

APPENDIX C

# Public Involvement Materials

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**Notices and Advertisements –  
Newspaper Clippings**

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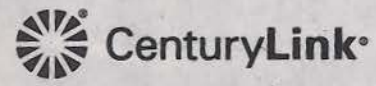
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**PUBLIC HEARING ADDRESSING THE FUTURE OF I-25 THROUGH PUEBLO**

*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](mailto: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](http://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](http://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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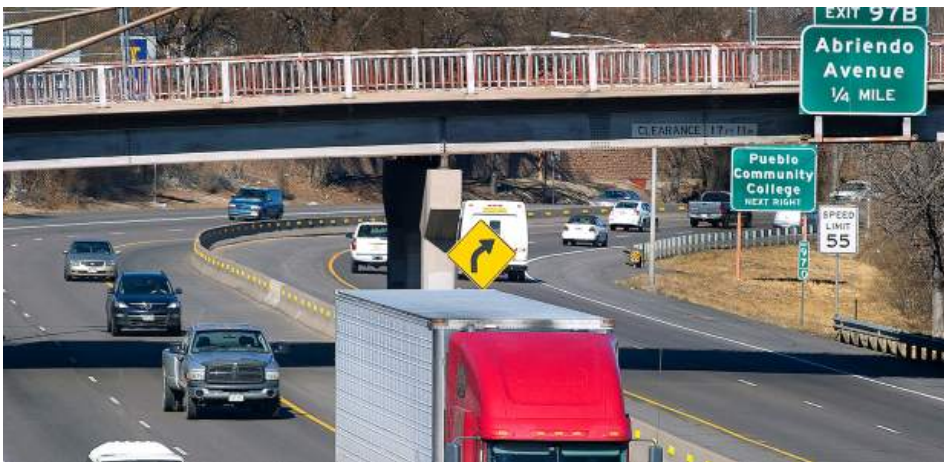
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## 6 Pueblo bridges to be upgraded next year

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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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## A big Pueblo win

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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.



### Trending

Stocks hit round-number milestones, then slip

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](http://chieftain.com). [nickb@chieftain.com](mailto:nickb@chieftain.com)

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## Details mapped out for \$108 million in road funds

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I-25 Vehicular Bridge over 1st Street

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** 34m  
@christinerose60

They will be doing demonstrations before tonight's 7 pm showing of the newest Warren Miller ski film [pic.twitter.com/L3dtXpZeyb](http://pic.twitter.com/L3dtXpZeyb)

Show Photo

 **Joe E. Cervi** 37m  
@JoeECervi

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](mailto:nickb@chieftain.com)

## Special Reports

### Examining Obamacare

What do the new options mean for you?



### Recall election

Keep up with developments following Colorado's historic recall election of two state lawmakers who supported gun control.

### Heat on the Beat

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State Insurance Commissioner reaction

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## Pueblo gets \$108M to fix freeway

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### Trending

- Idea of moving expo resurfaces
- Fair board faces fiscal challenges
- Holiday exhibit introduces kids to cultures, cookies
- No charges for former South High teacher
- No longer a deep secret

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 **Joe E. Cervi** 20m  
@JoeECervi  
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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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News from our TV partner



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.

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by Taboola

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# PUBLIC HEARING ADDRESSING THE FUTURE OF I-25 THROUGH PUEBLO

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**Need more information?**

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

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- CDOT Headquarters, 4201 E. Arkansas #277, Denver

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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.

## **Notices and Advertisements – Website**

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[Home](#)[Background](#)[Project Documents](#)[Contacts](#)

[Final EIS Now Available for Review](#)

[Final EIS Public Review Locations](#)

[Public Hearing Information](#)

[Submit a Comment Online](#)

## 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.**



[View Larger Map](#)

[Click here](#)

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

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**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 29<sup>th</sup> 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 1<sup>st</sup> 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](http://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](mailto: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](mailto: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](mailto: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](mailto:glenn@kreativo.org) si se necesita la traducción al español durante la reunion transporte a la reunion, o se requiere asistencia por una discapacidad.



**Notices and Advertisements –  
Federal Register Notice of Availability**

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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](http://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]

**BILLING CODE 6717-01-P**

## 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.<sup>1</sup>

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](mailto: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]

**BILLING CODE 6717-01-P**

## 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*

<sup>1</sup> 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](mailto: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.<sup>1</sup>

<sup>1</sup> 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](mailto: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**

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# 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?

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

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

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

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

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



## 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](http://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](mailto: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](mailto:joe.dehart@state.co.us), or fax 719-546-5702
- Submit your comments via the project website: [www.i25Pueblo.com](http://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**

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*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**

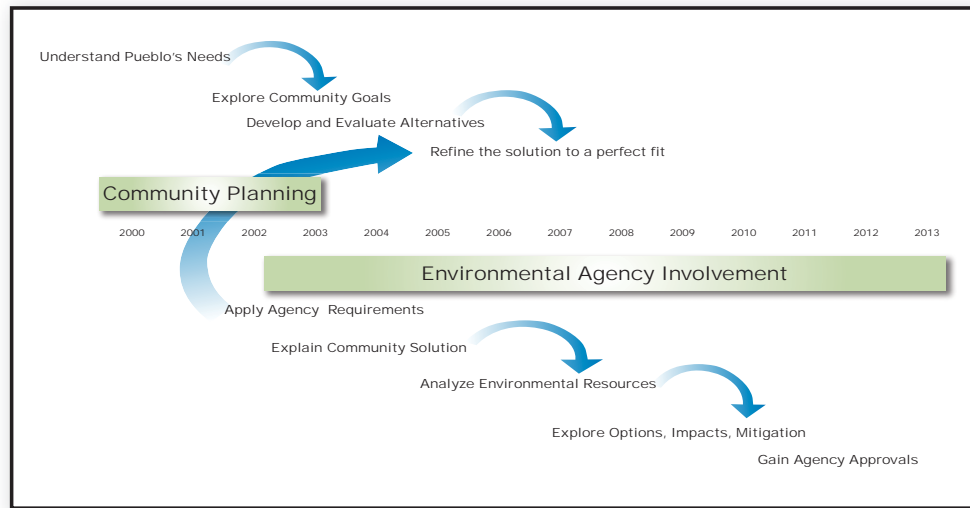
**October 3, 2013**

**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

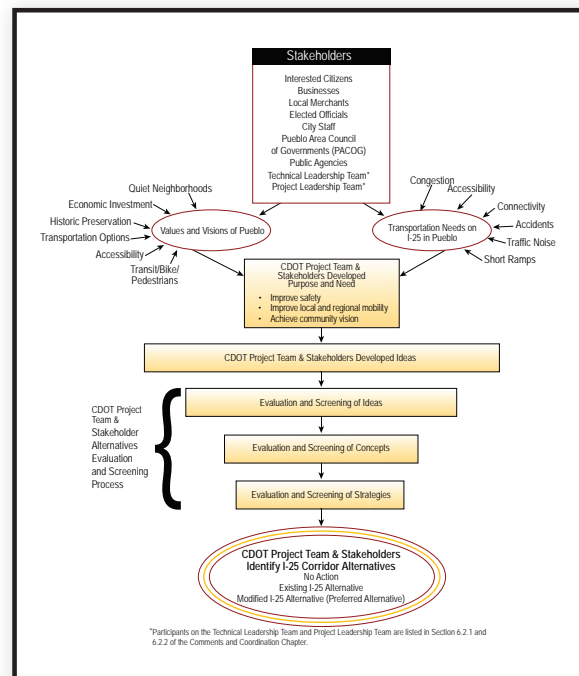


Open House

### 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.

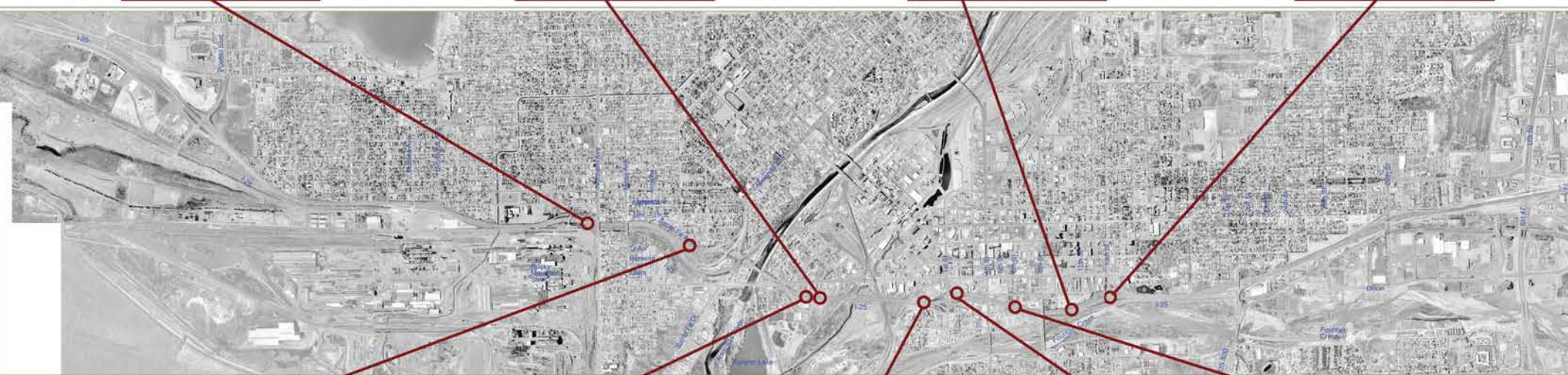
The connection between improvements and surrounding land use must be considered and planned as a part of our vision.

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

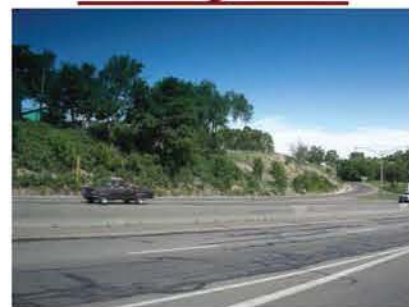
- Maintainable
- User friendly
  - Understandable
  - Communicates information clearly
  - Comfortable to drive
  - Provides personnel safety features (i.e., roadside telephones)
  - Meets driver expectations
- Multi-modal
- Fair treatment for those impacted
- Forward looking to accommodate
  - Future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



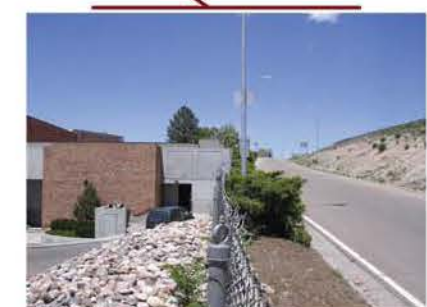
Sight distance problems



Aging bridges



Narrow shoulders



Steep exit ramps



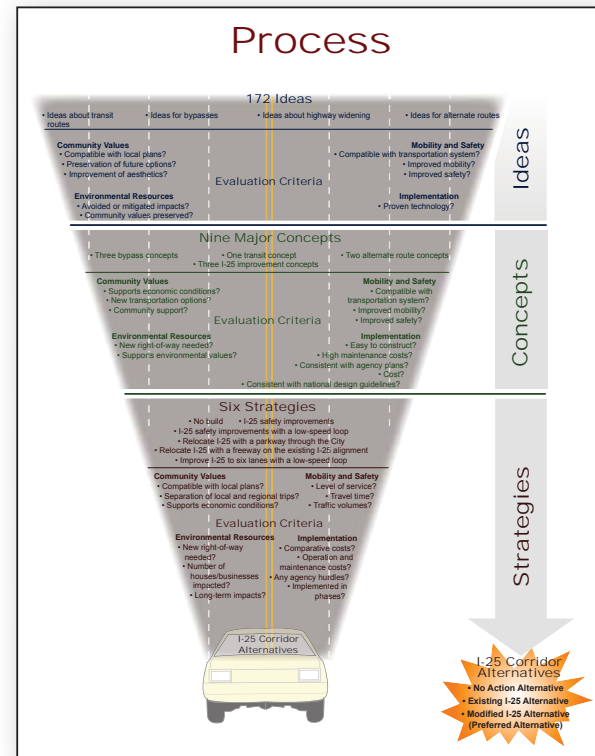
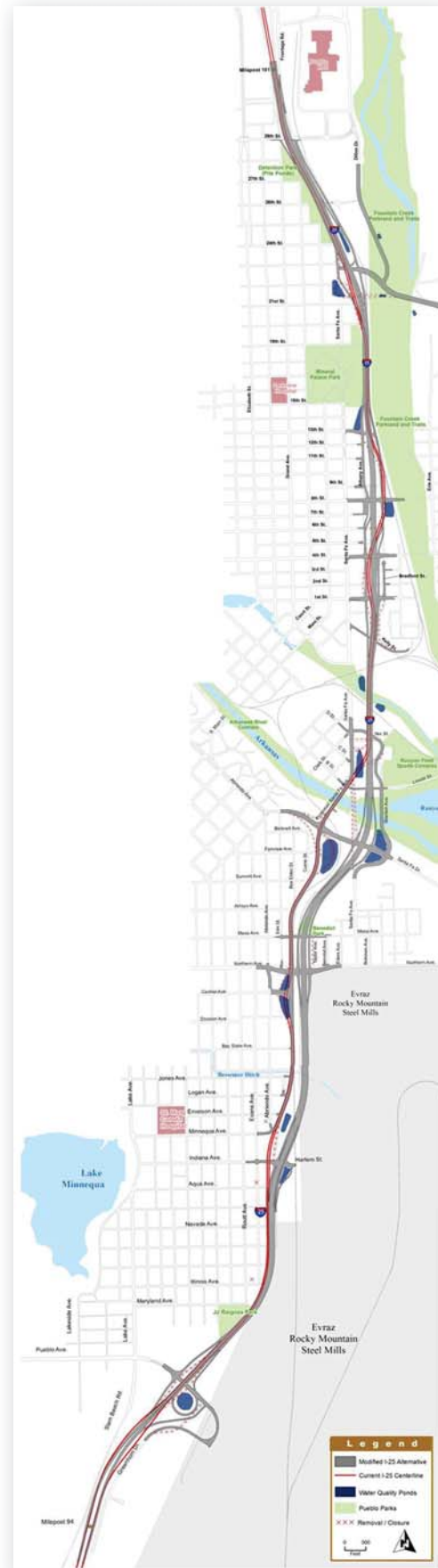
Source: The Pueblo Chieftain  
High accident rates



# Modified I-25 Alternative (Preferred Alternative)

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

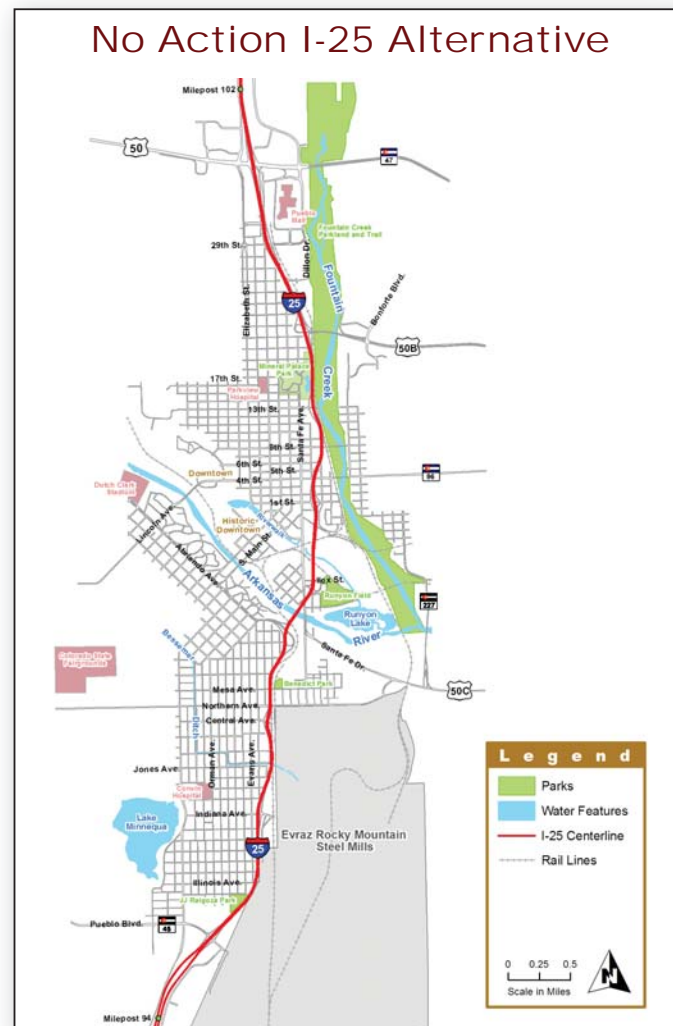
# Existing I-25 Alternative



### Range of Alternatives

Concepts*	Ideas from the Public
<b>Bypass Concepts</b>	
<b>Double Decking I-25</b> 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"> <li>Build a parallel route to I-25</li> <li>Double deck the interstate</li> </ul>
<b>I-25 Bypass</b> 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"> <li>Build a beltway on the east side of Pueblo</li> <li>Build a perimeter road around Pueblo</li> <li>Extend Stern Beach to the east and connect it up again on the north end of town</li> <li>Build an I-25 bypass on the west side of Pueblo</li> <li>Build a bypass around Pueblo with limited access</li> </ul>
<b>Tunnel under existing I-25</b> 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"> <li>Increase capacity of I-25 by tunneling under the existing I-25</li> </ul>
<b>Alternate Route Concepts</b>	
<b>Lower-Speed Alternate Route</b> 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"> <li>Build alternate routes (a beltway) around Pueblo</li> <li>Build a beltway route road around the town</li> <li>Make an alternate route for trucks</li> </ul>
<b>High Speed Alternate Route</b> 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"> <li>Build a beltway route around the town</li> <li>Make an alternate route for trucks</li> </ul>
<b>I-25 Improvement Concepts</b>	
<b>Eight Lanes on I-25</b> 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"> <li>Provide 8 lanes on I-25 (4 in each direction)</li> <li>Straighten curves on I-25</li> </ul>
<b>Six Lanes on I-25</b> 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"> <li>Provide 6 lanes on I-25 (3 in each direction)</li> <li>Straighten curves on I-25</li> </ul>
<b>Four lanes on I-25 with Continuous Acceleration/Deceleration Lanes</b> 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"> <li>Shift I-25 east between 13th and Abriendo Street</li> <li>Maintain 4 lanes on I-25 (2 lanes in each direction)</li> <li>Bring existing highway up to current design standards</li> <li>Straighten the curves on I-25</li> </ul>
<b>Transit Concepts</b>	
<b>HOV Lanes on I-25</b> 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"> <li>Build carpool/bus lanes on I-25</li> <li>Build HOV lanes on I-25</li> </ul>

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



### 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**

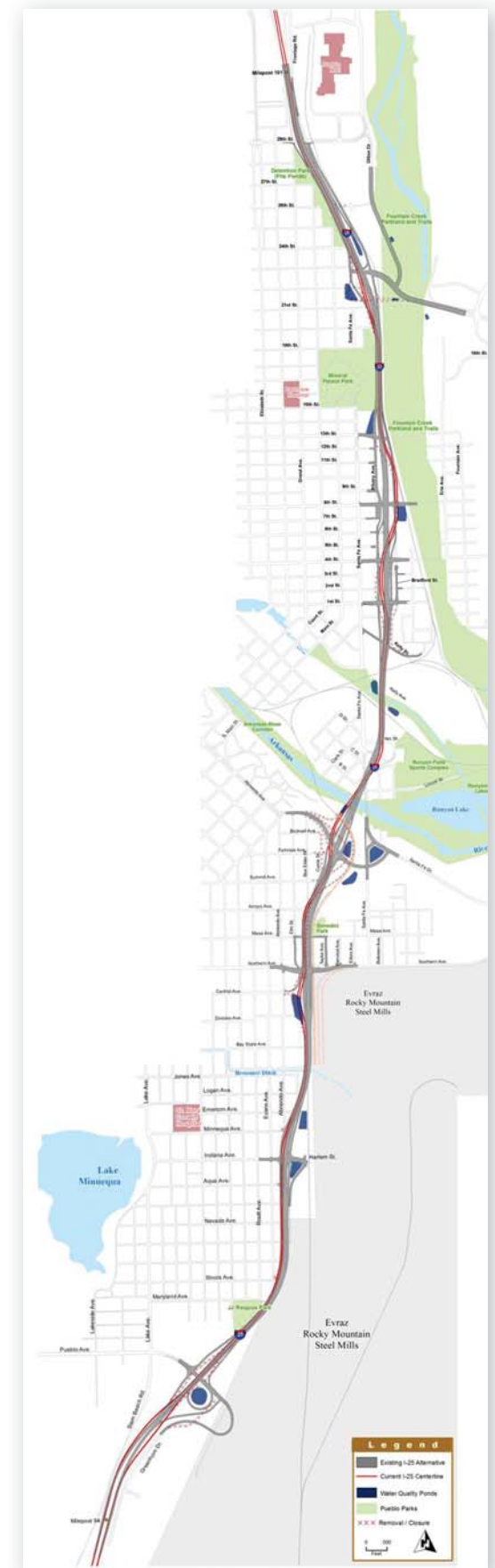
- Modified I-25 Alignment allows for new local roads including the Santa Fe and Stanton Avenue Extensions
- Both Build Alternatives connect Abriendo Avenue across I-25, although Modified I-25 Alternative (Preferred Alternative) connection is more direct

**Railroad Relocation**

- Existing I-25 Alternative relocates the UPRR railroad between Abriendo Avenue and Minnequa Avenue

**Environmental Impacts**

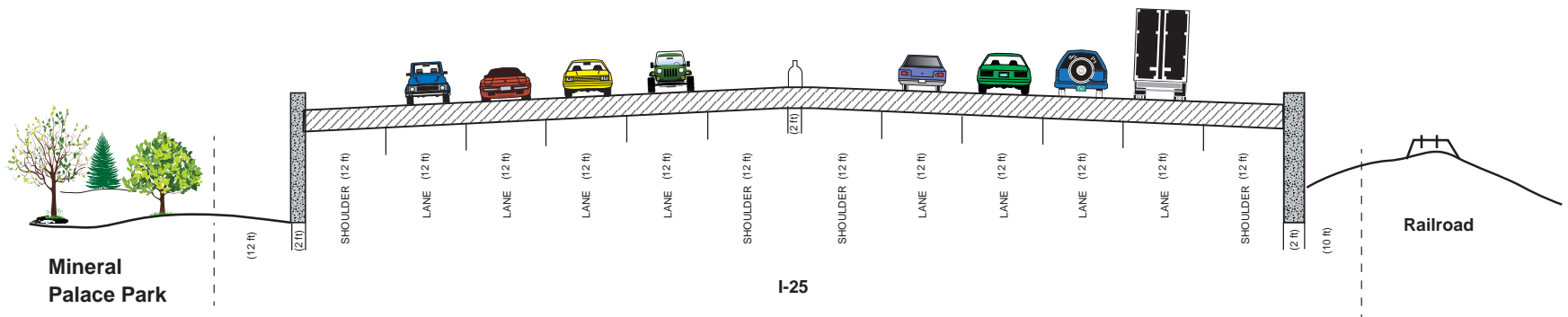
- Modified I-25 Alternative (Preferred Alternative) results in fewer impacts to Steelworks Suburbs Historic District
- Modified I-25 Alternative (Preferred Alternative) creates a larger, contiguous Benedict Park
- Existing I-25 Alternative results in fewer property acquisitions and business displacements
  - 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



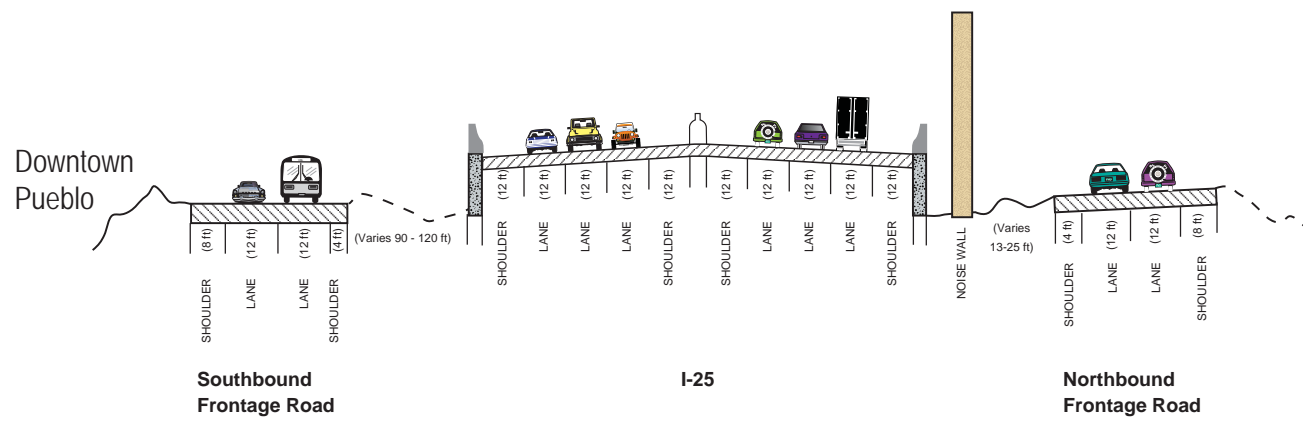
# I-25 Roadway Cross Sections

## Preferred Alternative

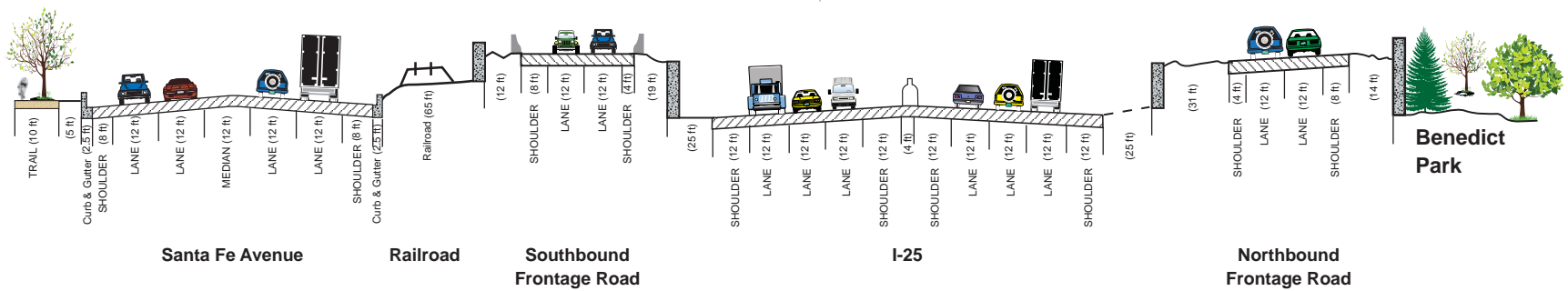
### Mineral Palace Park



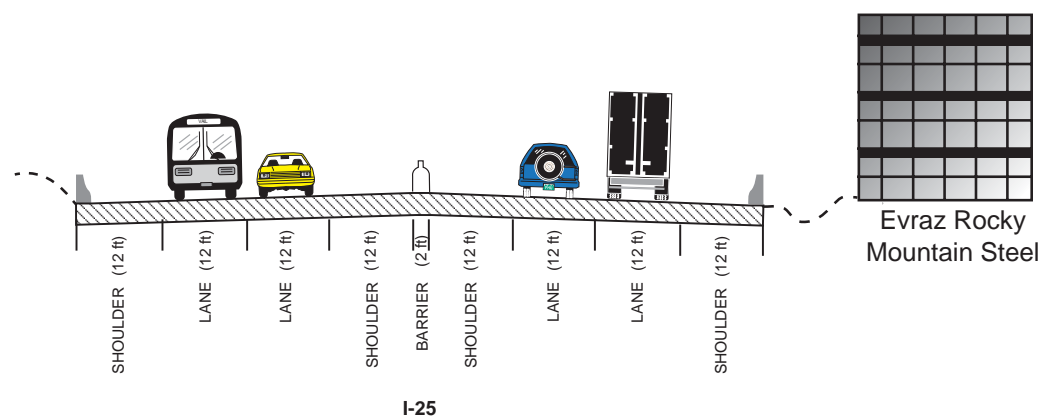
### Downtown



### 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

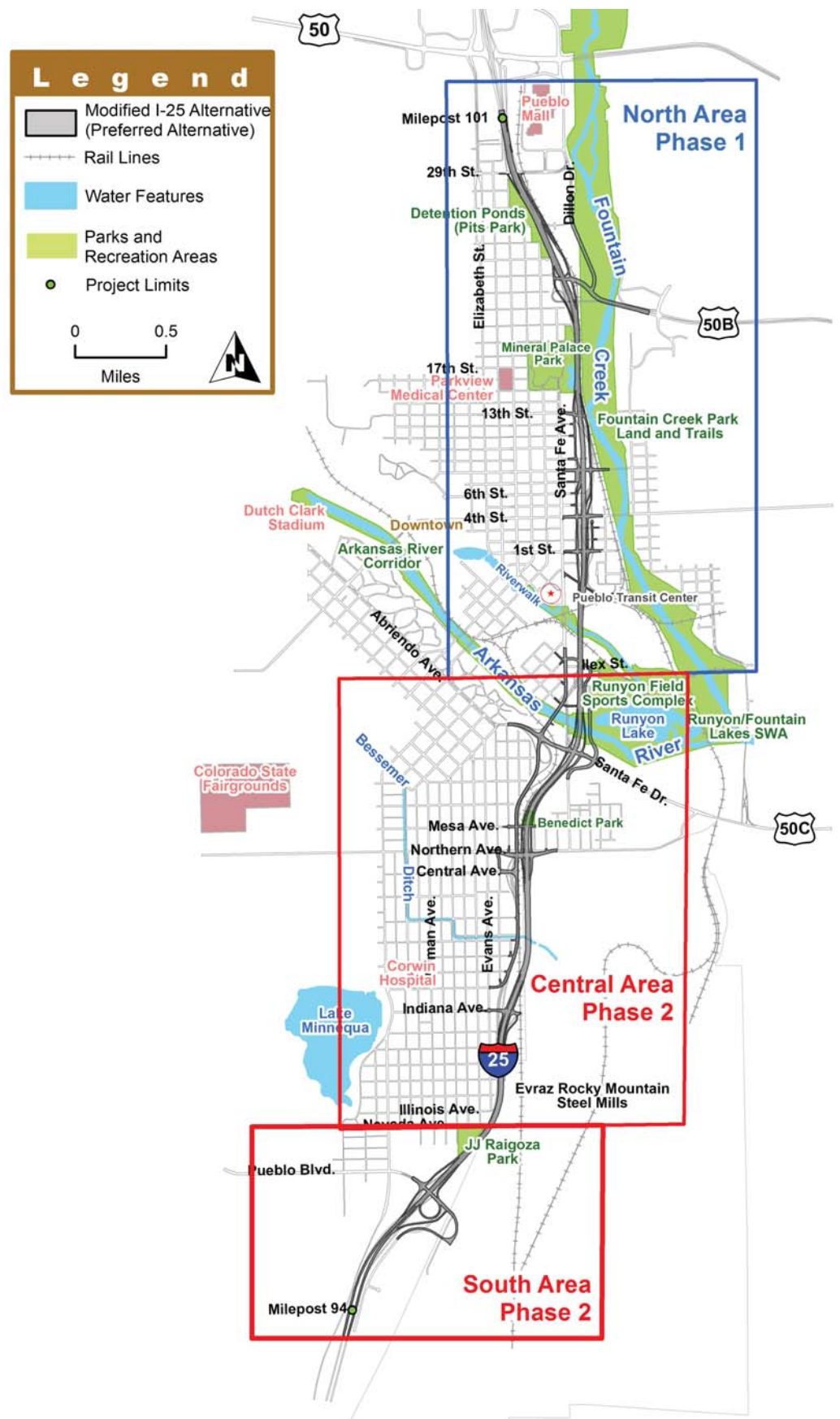
- ❖ Total cost of Preferred Alternative
  - Approximately \$760 million (2010 dollars)

- ❖ 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

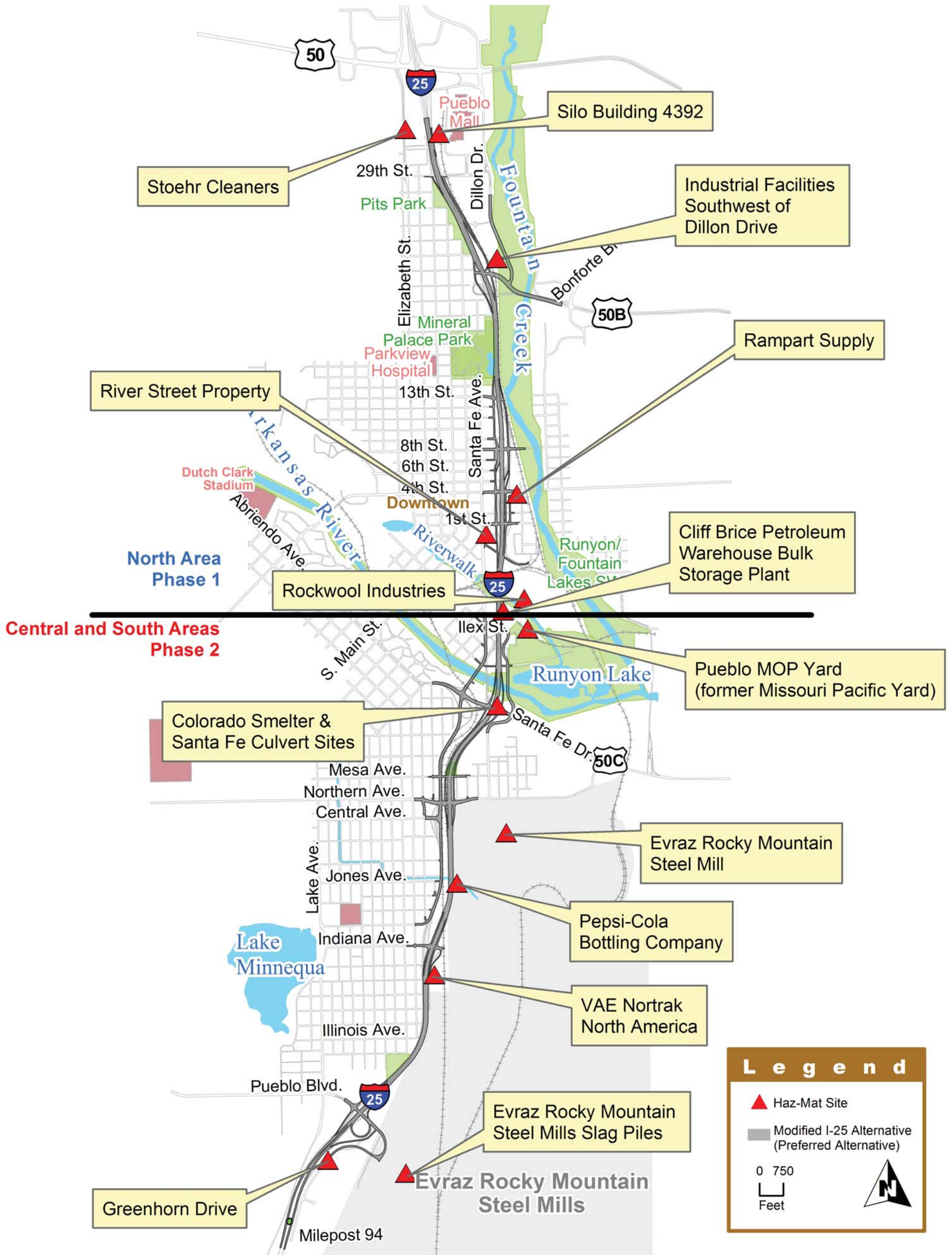
- ❖ The first Record of Decision will clear all improvements in Phase 1.

- ❖ 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:**

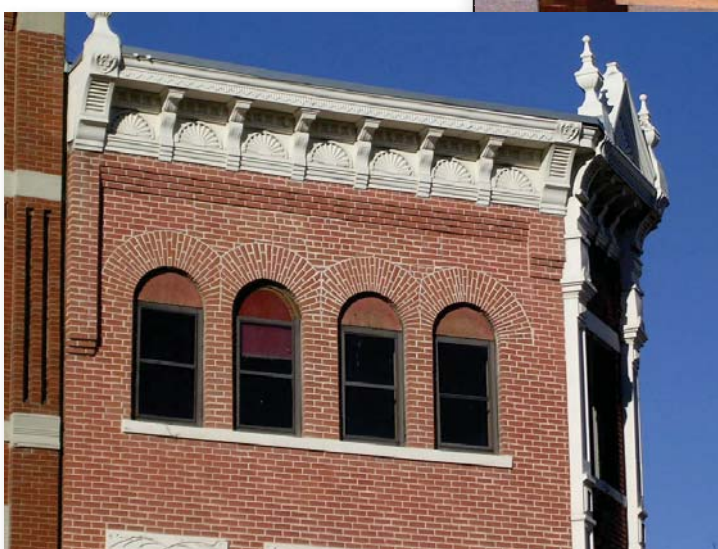
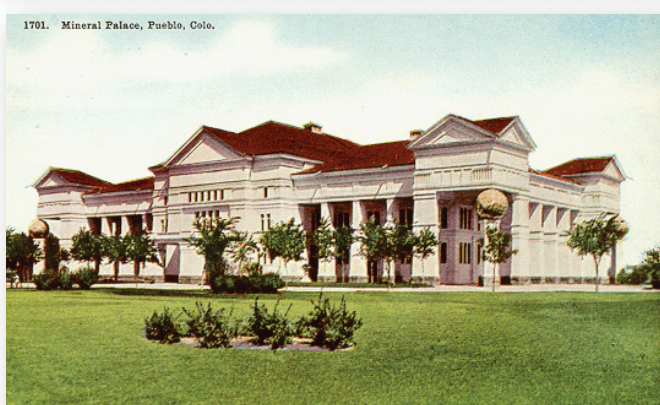
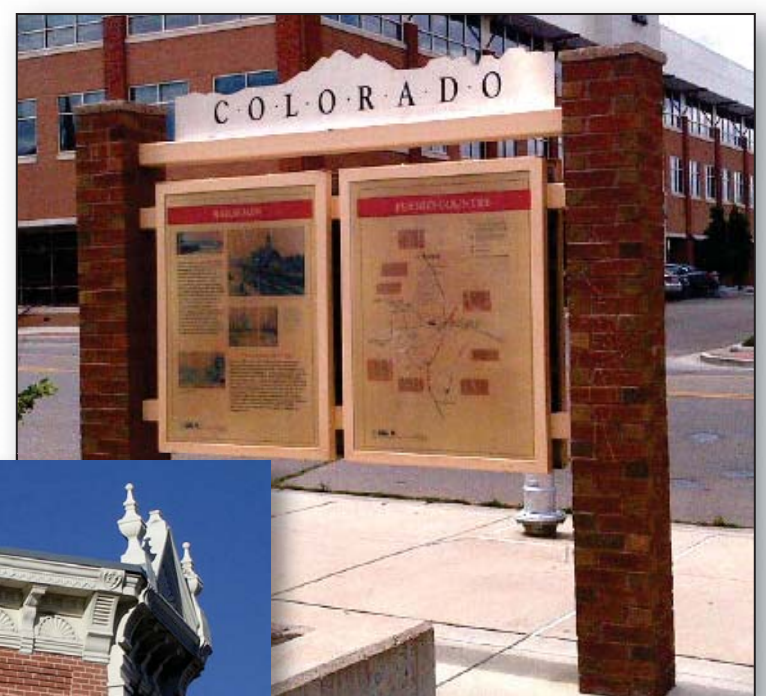
- ▶ Preferred Alternative results in adverse effects to 40 historic resources including four historic districts (North Side, Second Ward, Grove, and Steelworks Suburbs). No impacts to known historic archaeological sites.

❖ **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:

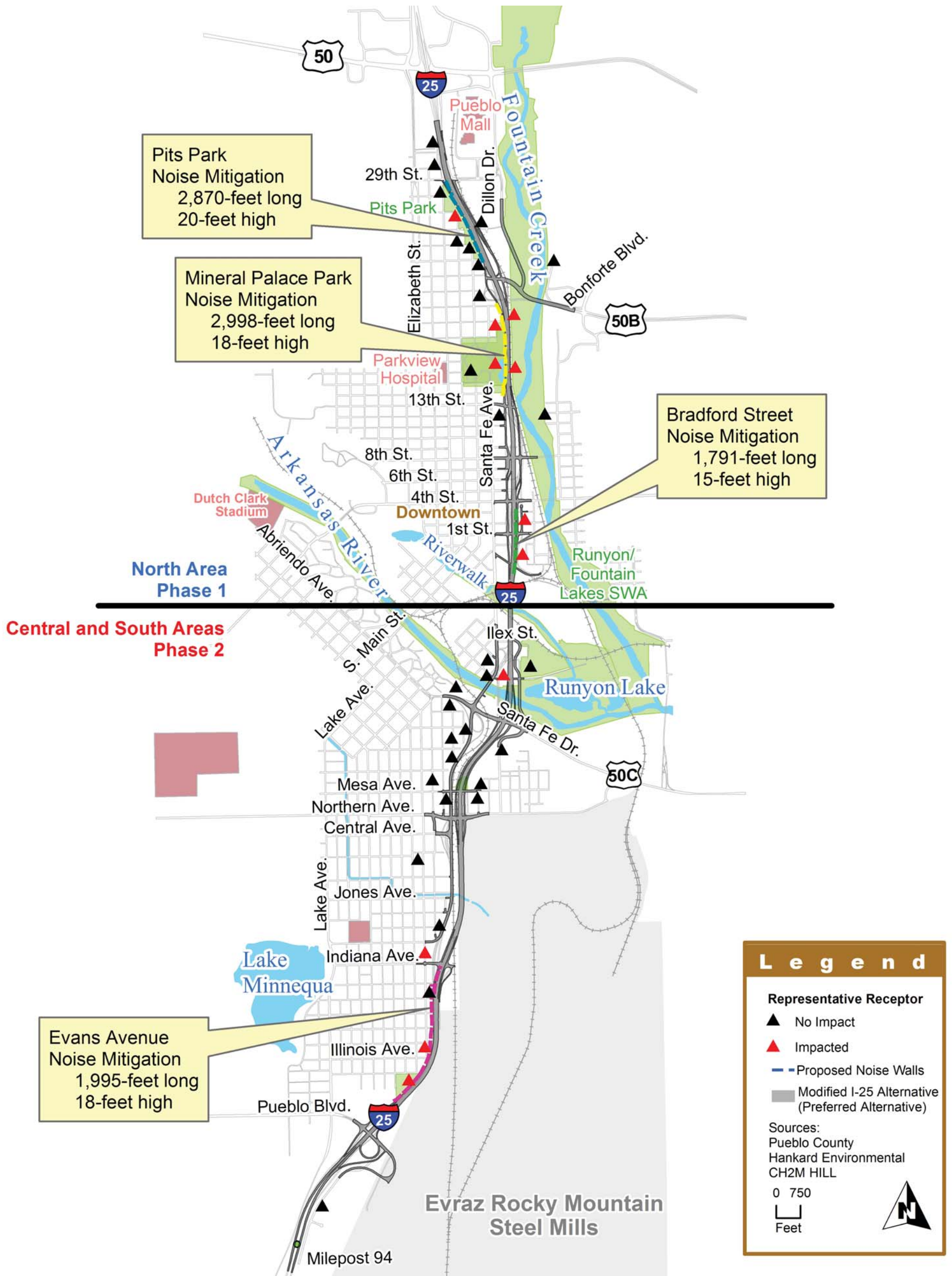
- ▶ Creative/interpretive mitigation in Mineral Palace Park
- ▶ Archival documentation and photography
- ▶ Resource relocation

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

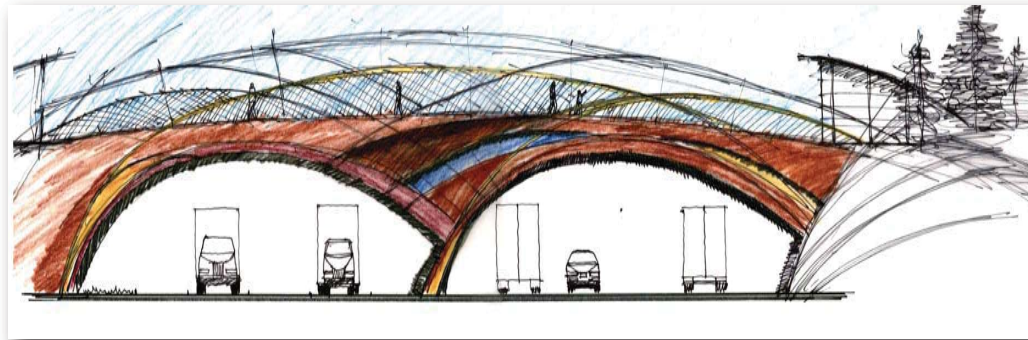




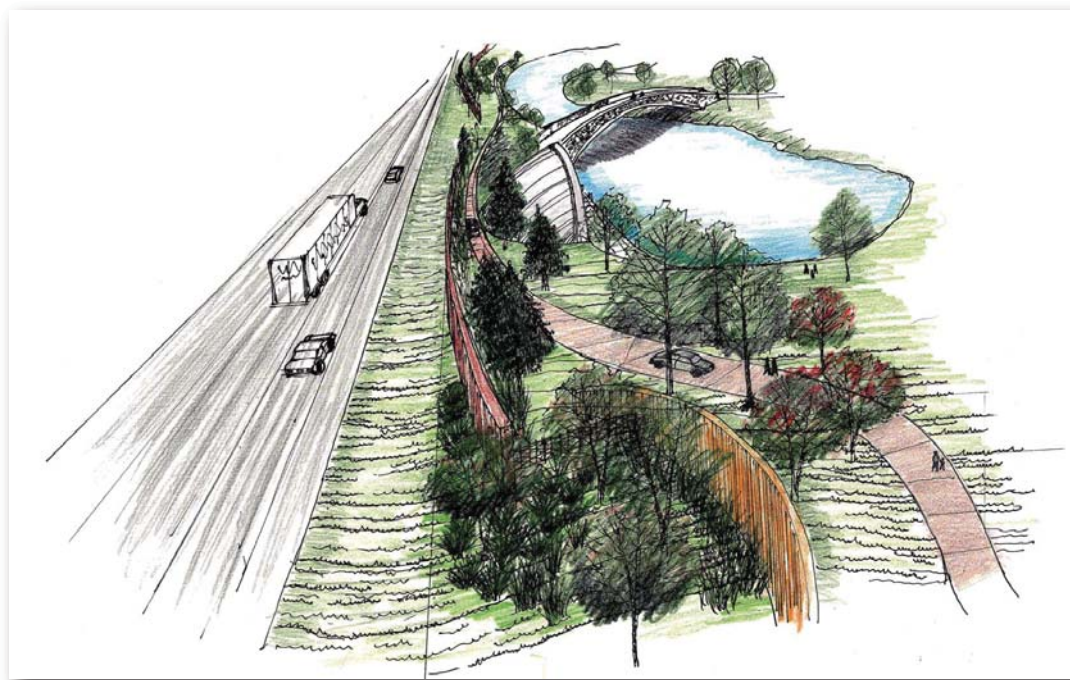
# Noise Wall/Aesthetics



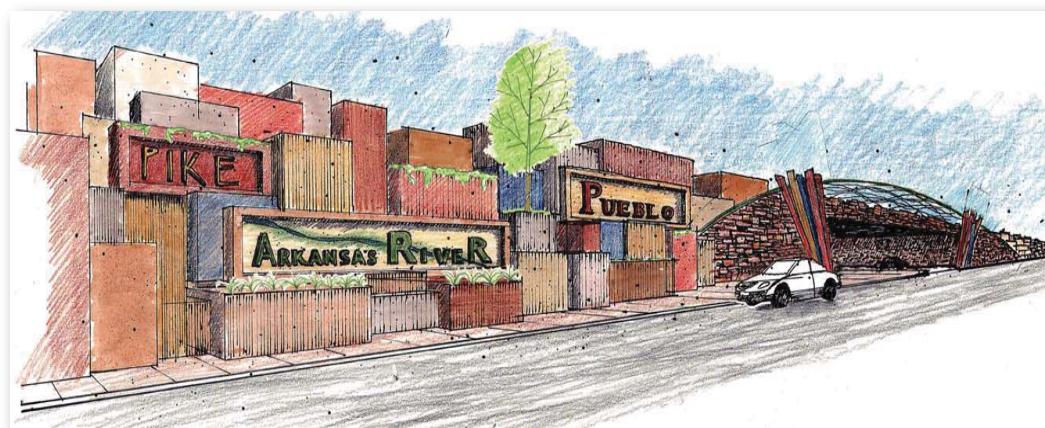
Option for Pedestrian Bridge at Mineral Palace Park



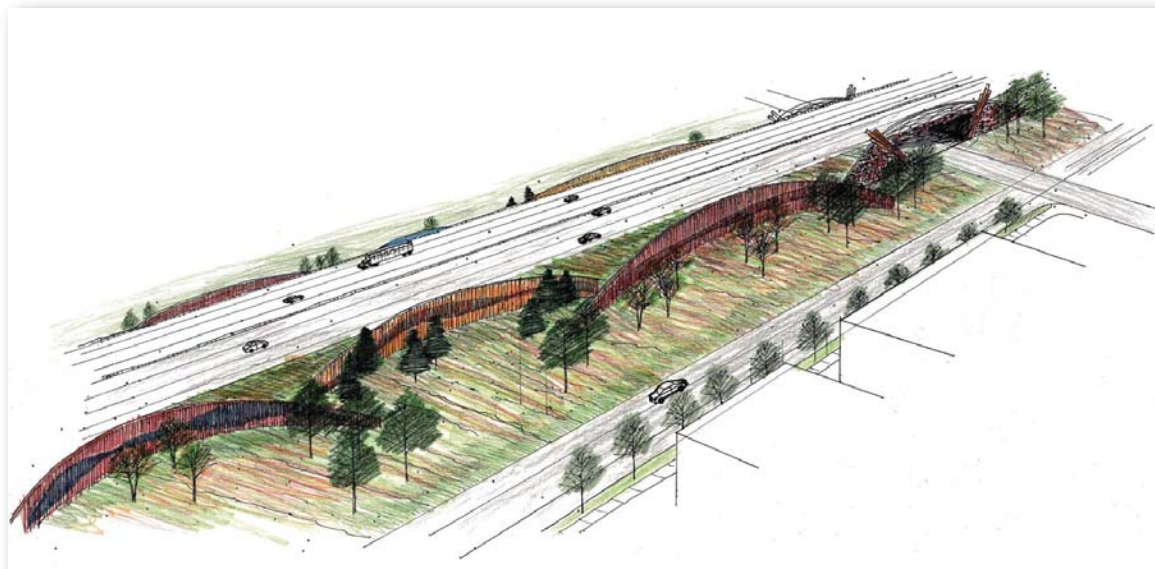
Option for Pedestrian Bridge at Mineral Palace Park



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

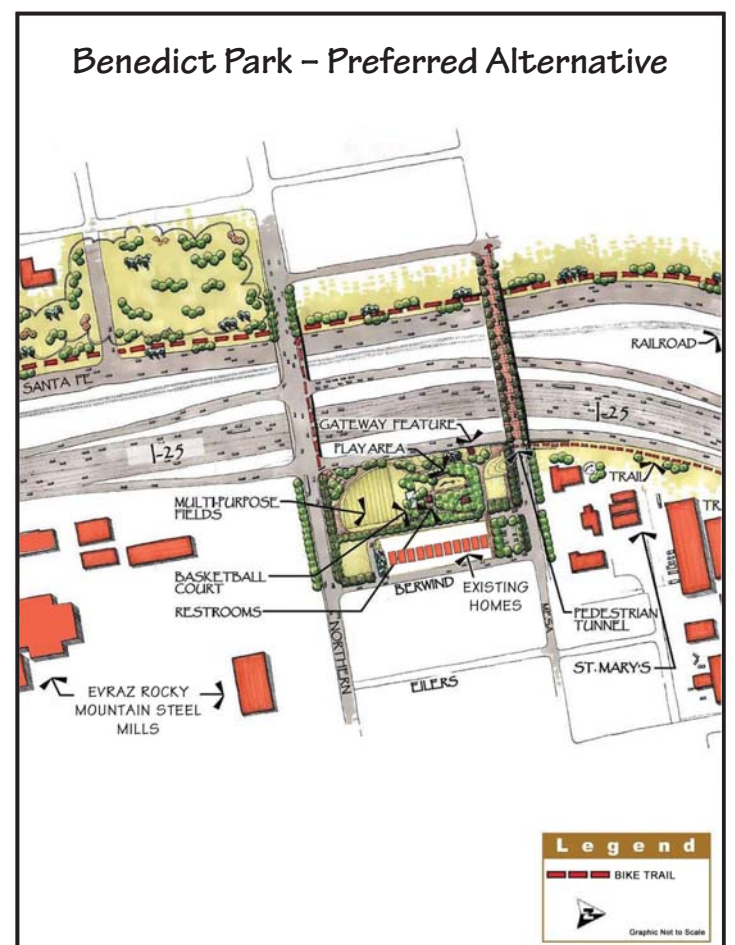
❖ **Mitigation:**

- 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**

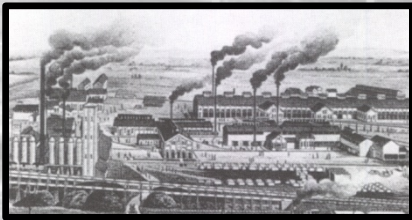
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# I-25 New Pueblo Freeway

## EIS Final Hearing

October 3, 2013



U.S. Department of Transportation  
Federal Highway Administration



the  
New Pueblo Freeway

# Welcome

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- 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.

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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

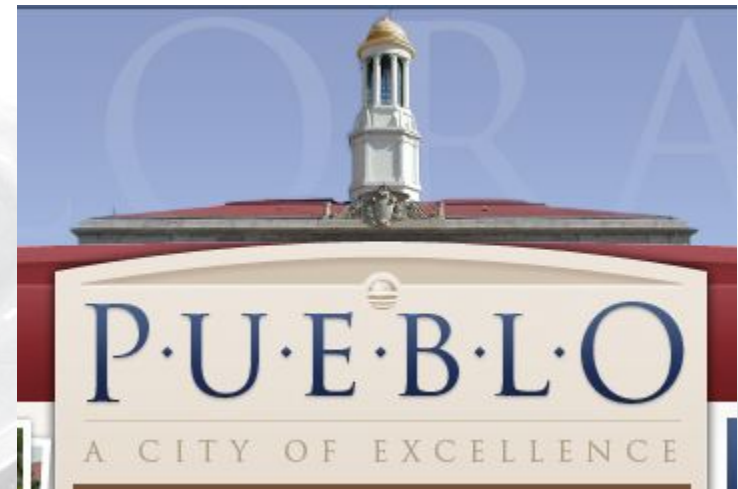
- Liane “Buffie” McFayden
- County Commissioner District 2



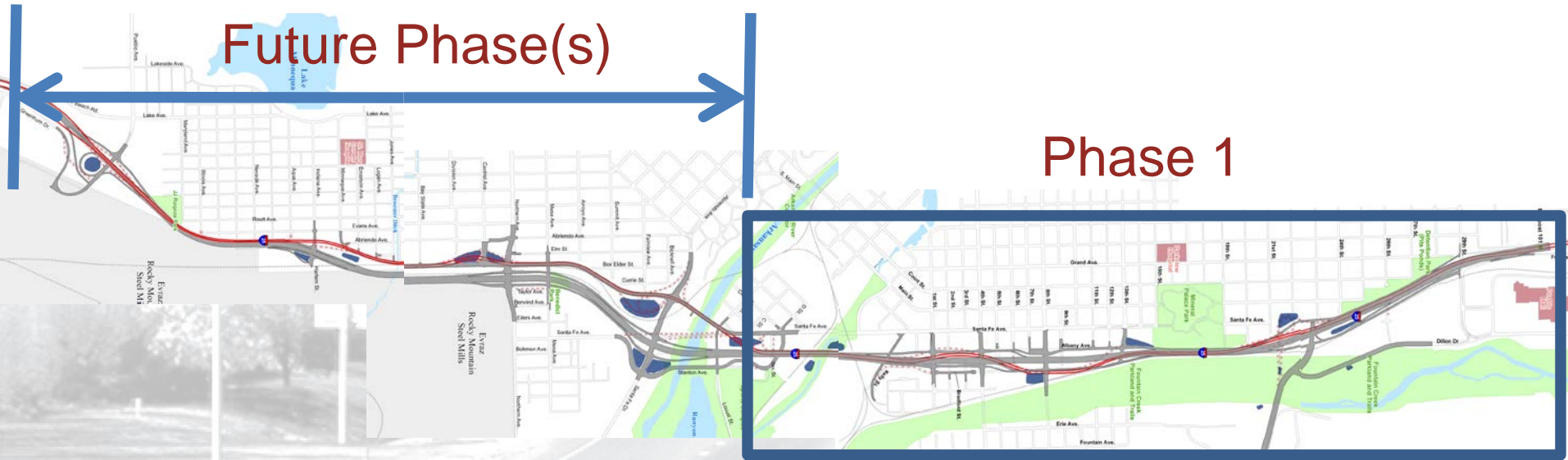
# Pueblo City Council

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- 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.



the  
New Pueblo Freeway



U.S. Department of Transportation  
Federal Highway Administration



## **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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STATE OF COLORADO     )  
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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