and CDOT solicited six Native American tribes with an established interest in Pueblo County, Colorado to participate in the project as consulting tribal governments under the Section 106 regulations, but none of the tribes elected to become involved; and

WHEREAS, CDOT is authorized under a separate Programmatic Agreement among the Council, FHWA Colorado Division, and SHPO regarding Compliance with Section 106 of the National Historic Preservation Act (May 6, 2010), to carry out the Section 106 process (36 CFR 800) on behalf of FHWA; and

WHEREAS, the Preferred Alternative improvements as analyzed in the FEIS will be constructed in multiple undertakings as part of a phased schedule over an indeterminate period of time; and

WHEREAS, pursuant to 36 CFR 800.4(b)(2) and 36 CFR 800.14(b)(3), FHWA and CDOT have consulted with the Colorado SHPO and the Consulting Parties to develop this Programmatic Agreement (Agreement) in order to establish an efficient and effective program alternative for taking into account the effects of future phases of the undertaking on historic properties in the project corridor, and for affording the Council a reasonable opportunity to comment on the phased undertakings covered by this Agreement; and

WHEREAS, FHWA and CDOT have determined that because Preferred Alternative improvements will be constructed in phases, the Section 106 process, including modifications to the Area of Potential Effects (APE), identification of historic properties, evaluation of effects to historic properties, and consultation regarding measures to avoid, minimize, or mitigate adverse effects shall be re-evaluated as part of the planning and prior to the authorization of plans for construction that is part of this phased schedule; and

WHEREAS, FHWA has invited CDOT to sign this Agreement as an invited signatory;

NOW THEREFORE, FHWA, SHPO and CDOT agree, and the Consulting Parties concur, that the phases of the undertaking shall be administered in accordance with the following principles and stipulations to satisfy FHWA's Section 106 responsibilities for these undertakings.

PRINCIPLES

FHWA and CDOT shall adhere to the following principles in complying with Section 106 of the National Historic Preservation (NRHP) Act for the undertaking:

1. Consistent with 36 CFR 800.5(a)(1), FHWA and CDOT shall take into account direct, indirect, and cumulative effects on historic properties and shall consider measures to improve existing and forecasted conditions affecting historic properties.
2. FHWA and CDOT shall seek, discuss, and consider the views of the Consulting Parties, and where feasible, shall seek agreements with them (36 CFR 800.16(f)) when making decisions under the stipulations of this Agreement.
3. The Preferred Alternative for I-25 Improvements through Pueblo will have adverse effects to historic properties within the APE. These adverse effects must be resolved under 36 CFR 800.6 in consultation with SHPO and the Consulting Parties. This Agreement seeks to develop resolution of adverse effects and to commit to a mitigation plan that will have demonstrable historic preservation benefits to the citizens of Pueblo, Colorado. The mitigation plan will be developed in consultation with SHPO and the Consulting Parties and will resolve adverse effects to all historic property types within the APE, including but not limited to historic archaeological sites, linear resources, residential properties, commercial properties, historic parks, and historic neighborhood districts for the entire corridor.
4. As a matter of public policy, reasonableness of cost must be considered when selecting measures to avoid, minimize, or mitigate adverse effects to historic properties, but cost should not be the only determining factor in mitigation decisions. FHWA policy is that the proposed mitigation measures must represent "a reasonable public expenditure" after considering the impacts of the action and the benefits of the proposed mitigation measures.

STIPULATIONS

FHWA, in consultation with CDOT, shall ensure that the following measures are carried out:

I. Section 106 Consultation Process

- a. Delegation of consultation authority:
 - i. FHWA authorizes CDOT, per Stipulation II(A) of the Section 106 Programmatic Agreement (May 6, 2010), to initiate, facilitate, and in most cases, conclude consultation with the SHPO and consulting parties for purposes of compliance with Section 106 of the NHPA. FHWA remains responsible for all Section 106 determinations.
- b. Re-evaluation Process:
 - i. CDOT shall ensure that the work described in this section is conducted by personnel that meet the Secretary of the Interior's Professional Standards, as required in 36 CFR 800.2(a)(1).

- ii. Re-evaluation shall be required at the initiation of each construction project. Re-evaluation consists of revisiting the project area to determine whether new or existing historic properties require new determinations of eligibility and shall also consist of re-evaluating determinations of effect to NRHP-eligible or listed properties if eligibility or impacts are different from what was described in the FEIS and concurred with by the SHPO.

1. APE Modifications

- a. The APE was developed in consultation with the Consulting Parties and SHPO. A map of the APE is attached herewith as **Attachment A**.
- b. Should modifications to the APE be necessary, CDOT shall notify FHWA, SHPO and the Consulting Parties. The notification can be in an electronic format and can include a meeting request for consultation to review the APE modifications.

2. Re-Evaluation of Eligibility

- a. Re-evaluations of NRHP eligibility for previously recorded historic properties in the project APE shall be conducted after ten years has passed from the date of the initial recording.
- b. The passage of time, changing perceptions of significance, changes in the design of the Preferred Alternative or incomplete prior evaluations may require the agencies to re-evaluate properties that were previously determined not eligible; presumed eligible due to inadequate documentation; or newly discovered properties in the APE.
- c. Consultation shall include evaluation of newly discovered historic properties eligible for nomination to the NRHP, and a re-evaluation of known properties to determine their status and whether they retain eligibility.
- d. Properties shall be documented using the suite of Colorado Cultural Resource Survey forms developed by the Office of Archaeology and Historic Preservation (OAHP) and following the standards in the OAHP Colorado Cultural Resource Survey Manual.
- e. If an unusual discovery or a large number of historic properties are identified during consultation, CDOT/FHWA shall consult with SHPO to determine if an extended review period is necessary.
- f. If CDOT and SHPO are unable to reach a consensus about the eligibility of a property, FHWA shall seek a determination of eligibility from the Keeper of the National Register of Historic Places, as provided in 36 CFR 800.4(c)(2).

- 3. Re-Evaluation of Effects:** When project plans have been developed for individual phases of the undertaking, or in light of new information, CDOT shall re-evaluate effects to known historic properties and shall provide effects determinations for newly-evaluated historic properties within the project APE that are eligible to the NRHP.

- 4. Resolution of adverse effects:** CDOT shall apply the criteria of adverse effect per 36 CFR Part 800.5 to any new or additional impacts that were not addressed in the FEIS. Should adverse effects occur to these properties, FHWA and CDOT shall consult with SHPO and the Consulting Parties to resolve adverse effects per 36 CFR 800.6, including notifying the Council. Individual Memoranda of Agreement shall not be executed for new adverse effects; rather, this Agreement will be used in lieu of a standard MOA and all resolutions of adverse effects discovered after the ROD shall be amended to this Agreement.

II. Mitigation

CDOT is committed to funding a mitigation plan that will address adverse effects to historic properties identified for the Preferred Alternative in the FEIS. Based on the principles of this agreement, reasonableness of cost shall be taken into account with regard to the selected mitigation option. A specific mitigation plan has not yet been identified; however, CDOT, SHPO, and the Consulting Parties identified specific categories of mitigation for further consultation and investigation, including resource re-location, interpretive mitigation, and archival documentation as outlined below. CDOT will also consider partnering opportunities with other groups and agencies to participate in funding and implementation of the mitigation plan, particularly in instances where resource relocation is concerned. The selected mitigation will resolve adverse effects to historic properties documented in the Section 106 consultation effort for this undertaking and as identified in the FEIS. When possible, CDOT shall explore options to avoid or minimize adverse effects to historic properties.

i. Steel Mill Stack and Stove Relocation

1. CDOT shall investigate options to relocate the stack and stoves from the former Colorado Fuel & Iron Steel Mill site to a new location that meets the mitigation goals identified in consultation with SHPO and the Consulting Parties, and as outlined in **Attachment B**. As part of this effort, CDOT shall also investigate the reasonableness and feasibility of physically moving the stack and stoves, and the availability of potential contractors who specialize in the relocation of historic industrial resources.
2. Because the time frame for funding and construction of the Preferred Alternative identified in the FEIS at the Steel Mill location is unknown and may extend decades into the future, CDOT shall work with SHPO and the Consulting Parties to facilitate a preservation easement or another type of agreement to ensure that the stack and stoves shall be preserved in place or in an interim location until funding for this phase of construction has been identified and a permanent location for the stack and stoves has been selected.
3. CDOT shall work with SHPO and the Consulting Parties to identify a potential future owner(s) who will agree to the terms of a preservation easement or agreement that ensures that the integrity and context of the stack and stoves is preserved and maintained.
4. CDOT shall investigate opportunities for partnering with other organizations and agencies in the implementation and funding of the stack and stove relocation.
5. Any documentation developed in association with the relocation of these resources, including but not limited to concept plans, relocation and construction/rehabilitation plans, preservation easements or other agreements, shall be submitted to SHPO and the Consulting Parties for review and comment. These parties shall have 30 days to review the materials.
6. In the event the relocation of the stack and stoves is not feasible, these resources shall be demolished as part of the construction of the Preferred Alternative in this section of the I-25 corridor and CDOT shall consider other historic properties mitigation options in consultation with SHPO and the Consulting Parties.

ii. Creative/Interpretive Mitigation

1. CDOT shall investigate a creative and interpretive mitigation plan identified in consultation with the SHPO and Consulting Parties. This plan will be based on mitigation concepts identified in a series of meetings involving FHWA, CDOT, SHPO, and the Consulting Parties starting in 2011. During these meetings, the parties developed and ranked a list of mitigation ideas that focused on historic properties of special significance to the history and identity of Pueblo, including the former Colorado Fuel & Iron Steel Mill property (now Evraz Rocky Mountain Steel) and Mineral Palace Park. A

matrix of the mitigation options identified at these meetings is included as **Attachment C**.

2. Other creative mitigation options that arise as the project progresses that further the education or understanding of the importance of Pueblo's history shall also be considered.
3. CDOT shall submit the mitigation plan to SHPO and the Consulting Parties for review and comment. These parties will have 30 days to review the materials.

iii. Archival Documentation

1. CDOT shall ensure that any properties that will be demolished or otherwise adversely affected that are identified as part of the re-evaluation process for future undertakings outlined in Stipulation I(b) above, are documented in accordance with the standards required for Level I documentation found in OAHF form #1595, *Historical Resource Documentation: Standards for Level I, II, III Documentation*. Completion of this documentation will serve as mitigation for adverse effects to properties in the APE that were not documented in the Section 106 effort outlined in the FEIS. CDOT shall submit these materials for SHPO review and shall provide final copies of this documentation to the SHPO and the Pueblo Historic Preservation Commission.
2. CDOT shall ensure that the former Colorado Fuel & Iron Steel Mill property is documented in accordance with the standards required for Level II documentation found in OAHF form #1595. CDOT will submit the materials for SHPO review and shall provide final copies of this documentation to the SHPO, the Steelworks Museum/Bessemer Historical Society, and the Pueblo Historic Preservation Commission.
3. CDOT shall ensure that all documentation activities will be performed or directly supervised by architects, historians, photographers, and/or other professionals meeting standards for their field in the Secretary of Interior's Professional Qualification Standards (36 CFR 61, Appendix A).

iv. Archaeological Data Recovery Excavations

1. Two historic archaeological (5PE5458, 5PE5483) sites determined eligible for the NRHP are located within the APE of the Preferred Alternative. At such time as one or more of these sites is within the limits of a planned and funded construction project and therefore in danger from earth-moving activities, an Archaeological Data Recovery Plan defining the methodology and goals for excavation will be completed. The Plan will meet all criteria outlined in the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation*, in addition to the procedures and protocols developed by the Colorado OAHF. The Data Recovery Plan(s) will be reviewed and approved by the SHPO prior to issuance of an excavation permit and initiation of controlled excavations. The Consulting Parties will also be provided the opportunity to review and comment on the excavation plan(s) prior to implementation.
2. Two historic archaeological sites within the APE of the Preferred Alternative require test excavations in order to determine National Register eligibility. Access to those sites has been restricted by the private landowners and consequently will not be possible until CDOT acquires the properties as part of a planned and funded construction phase. When access to those properties has been obtained, CDOT will coordinate controlled small-scale test excavations according to the procedures and permitting stipulations developed by OAHF.
3. To the best of our knowledge and belief, no Native American or non-Native American human remains, associated or unassociated funerary objects or sacred objects, or objects of cultural patrimony are expected to be encountered during the proposed archaeological work. If such items are discovered, work will cease in the vicinity of the find and all

appropriate coordination will ensue with the SHPO, Consulting Parties and, as applicable, the Colorado Commission of Indian Affairs, under the terms of the Unmarked Human Graves provision of the Colorado Historical, Prehistorical, and Archaeological Resources Act (CRS 24-80-1301ff).

III. Coordination with the National Environmental Policy Act (NEPA)

FHWA shall use this agreement as part of its responsibility to meet the requirements of NEPA.

IV. Coordination with Section 4(f) of the Department of Transportation Act (Section 4(f))

When applicable, FHWA shall use this agreement as part of its responsibility to comply with Section 4(f) as it applies to historic properties.

V. Phased Approach to Identification, Evaluation, and Findings of Effect

Pursuant to 36 CFR 800.4(b)(2) and 800.5(a)(3), FHWA, in consultation with CDOT, may approve the phased identification, evaluation, and application of the criteria of adverse effect for undertakings covered by the Agreement. Upon FHWA approval, and as specific aspects or locations of an alternative are refined or access gained, CDOT shall proceed with the identification and evaluation of historic properties and with application of the criteria of adverse effect in accordance with applicable provisions of this Agreement.

VI. Post-Review Discoveries

If previously unidentified historic properties, or unanticipated effects, are discovered after CDOT has completed its review under this Agreement, no further construction in the area of the discovery will proceed until the requirements of 36 CFR 800.13 have been satisfied. CDOT shall consult with SHPO and the Consulting Parties to record, document, and evaluate NRHP eligibility of the property and the project's effect on the eligible property. If neither the SHPO nor consulting parties submit any objection to CDOT's plan for addressing the discovery within 48 hours, CDOT may carry out the requirements of 36 CFR 800.13 on behalf of FHWA, and the Council need only be notified in the event there is an adverse effect.

VII. Emergency Situations

The State of Colorado has in the past experienced various natural disasters and emergencies that are likely to occur in the future. During such a time FHWA may be unable to, and accordingly is not required to, contact the SHPO regarding actions that may involve effects to historic properties. FHWA shall undertake emergency actions pursuant to the terms of this agreement to assess historic properties and prevent further damage without SHPO consultation. Where possible, such emergency measures will be undertaken in a manner that does not foreclose future preservation or restoration efforts. FHWA will consult with SHPO on all emergency measures taken that will impact historic properties at the earliest time permitted by the emergency circumstances. Permanent repairs to historic properties beyond the scope of emergency repairs are not authorized by this stipulation. This stipulation does not apply to undertakings that will be implemented 30 days after the disaster or emergency.

VIII. Administrative Provisions

- a. **Dispute Resolution.** Should any signatory party object in writing to CDOT or FHWA regarding the manner in which the terms of this Agreement are carried out, CDOT shall immediately notify the other signatory parties of the objection and proceed to consult with the objecting party to resolve the dispute. If CDOT determines that such objection(s) cannot be resolved, it shall request FHWA's assistance in resolving the objection. If FHWA determines that the objection remains unresolved, FHWA will:

1. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to this Agreement, shall be taken into account by FHWA in reaching a final decision regarding the dispute.
2. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate information, FHWA may render a decision regarding the dispute. In reaching its decision, FHWA will take into account all comments regarding the dispute from the parties to this Agreement.
3. FHWA and CDOT's responsibility to carry out all other actions subject to the terms of this Agreement not subject to the dispute remains unchanged. FHWA will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. FHWA's decision will be final.
4. When requested by any Consulting Party or member of the public, the ACHP may consider FHWA's findings under this PA. The provisions of 36 CFR 800.9(a) on public requests to the ACHP will apply.

b. Reporting Requirements:

No later than June 30th of each year the Agreement is in effect, CDOT shall provide a report to SHPO and the Council regarding the status of the Agreement, including the stipulations that have been implemented. The annual report will also include any recommendations to amend this Agreement or improve communication among the parties. The Council shall be provided a copy of the annual report but shall not be required to comment on the report. The SHPO shall have 30 calendar days to review and provide comments on the annual report.

c. Evaluation of the Programmatic Agreement.

1. Once the Agreement is executed CDOT, FHWA, and SHPO shall meet by June 30th of the calendar year to evaluate the effectiveness of the Programmatic Agreement and if warranted, suggest revisions to its stipulations.

d. Amendments

The Council, SHPO, FHWA, or CDOT may request that this Agreement be amended, whereupon they shall consult in accordance with 36 CFR 800 to consider such amendment. No amendment shall take effect until it has been executed by all signatories.

e. Termination.

1. Any party to this Agreement may terminate it by providing 30 days written notice to other parties, provided that the parties will consult during the period before termination to seek agreement on amendments or other actions that would avoid termination.
2. Should consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with that agreement. Should consultations fail, the signatory party proposing termination may terminate this Agreement by promptly notifying the other parties in writing.
3. In the event of termination, FHWA shall either consult in accordance with 36 CFR 800.14(b) to develop a new Agreement, or comply with 36 CFR 800 for individual undertakings.
4. Beginning with the date of termination, FHWA shall ensure that until and unless a new Agreement is executed for the actions covered by this Agreement, such undertakings shall be reviewed individually in accordance with 36 CFR 800.4-800.6.

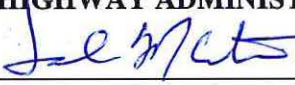
f. Duration of Agreement. This Agreement shall remain in effect for a period of ten (10) years after the date it takes effect, unless it is terminated prior to that time. Ninety days prior to the conclusion of the ten year period, CDOT shall notify the parties via Email. Thereafter, provided there are no objections from the signatory parties, the terms of the Agreement will automatically be extended for an additional five years. If any party objects to extending the Agreement, or proposes amendments, the parties will work together to consider amendments or other actions to avoid termination.

g. Effective Date. This Agreement will take effect following execution by FHWA, SHPO, the Council, and CDOT. Additional attachments or amendments to this Agreement shall take effect on the dates they are fully executed by FHWA, SHPO, the Council, and CDOT.

Execution and implementation of this Programmatic Agreement evidences that FHWA has afforded the Council a reasonable opportunity to comment on the project and its individual undertakings in Colorado, that FHWA has taken into account the effects of the project and its individual undertakings on historic properties, and that FHWA has complied with Section 106 of the NHPA and 36 CFR 800 for the project and its individual undertakings.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

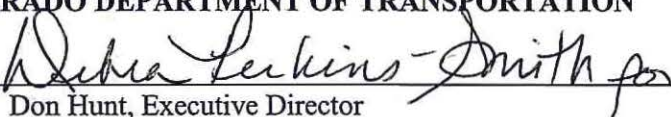
By:  7/26/12
John M. Cater, Colorado Division Administrator Date

COLORADO STATE HISTORIC PRESERVATION OFFICER

By:  7/9/12
Edward Nichols, SHPO Date

INVITED SIGNATORIES

COLORADO DEPARTMENT OF TRANSPORTATION

By:  25 June 2012
Don Hunt, Executive Director Date

CONCURRING PARTIES

COLORADO PRESERVATION INCORPORATED

By: *Ruth E. Musy*

 13-Aug-2012
Date

CONCURRING PARTIES

CITY OF PUEBLO, HISTORIC PRESERVATION COMMISSION

By: _____
Date

STEELWORKS MUSEUM/BESSEMER HISTORICAL SOCIETY

By: _____
Date

NATIONAL TRUST FOR HISTORIC PRESERVATION, DENVER OFFICE

By: _____
Date

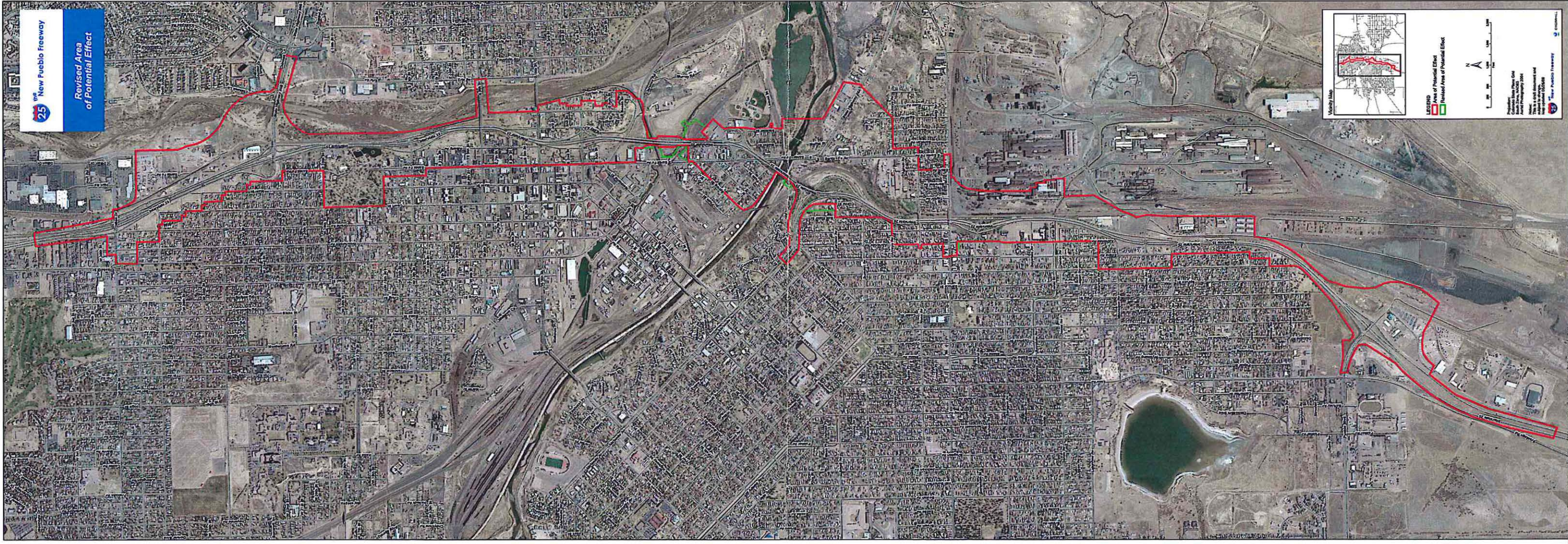
COLORADO PRESERVATION INCORPORATED

By: _____
Date

EVRAZ ROCKY MOUNTAIN STEEL, A DIVISION OF EVRAZ INC.

By: _____
Date

25th New Pueblo Freeway
Revised Area of Potential Effect



LEGEND
Area of Potential Effect
Revised Area of Potential Effect

Scale: 0 100 200 Feet

North Arrow

Colorado State Water Office
Aerial Photography 2004
Map Date: 10/20/2004
Map Scale: 1" = 1000 Feet
Map Projection: UTM
Map Datum: NAD 83

25th New Pueblo Freeway

Attachment B

Environmental Impact Statement

Interstate 25 Improvements Through Pueblo

(New Pueblo Freeway)

Section 106 Mitigation Goals

Steel Mill Stack and Stove Relocation Option

These goals were identified in a series of meetings in 2011 involving FHWA, CDOT, SHPO, and the Section 106 consulting parties (Colorado Preservation Incorporated, the Denver Office of the National Trust for Historic Preservation, the City of Pueblo Historic Preservation Commission, the Steelworks Museum/Bessemer Historical Society, and Evraz Rocky Mountain Steel). The meetings were held to identify mitigation options for the New Pueblo Freeway project, and resulted in the evaluation of an option to relocate the stack and stoves associated with the former Colorado Fuel & Iron Steel Mill property. The items listed below reflect goals associated with the stack and stove relocation option:

1. Preserve the historic integrity of the resource in new location
2. Maintain elements of historic industrial setting in new location
3. Provide adequate public access and interpretive information for resources in new location
4. Maintain the historic association and physical connection with Steel Mill property on east side of the Interstate
5. Ensure that the cost of mitigation is reasonable relative to the scale of the project
6. Ensure that ownership, preservation, and maintenance of the resources is transferred to an owner other than CDOT
7. Develop a plan or agreement to preserve the resources in place or relocate to an interim location to ensure the resources will be available when funding for construction of the Preferred Alternative near the Steel Mill is identified

Attachment C--Historic Properties Mitigation Developed in June 2011 Section 106 Meeting, Interstate 25 Improvements Through Pueblo EIS

Mitigation Concept	Teaming Opportunities	Implementation	Maintenance responsibility	Comments/Update	Consulting Party Rankin
Documentation					
Historic context for neighborhood districts	Bessemer Historical Society, City of Pueblo	Short-term, depending on construction timing	N/A	The city just received a CLG grant to complete a Bessemer Neighborhood context, perhaps complete context for the Second Ward or Grove neighborhood	Low
*Historic Structure Assessment to assess blast furnace, stove, buildings, and large artifacts on Steel Mill property. *Buildings and large artifacts were added to this option per comments by Julie Rodriguez of Bessemer Historical Society, Steelworks Museum and CF&I Archives	City, or Bessemer Historical Society, or Evraz, CDPHE, ShPO or EPA	Short term, depending on construction timing	N/A	Need to find out if Evraz has plans for the stack. If the stack is slated for removal, the HAS would not be a good mitigation option.	High
Documentary video about transportation history in Pueblo	yes, various	Short term	N/A	Could be shown in various public locations in the city, has potential to reach a wide audience	Medium-High
Intensive-level survey of Mineral Palace Park that documents features on OAHP site forms	N/A	Short term--before park redevelopment	n/a		High (City of Pueblo)
Level II archival documentation of select individual properties	N/A	Long term as project areas are impacted	N/A	Possible subject of documentation might be Columbus Hall (5PE5948), Santa Fe Avenue Bridge (5PE3938), NW corner of the Steel Mill complex	High
Bricks & Mortar					
Relocation of specific historic properties	Bessemer Historical Society?	Depends on construction timing	Need to find someone to maintain properties once they are relocated		Medium
Children's shelter in Mineral Palace Park that includes elements of the old Mineral Palace	City of Pueblo?	In conjunction with park redevelopment	City of Pueblo?	Not sure if this has a strong historic preservation benefit	

APPENDIX F

I-25 Bridge Over the Arkansas River

DEPARTMENT OF TRANSPORTATION

Region 2
Planning and Environmental Division
1480 Quail Lake Loop
Colorado Springs, CO 80906
(719) 227-3248 voice
(719) 227-3298 fax



Date: February 3, 2014 (revised March 3, 2014)
To: Chris Horn, Senior ROW Program Manager and Operations Engineer, FHWA
Stephanie Gibson, Environmental Program Manager, FHWA
From: Lisa Streisfeld, Region 2 Planning and Environmental Division
CC: Tom Wrona, Region 2 Transportation Director
Karen Rowe, Region 2 Program Engineer
Joe Deheart, Region 2 Resident Engineer
Vanessa Henderson, Environmental Programs Branch
Rob Frei, Region 2 Environmental/NEPA Project Manager
Subject: I-25 Bridge over the Arkansas River: K-18-AJ and Its Relevance to the Final
Environmental Impact Statement for I-25 New Pueblo Freeway
Attachments: Figure 1 Aerial Photo of I-25 and K-18-AJ
Structure Inspection Reports: December 2012, 2009, 2001, 1996

Summary: This memorandum notifies the Federal Highway Administration about an omission in the *I-25 New Pueblo Freeway Draft* and *Final Environmental Impact Statement (EIS)* documents. The Section 106 analysis and Consultation with the State Historic Preservation Officer (SHPO) was not completed for the I-25 bridge (K-18-AJ, mile-post 97.564) over the Arkansas River. And, subsequently the Section 4(f) Evaluation is unresolved for the I-25 bridge (K-18-AJ, mile post 97.564) over the Arkansas River. This bridge falls within the project study limits of the *I-25 EIS* corridor. During the EIS development the bridge was assumed to be exempt from historic listing or historic eligibility, because the bridge is located on the Interstate. However, following the publication of the *Final Environmental Impact Statement (FEIS)*, CDOT realized the bridge was an exception to the exemption. The Section 106 analysis, the Section 106 Consultation with the SHPO, and the Section 4(f) Evaluation will be completed prior to any improvements to the bridge.

Future improvements to this bridge, (K-18-AJ) do not affect the decision being made with the *Phase 1 Record of Decision (ROD)* for the following reasons:

- The *Phase 1 ROD* consists of I-25 highway improvements from Ilex bridge north to mile post 101. This is the north section of the corridor where the alignment generally follows on the existing I-25 alignment from the Ilex bridges northbound through downtown Pueblo to mile post 101. The *Phase 1 ROD* does not include the central section where the preferred alternative's alignment shifts off the main alignment. The I-25 bridge over

Arkansas River (K-18-AJ) falls within this central section that will be cleared in a future ROD.

- After Phase 1 construction is complete, both fully analyzed *FEIS* alternatives are still available for the section of I-25 that includes the I-25 bridge over the Arkansas River. In either case, the decision being made for the *Phase 1 ROD* does not change or prejudice the opportunities to minimize or avoid the use of the bridge.
- The improvements being cleared by the *Phase 1 ROD* stand on their own as an independent project with independent utility. These improvements do not require and are not dependent upon on any improvements which will be cleared in subsequent ROD's.

CDOT commits to completion of a full environmental evaluation of this bridge as part of the environmental clearance documentation (under NEPA) for any future ROD for the I-25 New Pueblo Freeway EIS corridor that includes this bridge. This memorandum discusses the types of impacts to the No Action, the Modified Alternative (Preferred) and the Existing Alternative if improvements are made on this bridge, and this memorandum concludes that improvements to this bridge do not predetermine an alternative for future Phases of construction along the interstate corridor.

Background: Bridge K-18-AJ is eligible for the National Register of Historic Places. The superstructure is comprised of a steel-plated deck girder and the bridge is cantilevered. The shoulders do not meet current specifications for an interstate. This 1958 bridge has a structural rating of 62.3 (last inspection December 11, 2012) and measures 323 feet long, CDOT Staff bridge comments mention: “Notes of Cracks in bottom diaphragms, and Load Factor Rating (LFR) summary in 1996 of Str. K-18-AJ on I-25 over Arkansas River. The current SIA structural rating of the bridge in LFR is 22 tons Inventory and 36 tons Operating (with the Slab as the controlling member).”

The I-25 bridge K-18-AJ currently carries three lanes of traffic southbound and two lanes of traffic northbound. The third southbound lane functions as an auxiliary lane. The auxiliary lane is an acceleration lane from Santa Fe Avenue to access I-25 southbound and measures about 1,350 feet to the north end of the bridge. South of the bridge, this same auxiliary lane measures approximately 1,350 feet and acts as a deceleration lane for egress of I-25 onto East Abriendo Avenue, heading westbound.

Full environmental evaluation was not completed on bridge K-18-AJ for I-25 over the Arkansas River in Pueblo, Colorado. This omission was not deliberate. The project team analyzed over 800 resources for their historic listing, historic eligibility, or historic contributing features to a potential historic district within the Area of Potential Effect. The project team mistakenly assumed that this bridge was exempt from historic listing or historic eligibility on the National Register of Historic Places, because the bridge is located on the interstate. Generally, the federal interstate is exempt from having historic structures which require formal Consultation with the State Historic Preservation Office (SHPO) under Section 106 of the National Historic Preservation Act (NHPA).

CDOT has since realized that this particular I-25 bridge over the Arkansas River, K-18-AJ, was an exception to the 2010 Programmatic Agreement¹ regarding Section 106 Consultation between FHWA, CDOT, the Advisory Council on Historic Preservation (ACHP) and the SHPO. On page 6, Section IV.E., the document specifically says:

IV.E. Interstate Highway Exemption. The Advisory Council on Historic Preservation’s “Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System” went into effect on March 10, 2005. This exemption releases all Federal Agencies from the Section 106 requirement for taking into account the effects of their undertakings on the Interstate System, with the exception of a limited number of individual elements associated with the system. The exceptions within the State of Colorado are listed in *Attachment 4* of this Agreement. For all other elements of the Interstate System, Section 106 Consultation is not necessary. Per the Exemption, CDOT will only conduct Section 106 Consultation on the properties identified as exceptions to the exemption.

The list in *Attachment 4* includes: Glenwood Canyon, the Eisenhower-Johnson Memorial Tunnels, Vail Pass, Genesee Park Interchange, Twin Tunnels, Arkansas River Bridge on I-25, Speer Boulevard Underpasses of I-25, and 23rd Avenue Underpass of I-25. The Arkansas River Bridge on I-25 is the only exception located within Region 2 and on the interstate.

The project team missed the inclusion of the I-25 Arkansas River Bridge in the analysis for the EIS and the Section 106 Consultation process for several reasons. (i.) The root of the first was the assumption that the interstate was exempt. (ii.) The second issue was the timing of the list of exceptions to the interstate exemption generated in 2005 and the new Programmatic Agreement in 2010. Both of these exercises occurred after the analysis for historic resources for the Section 106 Consultation process. Specifically historic resources were evaluated between 2003 and 2005 by the project team. Formal consultation with the SHPO commenced in 2007. An Amendment to the Determination of Effects to Historic Properties I-25 New Pueblo Freeway Improvement project was finalized in March of 2010. Then, Section 106 Consultation with SHPO was then completed in 2011. (iii.) The third source of the omission had to do with staff changes. The project has been under the guidance of at least four Regional Transportation Directors, three Resident Engineers and two Environmental Managers over the past 12 years. The project also had staff changes with the consultant team conducting the historic analysis. The initial historic review efforts were conducted by SAIC as a sub-consultant to CH2MHILL. Later work and amendments to the effects analysis were then conducted by an out of state CH2MHILL staff person who was not familiar with the exceptions generated in 2005 and 2010. During each staff person transition, an effort was made to maintain project history and knowledge. However, this bridge’s eligibility for listing was missed during the internal EIS document review process.

¹ 2010, April 26. “Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Colorado State Historic Preservation Officer, and the Colorado Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it pertains to the Administration of the Federal-Aid Highway Program in Colorado

Impacts to the Preferred Alternative and Record of Decision for I-25 New Pueblo Freeway

EIS: Bridge K-18-AJ is eligible for listing on the National Register of Historic Places. CDOT Staff Historian has explained that any replacement or widening to an eligible bridge would constitute an adverse impact to an eligible historic resource. A planned impact of this nature would require Section 106 Consultation with the SHPO, a likely determination of an adverse effect, and a Section 4(f) Evaluation [Section 4(f) of the US DOT Act (49 USC 303 and 23 USC 138)] because of this bridge's location on the interstate and the likely use of federal-aid funding. Therefore, evaluation of this bridge constitutes an unresolved issue because of its lack of inclusion of the historic research and analysis in the *EIS*. This unresolved issue, as detailed in this memorandum, will be clearly explained in the upcoming *Phase I ROD*. This memorandum will also be included in the Appendix of the *Phase I ROD* and referenced in any future ROD which includes work on bridge K-18-AJ.

With this documentation plan, CDOT emphasizes that any changes to this bridge will not impact the decision being made with the selected alternative to be detailed in the upcoming *Phase I ROD*. The anticipated selected alternative is the preferred Modified Alternative. No improvements on I-25, south of Ilex bridge, are included in the *Phase I ROD*. The bridge, K-18-AJ, lies south and outside of the project limits for the *Phase I ROD*. Additionally, the limits of Phase 1 encompass an area where the improvements to I-25 for both the Modified and for the Existing Alternatives are equivalent.

Following please find a comparison of impacts to the bridge under the No Action and Action Alternatives. CDOT commits to additional environmental analysis for the alternatives under any Re-evaluation of the EIS or under a future phase of a ROD. Please note, additional phases of a ROD are anticipated to occur 10-25 years into the future, pending funding availability.

- **Impacts to the Bridge K-18-AJ Under the No Action Alternative:** This bridge would receive regular safety, operational and maintenance improvements under a No Action Alternative. For example improvements could possibly include overlays or guardrail replacement. Or, the bridge could have widened shoulders to meet current American Association of State Highway and Transportation Officials (AASHTO) standards and improve safety. The existing shoulders are 1 foot, well below current standards. If under the No Action Alternative, any safety, maintenance or operational improvements are planned, CDOT would conduct a Section 106 Consultation with the SHPO and would also complete a Section 4(f) Evaluation, as needed.
- **Impacts to the Bridge under the Modified Alternative (Preferred Alternative):** This bridge would have no planned impacts under the Modified Alternative, because this bridge would be turned over to local jurisdiction and become Santa Fe Avenue. The bridge selection report completed during the NEPA process did not detail any recommendations for this bridge. In a future ROD for the *EIS*, if this bridge becomes Santa Fe Avenue, any regular safety and operational improvements on the existing interstate would complement the bridge's devolution to the City of Pueblo. For example, improved shoulders could even be used for an addition of a sidewalk, if this bridge converts to the local arterial network of Santa Fe Avenue under the Modified Alternative. (See Appendix E page 28 of the alternatives map in *the Final EIS*.) Because of the

devolution of the bridge and removal of the bridge from the interstate system, any safety, maintenance or operational improvements under the modified alternative would require CDOT to conduct a Section 106 Consultation with the SHPO and would, if necessary, require CDOT to also complete the Section 4(f) Evaluation.

- **Impacts to the Bridge under the Existing Alternative:** Under the existing alternative, bridge K-18-AJ would be reconstructed or replaced to meet current AASHTO interstate specifications. The cross section template would be widened with a standard median, shoulders and auxiliary lane. Based upon preliminary design, the maximum cross section template of this bridge could be as much as 185 feet wide. See page 10 of Appendix E Alternatives Maps of the *Final EIS* and see the structure selection report. (Some limitations may require a taper towards the south end due to the railroad bridge crossing over the interstate's off ramp.) This new bridge design is projected to constitute an adverse impact to the eligible resource. Therefore, as part of the NEPA clearance, CDOT would conduct a Section 106 Consultation with the SHPO and would also complete a Section 4(f) Evaluation. Within the Section 4(f) Evaluation, an alternatives analysis would also be undertaken, which would reexamine avoidance, minimization and mitigation for bridge impacts.

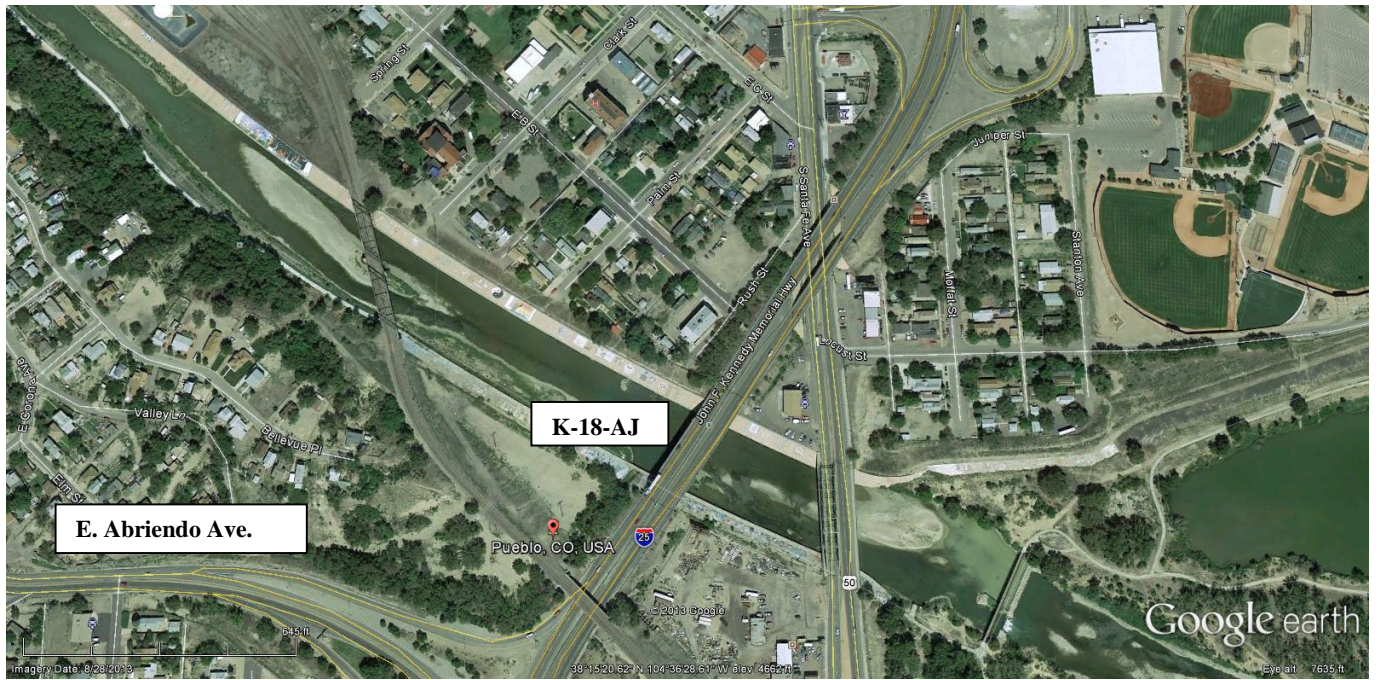
CDOT intends to complete full environmental evaluation of this bridge as part of the documentation material for a future Phase of a ROD or for a Re-Evaluation of the *EIS*. Due to the projected time to complete additional Phases of the ROD, this bridge will likely receive some maintenance and/or safety improvements. If these improvements do occur, CDOT would reexamine them as a cumulative impact to the bridge during full environmental evaluation. For any planned impact to the bridge, CDOT commits to completing Section 106 analysis and Consultation and then a Section 4(f) Evaluation, respectively.

In the immediacy, CDOT has removed any planned work to bridge K-18-AJ as part of the Ilex to First Street Project. Improvements to the bridge over the Arkansas River will not be requested as an Additional Requested Element (ARE) in the design-build project following the completion of the *Phase 1 ROD* for the New Pueblo Freeway. No work will be planned for this bridge until the *Phase 1 ROD* has been signed and until a full environmental evaluation has been prepared.

FHWA's support on this project is greatly appreciated. CDOT and the local community are eager to complete the NEPA process and begin construction of the first Phase of the *ROD* for the I-25 New Pueblo Freeway. If you have any immediate questions, about this memorandum, please contact Lisa Streisfeld (719-227-3248). Thank you again for your continued commitment to this 7 mile long interstate corridor.

Attachment:

Figure 1: Location of the I-25 Bridge K-18-AJ over the Arkansas River



Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 025A

Mile Post (ON)11: 97.564 mi

Bridge Name: K-18-AJ Inspection Date: 12/11/2012 Sufficiency Rating: 62.3 Not Eligible

NBI Reporting ID:	K-18-AJ	Hist Signif 37:	2	UW Inspection Date 93B:	
Rgn/Sectn 2E/2M:	24	Posting status 41:	A	SI Date 93C:	
Trans Region 2T:	04	Service on/un 42A/B:	1 5	Bridge Cost 94:	\$ 0
County Code 3:	101	Main Mat/Desgn 43A/B:	4 3	Roadway Cost 95:	\$ 0
PUEBLO		Aprr Mat/Desgn 44A/B:	0 0	Total Cost 96:	\$ 0
Place Code 4:	62000	Main Spans Unit 45:	2	Year of Cost Estimate 97:	
PUEBLO		Approach Spans 46:	0	Brdr Brdg Code/% 98A/B:	
Rte.(On/Under)5A:	1	Horiz Clr 47:	40.0 ft	Border Bridge Number 99:	
Signing Prefix 5B:	1	Max Span 48:	165.0 ft	Defense Highway 100:	1
Level of Service 5C:	1	Str Length 49:	334.7 ft	Parallel Structure 101:	N
Directional Suffix 5E:	0	Curb Wdth L/R 50A/B:	0.0 ft 0.0 ft	Direction of Traffic 102:	2
Feature Intersected 6:	ARKANSAS RIVER	Width Curb to Curb 51:	80.0 ft	Temporary Structure 103:	
Facility Carried 7:	I 25 ML	Width Out to Out 52:	88.0 ft	Highway System 104:	1
Alias Str No.8A:		Deck Area:	29,455. sq. ft	Fed Lands Hiway 105:	0
Pril Str No. 8P:		Min Clr Ovr Brdg 53:	99.99	Year Reconstructed 106:	0000
Location 9:	IN PUEBLO	Min Undrclr Ref 54A:	N	Deck Type 107:	1
Max Clr 10:	328.1 ft	Min Undrclr 54B:	0.0 ft	Wearing Surface 108A:	6
BaseHiway Net12:	1	Min Lat Clrnce Ref R 55A:	N	Membrane 108B:	0
IrsinvRout 13A:	000000025A	Min Lat Undrclr R 55B:	0.0 ft	Deck Protection 108C:	0
IrrsubRout No13B:	00	Min Lat Undrclr L 56:	0.0 ft	Truck ADT 109:	5 %
Latitude 16:	38d 15' 17"	Deck 58:	5	Trk Net 110:	1
Longitude 17:	104d 36' 29"	Super 59:	5	Pier Protection 111:	#
Range18A:	65 W	Sub 60:	6	NBIS Length 112:	Y
Township18B:	65	Channel/Protection 61:	8	Scour Critical 113:	5
Section18C:	1	Culvert 62:	N	Scour Watch 113M:	0
Detour Length 19:	0.6 mi	Oprtg Rtg Method 63:	1 LF Load Factr	Future ADT 114:	81,405
Toll Facility 20:	3	Operating Rating 64:	36.0	Year of Future ADT 115:	2028
Custodian 21:	1	Inv Rtg Method 65:	1	CDOT Str Type 120A:	RGC
Owner 22:	1	Inventory Rating 66:	22.0	CDOT Constr Type 120B:	85
Functional Class 26:	11	Asph/Fill Thick 66T:	004 "in"	Inspection Indic 122A:	
Year Built 27:	1958	Str. Evaluation 67:	5	Inspection Trip 122AA:	
Lanes on 28A:	5	Deck Geometry 68:	6	Inspection Schedule ID:	ODD DEC D20
Lanes Under 28B:	0	Undrclr Vert/Hor 69:	N	Maintenance Patrol 123:	68
ADT 29:	60,300	Posting 70:	5	Expansion Dev/Type124:	2
Year of ADT 30:	2008	Waterway Adequacy 7:	9	Brdg Rail Type/Mod 125A/B:	Y 3
Design Load 31:	5	Approach Alignment 72:	8	Posting Trucks 129A/B/C:	0 0 0
Apr Rdwy Width 32:	84.0 ft	Type of Work 75A:		Str Rating Date 130:	7/1/1996
Median 33:	2	Work Done By 75B:		Special Equip 133:	
Skew 34:	7.00 °	Length of Improvment 76:	0.0 ft	Vert Clr N/E 134A/B/C:	X 99.99 0
Structure Flared 35:	0	Insp Team Indicator 90B:	WHITE TEAM	Vert Clr S/W 135A/B/C:	X 99.99 0
Sfty Rail 36a/b/c/d:	0 1 1 1	Inspector Name 90C:	CHURCHESK	Vertical Clr Date:	5/5/1905
Rail ht36h:	32 "in"	Frequency 91:	24 months	Weight Limit Color: 139:	0
		FC Frequency 92A:		Str Billing Type:	U
		UW Frequency 92B:		Userkey 1 - System:	ONSYS
		SI Frequency 92C:		Userkey 7-Update Indic:	
		FC Inspection Date 93A:			

Inspector Name: CHURCHESK

Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 025A

Mile Post (ON)11: **97.564 mi**

Element Inspection Report

Elm/En	Description	Units	Total Qty	% in 1	CS 1	% in 2	CS 2	% in 3	CS 3	% in 4	CS 4	% in 5	CS 5
13/4	Unp Conc Deck/AC Ovl	(SF)	29,455	100 %	29,455	0 %	0	0 %	0	0 %	0	0 %	0
107/4	Paint Stl Opn Girder	(LF)	2,640	58 %	1,542	27 %	704	12 %	304	3 %	88	0 %	2
210/4	R/Conc Pier Wall	(LF)	90	100 %	90	0 %	0	0 %	0	0 %	0	0 %	0
215/4	R/Conc Abutment	(LF)	177	100 %	177	0 %	0	0 %	0	0 %	0	0 %	0
234/4	R/Conc Cap	(LF)	90	94 %	85	2 %	2	3 %	3	0 %	0	0 %	0
306/4	Asphaltic Plg Exp Jt	(LF)	160	25 %	40	73 %	117	2 %	3	0 %	0	0 %	0
308/4	Constr Non Exp Jt	(LF)	335	0 %	0	0 %	0	100 %	335	0 %	0	0 %	0
311/4	Moveable Bearing	(EA)	16	0 %	0	100 %	16	0 %	0	0 %	0	0 %	0
313/4	Fixed Bearing	(EA)	8	75 %	6	25 %	2	0 %	0	0 %	0	0 %	0
325/4	Slope Prot/Berms	(EA)	2	100 %	2	0 %	0	0 %	0	0 %	0	0 %	0
326/4	Bridge Wingwalls	(EA)	4	100 %	4	0 %	0	0 %	0	0 %	0	0 %	0
334/4	Metal Rail Coated	(LF)	1,340	100 %	1,340	0 %	0	0 %	0	0 %	0	0 %	0
338/4	Conc Curbs/SW	(LF)	1,340	75 %	1,000	22 %	300	3 %	40	0 %	0	0 %	0
343/4	Pole Attachment	(EA)	4	100 %	4	0 %	0	0 %	0	0 %	0	0 %	0
355/4	Steel Diaphr. SmFlag	(EA)	2	0 %	0	0 %	0	100 %	2	0 %	0	0 %	0
356/4	Steel Fatigue SmFlag	(EA)	39	0 %	0	100 %	39	0 %	0	0 %	0	0 %	0
359/4	Soffit Smart Flag	(EA)	1	0 %	0	0 %	0	100 %	1	0 %	0	0 %	0
371/4	Traff Imp Dck SmFlag	(LF)	18	0 %	0	100 %	18	0 %	0	0 %	0	0 %	0
501/4	Channel Cond	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
502/4	ChannProtMatCond	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
504/4	BankCond	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0

Elem/Env	Description	Element Notes
13/4	Unp Conc Deck/AC Ovl	2 - 5 Inches asphalt. Looks good. New asphalt overlay prior to 2010 inspection.
107/4	Paint Stl Opn Girder	Built-up riveted girders. R2 to R3 corrosion on top & bottom flange of girder ends, and base of webs, near abutments (measured 3/16 inch loss at Girder 2H at Abutment 3). Some R2 corr. on top flange of Girder A at Pier 2. Some light R1 to R1 corrosion scattered throughout. (See Tally Sheet) Fatigue cracking at diaphragms per Smart Flag Element 356. (The lower strut of the diaphragms in Bays B, C, E, and F at Abutment 3 is nearly gone due to corrosion.)
210/4	R/Conc Pier Wall	Few light vertical cracks. Water stained.

Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 025A _

Mile Post (ON)11: **97.564 mi**

Elem/Env	Description	Element Notes
215/4	R/Conc Abutment	Badly stained (very dirty) due to the previous finger joints above that allowed dirt to pileup several inches on abutment seats and around bearings. Dark & dank due to high wide berm to the edge of the levee. Some light vertical cracks with efflor. in both.
234/4	R/Conc Cap	Spalled with exposed rebar at top left side near Bearing A. Couple delam./spalls at right end. Minor pop-outs on faces due to inadequate concrete cover.
306/4	Asphaltic Plg Exp Jt	At both abutments. Leaking in shoulder area at Abutment 1 in the SBnd lanes and causing ice to build up on Bearing 1A below. (See 2012 Photo) Losing adhesion in NBnd lanes at Abutment 1, worst in shoulder area. Cracked at fwd. side of Abutment 1 joint in both directions, and at rear side of Abutment 3 joint (up to 1/2 inch wide) in SBnd lanes. Some D-cracking along edge of joint in #2 SBnd lane at Abutment 3. New asphaltic plug joints were installed prior to 2010 inspection, which were placed over existing finger plate joints.
308/4	Constr Non Exp Jt	Longitudinal joint open along centerline. Light to moderate delam. full length along joint. Leaks.
311/4	Moveable Bearing	Rockers at both abutments. Tipped back 3 to 10 degrees at Abutment 1. R2 corrosion on many. (See 1999 & 2006 Photos) Heavy dirt and asphalt built up around bearings at Abutment 3.
313/4	Fixed Bearing	Very large bearings at Pier 2 allow rotation. (See 2009 Photo) Some R3 corr. on transverse stiffener portion of Bearing 2A. Some R2 corrosion on Bearings 2D and 2E. Most have heavy R1 corrosion.
325/4	Slope Prot/Berms	Concrete levee, good condition. Covered with Graffiti Art (worlds longest mural).
326/4	Bridge Wingwalls	Extensions of abutment backwalls. Look good.
334/4	Metal Rail Coated	Galvanized square tubes (Type Y bridge rail) on exterior curbs, and galvanized flex-beam rail (Type H) on median curbs. Bottom rail on right side above Span 2 is bent about 5 inches out of alignment due to traffic impact. Several scrapes from traffic.
338/4	Conc Curbs/SW	Few spalls, and some horizontal cracking, in faces. Light to moderate scale on median curb for NBnd traffic. Left curb has previously been replaced (about 70 ft.) above Span 2. Light to moderate efflorescence seeping through the cold joint on exterior side of left curb above Span 2. Some spalling and delam. on exterior face especially where old rail had been attached.
343/4	Pole Attachment	Light standards on both sides of bridge, above both spans. Concrete base was poured monolithically with exterior curb edges. Grout around light pole bases has cracked, broken off, or is completely gone.
355/4	Steel Diaphr. SmFlag	Lower bracing of diaphragms at Abutment 3 have nearly rusted out completely. (See 2008 Photos) One rivet is sheared off at Diaph. #2 in Bay 1B top connection to Girder 1C, and one rivet is sheared off at Diaph. #5 in Bay 2A top connection to Girder 2A. There are cracks in the riveted diaphragm vert. stiffener angles because they were crimped to go over the flange angle legs. (See 2008 Photos) This happened at 39 locations (and potentially more), but unable to verify fully due to limited access (could not reach interior girders with the A-40 platform). Locations are included in Smart Flag 356 and tally sheet.

Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 025A _

Mile Post (ON)11: **97.564 mi**

Elem/Env	Description	Element Notes
356/4	Steel Fatigue SmFlag	Widespread cracking at base of vertical stiffener angles at diaphragms. (See Photos & Tally Sheet) There are 39 locations & more potential cracks. Worst crack is 13 inches long, starting at the base of the stiffener, and open to 1/8 inch wide, this is at Diaphragm #7 in Bay 2A connection to Girder 2B; most others only extend up 4 to 6 inches. Few cracks have propagated within the angles, but do not threaten girders as cracks can not go into webs or flanges (due to riveted connections). Most cracks have been marked with pencil or marker to detect propagation. (Angles were crimped to go around the lower flange angle leg riveted to the web.)
359/4	Soffit Smart Flag	Spotted map cracking. Some trans. cracks (open to 1/32 inch wide) with efflorescence scattered throughout. Spalls with exposed rebar, and some delamination, along many trans. cracks in Bay G. (See 1999 & 2006 Photos) Some efflor., rust stains, and spalls with exposed rebar in overhangs, especially at left side (See 2008 Photo), due to seepage through cracks and the cold joint along base of curb, active leaking indicated by icicles.
371/4	Traff Imp Dck SmFlag	IMP-??/??/??; INSP-12/12/02; REP-00/00/00 Median rail and one post bent from impact in Span 2 on NB side (unrepaired 12/04), and bottom right rail of Type Y in Span 2 hit (repaired 12/04). It was hit again some time before inspection in 12/13/2006, and is up to 5 inches out of alignment causing a buckle affecting 10 ft. length about 85 feet from Abutment 3.
501/4	Channel Cond	Arkansas River. Concrete levee on both banks extend a few hundred feet in both directions. Dam a few miles upstream provides flow control. Check dam several hundred yards downstream.
502/4	ChannProtMatCond	Concrete levee on both banks extend few hundred feet both directions.
504/4	BankCond	Steep concrete lined levee; high dirt berm between levee and abutments extends to about 30 feet, but only 1 to 2 feet below girders.

Maintenance Activity Summary

MMS Activity	Description	Recommended	Status	Target Year	Est Cost
355.02	Cln & Pnt	12/14/2000	-1	2015	4500

Clean and spot paint girders (especially near the abutments & pier) and the bearings.

354.02	Supstr	12/14/2000	-1	2015	10000
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Consider repairing the fatigue-cracked vertical stiffener angles at the diaphragms. The worst has cracked up as high as 13 inches from the lower flange. There are 39 locations, and some potential cracks that were inaccessible.

Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 025A _

Mile Post (ON)11: 97.564 mi

Maintenance Activity Summary

MMS Activity	Description	Recommended	Status	Target Year	Est Cost
364.01	Exp Jts	12/11/2012	_	2015	500

Seal cracks along edges of asphaltic plug joints, especially in shoulder area of Southbound lanes at Abutment 1.

**354.02	Supstr	12/13/2006	-1	2015	5000
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Replace Diaphragms at Abutment 3 in Bays B, C, E, & F.

353.01	Br Dk Rpr	12/11/2012	_	2015	500
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Seal longitudinal joint in median to prevent leakage below deck.

Bridge Notes

Utilities: Six 4 inch Ø galvanized conduits attached to Girder H; one 2½ inch Ø galvanized conduit clamped on both exterior curbs.

Used A-40 in 2012 on both sides due to cracks at diaphragms. (See Tally Sheet)
 Unable to reach the 2 girders (D & E) near centerline.

For A-40 inspection on SBnd side, only the exterior lane / off-ramp to Abriendo Ave. needs to be closed.

Colorado Department of Transportation
Structure Inspection and Inventory Report (English Units)

Highway Number (ON) 5D: 025A _

Mile Post (ON)11: **97.564 mi**

Inspection Notes

Temperature: 21°
Time: 10:00
Weather: Clear

Scope:

NBI: Element: Underwater: Fracture Critical: Other: **Type:**

Team Leader Inspection Check-off:

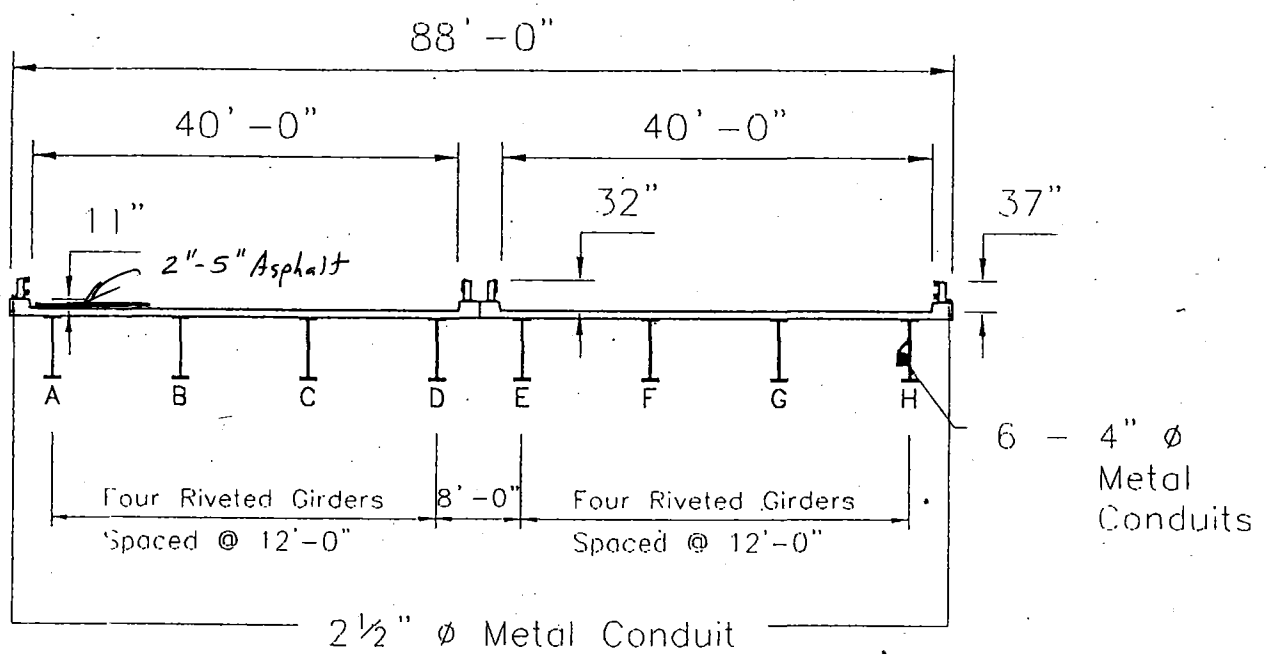
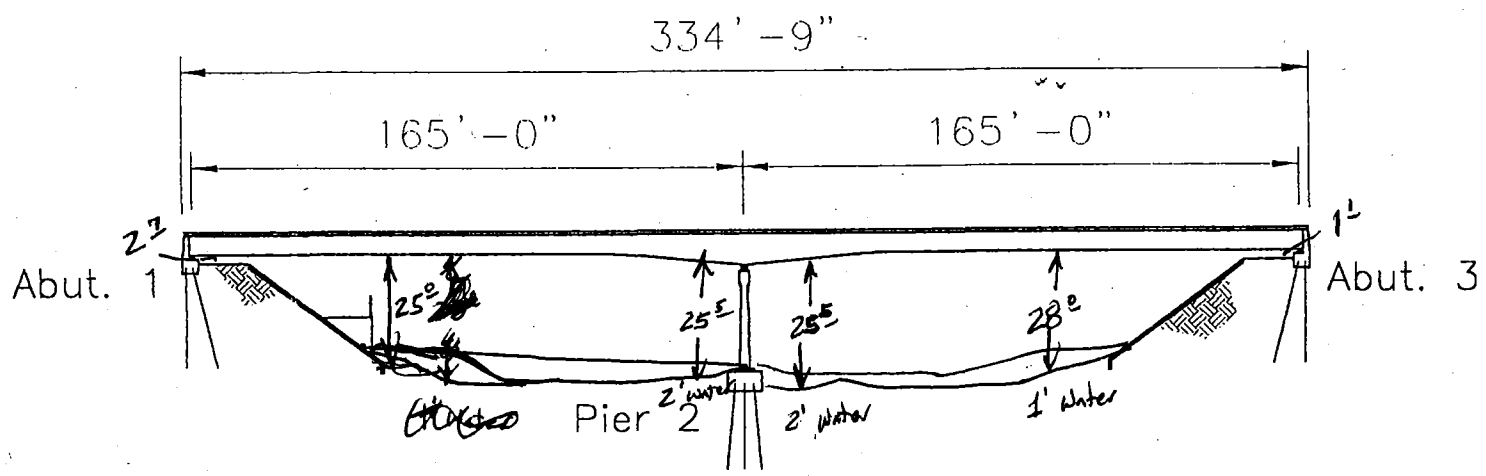
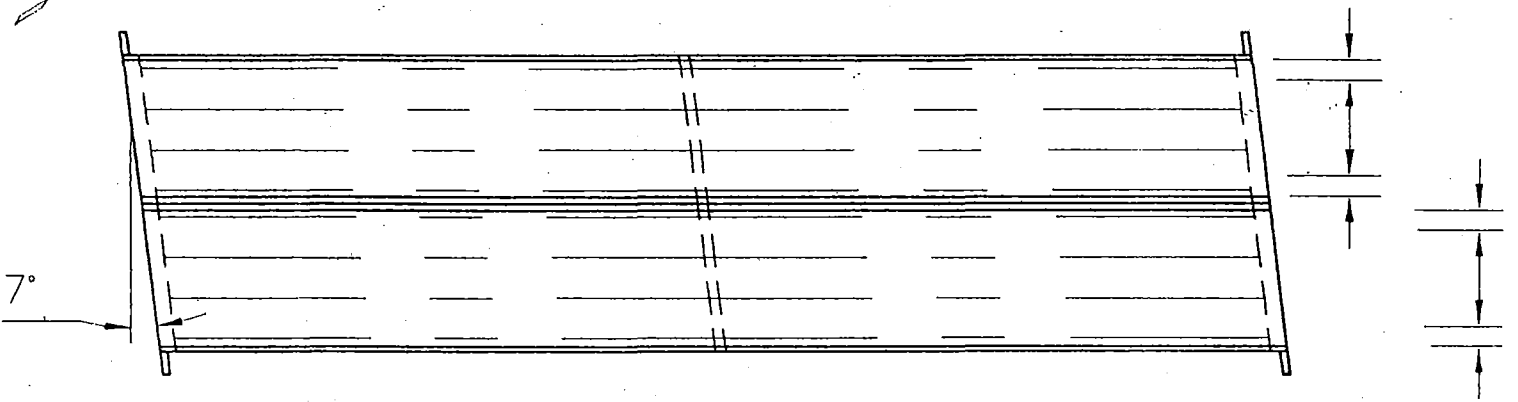
- FCM's Vertical Clearance
- Posting Signs Stream Bed Profile
- Essential Repair Verification

Inspection Team:

Inspection Date: 12/11/2012

Inspector: CHURCHESK

Inspector (Team Leader)



	Structure No.: K-18-AJ	
Date: 01/04/01	Drawn by: K. Churches	Location: Briar_common\White Team

Structure K-18.AJ

- Change Item 91 to 12 months
- Include Jeff Anderson + John Deland in next inspection.
- I discussed this structure with Mark Leonard on 6/11/09. We are concerned with the exterior girders in the negative moment region, specifically regarding the lateral support of compression flange. DOT may want to replace the cross framing of the exterior girders that are cracked in the negative moment region. Due to the girder connection at the pier a critical inspection finding memo is not warranted at this time. Particular attention will be paid to the cracked diaphragm connections near the pier as well as the bearing conditions at all substructure supports.

Jeff Anderson
6/11/09

Structure was inspected 8/12/09. I do not have any concerns at this time

Jeff Anderson 8/13/09

By: Date	Project no.	Project code (SA#):
Chk'd: Date	Structure no.	Sheet of

CDOT PONTIS BRIDGE INSPECTION TALLY SHEET

Structure No.: K-18-AJ

Highway No.: 25

Element No.	Element Name	Span	Cond. State	Member Designation								Span Totals						
				A	B	C	D	E	F	G	H	CS 2	CS 3	CS 4	CS 5			
107	PAINTED STL GIR	1																
Member Quantity (FT.) = 165			2	44	44	44	44	44	44	44	44	352						
Comments:			3	19	19	19	19	19	19	19	19		152					
			4	3	3	3	10	10	3	3	3			38				
			5	1														1

Element No.	Element Name	Span	Cond. State	Member Designation								Span Totals						
				A	B	C	D	E	F	G	H	CS 2	CS 3	CS 4	CS 5			
107	PAINTED STL GIR	2																
Member Quantity (FT.) = 165			2	44	44	44	44	44	44	44	44	352						
Comments:			3	19	19	19	19	19	19	19	19		152					
			4	5	5	5	10	10	5	5	5			50				
			5									1						

Date: 12/11/2012
Inspector: KC

Grand Totals	CS 2	CS 3	CS 4	CS 5
	704	304	88	2

K-18-AJ (I-25 / Arkansas River)

Cracks in Bottom of Diaphragms

Southbound Side

Northbound Side

Diaph. #	Bay A		Bay B		Bay C		Bay D	Bay E		Bay F		Bay G		Diaph. #		
	Lt.	Rt.	Lt.	Rt.	Lt.	Rt. *		Lt. *	Rt.	Lt.	Rt.	Lt.	Rt.			
Abut. 3			Rusted out lower angles				No Diaphragms in this Bay	Rusted out lower angles						Abut. 3		
9		4"													9	
8		5 3/4" & 2"			4"										8	
7		13"	3"									4"			7	
6		11 3/4"		5 1/4"					1/2"		4 3/4"				6	
5		5"							1 3/4"			3 7/8"			5	
4		5 1/4" & 2 3/4"		4 1/4"							4 7/8"				4	
3		1/2"													3	
2		2 1/4"		2"											2	
1						6 3/4"									1	
Pier 2								No Diaphragms in this Bay							Pier 2	
9																9
8						Maybe 7"										8
7		2 1/2"		4 1/2"											7	
6			4 3/4"		4 1/4"	Potential					5 1/4"		4 3/4"		6	
5		4"			2 1/4"	Potential					4 1/2"		5 5/8"		5	
4			4 1/2"		2 3/8"						3"		6"		4	
3		3 3/4"	3"										6 1/4" & 3 3/4"		3	
2					4"								5 3/4"		2	
1															1	
Abut. 1															Abut. 1	

* = Can't reach with Aspen Aerials A-40 Platform

12/11/12
xc

SPAN 2

SPAN 1

SPAN 2

SPAN 1

**COLORADO DEPARTMENT OF TRANSPORTATION
LOAD FACTOR RATING SUMMARY**

Structure # K-18-AV
 State highway # 25
 Batch I.D. ✓ 76009
 Structure type RGC
 Parallel structure #

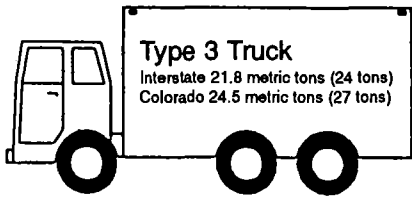
Rated using
 Asphalt thickness: 114 mm (4 1/2 in.)
 Colorado legal loads
 Interstate legal loads

Structural member	<u>Slab</u>	<u>G1 Interior</u>	<u>G2 Exterior</u>	
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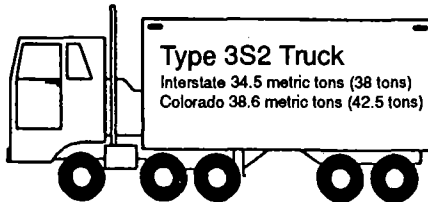
Metric tons (Tons)

Inventory	<u>20 (22.0)</u>	<u>46.5 (51.3)</u>	<u>43.3 (47.8)</u>	<u>()</u>
Operating	<u>33.3 (36.7)</u>	<u>77.6 (85.5)</u>	<u>72.2 (79.6)</u>	<u>()</u>

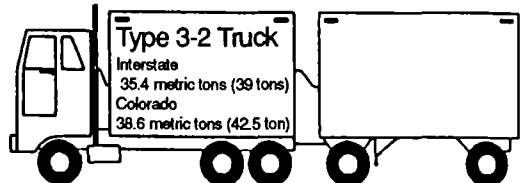
Type 3 truck	<u>()</u>	<u>()</u>	<u>()</u>	<u>()</u>
Type 3S2 truck	<u>()</u>	<u>()</u>	<u>()</u>	<u>()</u>
Type 3-2 truck	<u>()</u>	<u>()</u>	<u>()</u>	<u>()</u>
Permit truck	<u>()</u>	<u>()</u>	<u>()</u>	<u>()</u>



Metric tons (Tons)



Metric tons (Tons)



Metric tons (Tons)

Comments

Rated by Russell W. Truckman Date 07/01/96 Checked by _____ Date _____