

APPENDIX B

Public Comments Received

This Appendix contains the comments that were received during the 45-day EA public comment period, with the following exceptions:

- Agency comments are presented in Section 4 of this document.
- Letters from three attorneys are presented in Section 6 of this document.
- Resolutions of support from three government entities and three other interested parties are presented in Appendix A.
- Verbal comments made by attendees of the April 22, 2004 Public Hearing are presented in Appendix C. Appendix B includes the names of those who made verbal comments and identifies the topics of those comments.
- Letters requesting a time extension of the 45-day public comment period are contained in Appendix D.

The comments in this Appendix are in alphabetical order based on the name of the organization or the individual who submitted them. A letter from an organization is listed according to the name of the organization, rather than the organization member who submitted the comments. For example, comments from the Trails and Open Space Coalition, submitted by its Executive Director Dan Cleveland, are found under “T” for Trails and Open Space Coalition, not under “C” for Cleveland.

Each submittal contained in this Appendix is accompanied with a notation briefly characterizing the main points made. Responses to the public comments are presented in Section 5, where they are organized by topic, rather than by the last name of the submitter. The topic identified under the “Issues” column in Appendix B indicates where the response to the comment can be found in Section 5.

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Each submittal contained in this Appendix is accompanied with a notation briefly characterizing the main points made. Responses to the public comments are presented in Section 5, where they are organized by topic, rather than by the last name of the submitter. The topic identified under the “Issues” column in Appendix B indicates where the response to the comment can be found in Section 5.

PUBLIC COMMENTS RECEIVED - In alphabetical order by last name or organization

<p>Sent: May 3, 2004 Name: adolf anmd els <u>abercrombie</u> Address: 2306 n. cascade av. City: colorado springs State: co Zip: 80907</p> <p>we cannot accept the fact that expansion of i-25 will greatly impact the quality of life in the entire colorado springs area, specially the area between union,colorado av.and constitution.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General opposition</p>	<p style="text-align: center;">MAY E. ADAMS 3175 East Fountain Boulevard – Apt. 210C Colorado Springs, CO 80910 719.471-8728</p> <p style="text-align: right;">APR 23 2004</p> <p>April 22, 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: I-25 ENVIRONMENTAL ASSESSMENT STUDY</p> <p>Dear Sirs:</p> <p>Please add my voice of approval for the recently completed Environmental Assessment Study. The report looks very complete and traffic congestion needs to be addressed immediately. As a 35 year resident of Colorado Springs, I look forward to seeing the improvements completed.</p> <p>Thank you.</p> <p>Sincerely,</p>  <p>Mary E. Adams</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: April 19, 2004 Name: Roy <u>Adair</u> Address: 6165 Catskill Ln. City: Colorado Springs State: CO Zip: 80918</p> <p>I think these improvements are badly needed. They have been nelgected for to long already and it is time to get it done. I use I-25 everyday between Woodmen and Garden of the Gods, and I never have a time when it is not congested, unless it is late at night. With all of the growth that is happening in our city it is crucial that we implement these changes as quickly as possible. Our interstate is badly undersize for the amount of cars that travel over it everyday. I think the study accurately shows just how bad I-25 is. You can't go anywhere during the morning commute or the afternoon commute without sitting at a stand still, for some period of time. This project needs to happen for now and for the future of our city.</p>	<p style="text-align: center;">General support</p>	<p>Sent: April 15, 2004 Name: Christine <u>Adsit</u> Address: 3944 Riviera Grove #202 City: Colo. SPgs. State: CO Zip: 80922</p> <p>I think they are much NEEDED and LONG OVERDUE!AND MUST HAPPEN</p>	<p style="text-align: center;">General support</p>
		<p>Sent: March 28, 2004 Name: Donalda <u>Aguilar</u> Address: 3475 Monarch Pass dr City: Colorado Springs State: CO Zip: 80917</p> <p>I want to voice my support for the entire I25 widening project. I feel this is vital to the long term stability and support of the Colorado Springs Area.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 5, 2004 Name: Donald <u>Aitken</u> Address: 3045 Richfield Drive City: Colorado Springs State: CO Zip: 80919</p> <p>As a daily user of the I-25 corridor through Colorado Springs, I wholeheartedly support efforts to expand the roadway.</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: May 3, 2004 Name: John E. <u>Anderson</u> Address: 1616 Alamo Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>CDOT has a budget and intends to widen I-25 through central Colorado Springs without adequate regard for the quality of life, particularly noise pollution) to adjacent neighborhoods. I am 62 and just want to live out my life in peace in the Old North End. The noise levels from I-25 in recent years have severely impacted our neighborhood in a negative way. Earth berms are a one-time capital expense that could help. Rubberized asphalt is another no-brainer. CDOT should use its superior technological knowledge and add a good measure of personal integrity toward doing a job that pleases all citizens, while completing its mission of better traffic flow.</p>	<p>ISSUES</p> <p>Noise: Old North End impacted</p> <p>Noise: Support for berms Support for use of rubberized asphalt</p>
<p>Sent: April 22, 2004 Name: Roger <u>Alliman</u> Address: 2550 Mirror Lake Court City: Colorado Springs State: CO Zip: 80919</p> <p>There is no doubt that the most comprehensive solution to I-25 congestion in Colorado Springs is the construction of an East/West Freeway. It should follow a line roughly parallel, and close to, Constitution Ave.</p> <p>This is needed for reasons too numerous to count.</p> <p>First, however, we need decision makers in city leadership. This is a no-brainer that just takes some courage.</p>	<p>Alternatives considered</p>	<p>Sent: April 28, 2004 From: Mary Lou <u>Anderson</u></p> <p>Will the upgrade to I-25 and Bijou interchange have any effect on the VA Clinic?</p>	<p>Right-of-way impacts</p>

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<p>Sent: April 6, 2004 Name: Victor C. <u>Andrews</u> Address: 8215 Broughton Ct. City: Colorado Springs State: CO Zip: 80920</p> <p>The capacity improvements to I-25 through Colorado Springs and beyond are an absolute must if the economic vitality of the city is to continue.</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: April 22, 2004 Name: Paul <u>Apostoli</u> Address: 2095 Chapel Hills Drive City: Colorado Springs State: CO Zip: 80920</p> <p>It has become obvious to me, driving in California and Colorado, that HOV lanes are not a real solution to moving traffic. The HOV lane does not carry the amount of traffic as a regular lane, yet costs as much to build. Also many non qualifying vehicles use these lanes to skirt traffic blockages. Another problem is caused when the HOV lane comes to an end, and traffic has to merge into the other existing lanes and/or cross over all of them to get to an exit. This causes bottleneaking at that location, and a possible unsafe lane change situation.</p>	<p>ISSUES</p> <p>Proposed action: Opposition to HOV lanes</p>
<p>Sent: March 31, 2004 From: <u>Andrews</u>, Victor</p> <p>The widening and improvements to I-25 through Colorado Springs is critical to our community.</p>	<p>General support</p>	<p>I also personally feel that trucks should be relegated to use the far right lane within a designated stretch (Tejon St. to Monument) leaving the other lanes open for passenger vehicle traffic. Truckers have become very aggressive on the I-25 corridor. They take to the left lane, trying to pass other truckers only to find that they can not, and when and if they try to get back into the right lane they can't because other traffic has moved up behind the original truck they were trying to pass. This really causes traffic to back up. When an opening presents itself, everyone speeds up to get out of the traffic jam. This leads to drivers becoming irate and taking risks putting other drivers at risk.</p>	<p>Proposed action: Lane restrictions for trucks</p>
<p>Sent: April 21, 2004 Name: David <u>Ankeney</u> Address: 1140 Big Valley Drive City: Colorado Springs State: Co Zip: 80919</p> <p>It is absolutely critical that you move forward as quickly as possible with the needed improvements to I-25 through Colorado Springs. PLEASE do not delay these improvements any longer!</p>	<p>General support</p>	<p>One more thing. When building the interchanges, make the merge lanes long enough so people can merge safely. Also provide longer exit ramps.</p>	<p>Proposed action: Length of accel/decal lanes</p>

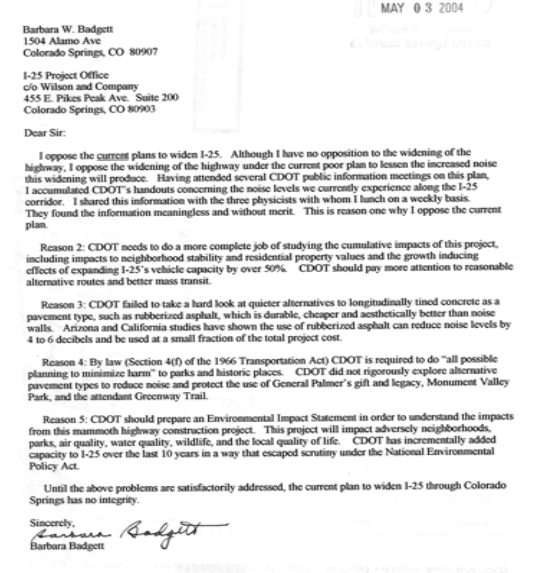
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<p><u>Ard-Smith</u>, Jane: See comments from <u>Sierra Club</u></p>	<p>ISSUES</p>	<p>(Continuation of Asfahl e-mail)</p>	<p>ISSUES</p>
<p>Sent: May 12, 2004 Name: Carolye <u>Asfahl</u> Address: 1225 N. Wahsatch Ave City: Colorado Springs State: CO Zip: 80903</p> <p>The expansion of I-25 will have significant impacts on neighborhoods, parks, air and water quality, endangered wildlife, local quality of life and the environment. CDOT should prepare an Environmental Impact Statement in order to better understand the impacts from the largest highway construction project in the history of Colorado Springs. During the past ten years CDOT has been incrementally adding capacity to I-25 through so-called "safety improvements" that escaped scrutiny under the National Environmental Policy Act. Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. CDOT should have rigorously explored alternative pavement types to reduce noise levels and protect users of Monument Valley Park (the City's most used park) and the Greenway Trail. It was the intention of General Palmer that Monument Valley Park be a beautiful entryway into Colorado Springs. The proposed noise barriers continue the trend to cut off this view. CDOT failed to take a hard look at quieter alternatives to longitudinally tined concrete as a pavement type, such as rubberized asphalt—an alternative that is safer, durable, cheaper and more aesthetically pleasing than construction of more noise walls. Studies in Arizona and California continue to show that the use of rubberized asphalt can Rubberized asphalt could be used at a small fraction--less than 0.5%--of the total project cost; also, discarded tires would be used productively, a boon to the environment reduce noise levels by 4 to 6 decibels.</p>	<p>NEPA Process</p> <p>General opposition: Impacts are significant, requiring an EIS</p> <p>Past safety projects "escaped" NEPA process</p> <p>Noise, 4(f): Consider alternative pavement types</p> <p>Visual Resources, 4(f): Barriers will obstruct view into Monument Valley Park</p> <p>Noise: Support for rubberized asphalt</p>	<p>MITIGATION: CDOT has not looked at new, aggressive alternative solutions such as rubberized asphalt, except to say that it does not work in this climate (ignoring data in Flagstaff, AZ at 7000 ft. with an average of 100" of snow each year, among other colder areas) and the fact that this material, if properly processed and applied as an overlay, is a more cost effective solution over the long term, since it is a form of pavement preservation. Asphalt rubber preserves the concrete base of the roadway if reapplied every 10 to 12 years. There is ever-increasing new data taken from test projects across the US and Canada to substantiate this. CDOT has admitted to using old data (1990). According to the National Environmental Protection Agency (2001), a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County...The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement (EIS)." CDOT needs to do a more comprehensive job of studying the cumulative impacts of this project, including impacts to neighborhood stability and residential property values and the growth-inducing effects of expanding I-25's vehicle capacity by over 50%. CDOT should have considered the impacts of future growth made possible by the expansion and paid more attention to reasonable alternatives such as better mass transit or alternative routing.</p>	<p>Noise: CDOT needs to consider most recent data on rubberized asphalt</p> <p>NEPA Process EPA urged that an EIS be undertaken</p> <p>Cumulative impacts: More study needed</p> <p>Alternatives considered: Suggest mass transit or alternate routes</p>

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	ISSUES		ISSUES
<p>Sent: April 19, 2004 Name: John <u>Auld</u> Address: 7055 hazelwood ln City: colorado springs State: co Zip: 80918</p> <p>I thought it was well thought out and nicely done. As to the noise issue, I think people who build or buy homes near major roads take the risk of increased noise as time goes by. Much like people who buy homes near airports, you take a risk. I think the I25 improvement is needed badly and needed right now. If you could only get the Woodmen improvement going I'd really be happy.</p>	<p>General support</p> <p>Transportation: Duration of Woodmen interchange project</p>		
<p>Sent: April 15, 2004 Name: Mark <u>Aumen</u> Address: 710 W. Colfax City: Denver State: c Zip: 80204</p> <p>Please widen the highway. It needs to be completed to promote smart growth along existing development corridors. Thank you</p>	<p>General support</p>		

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<p>Sent: April 1, 2004 Name: Lisa M. <u>Bachman</u> Address: P.O. Box 236 City: Colorado Springs State: CO Zip: 80901</p> <p>I concur with the recommendations of the Environmental Assessment Study and with the proposed capacity improvements. This community is being held back economically because of the inability of I-25 to adequately carry the traffic.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 22, 2004 Name: David L. <u>Bacon</u> Address: 345 Brandywine Drive City: Colorado Springs State: CO Zip: 890906</p> <p>We need to do it now. Not going to get any easier and issues are not going to change.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: March 28, 2004 Name: David <u>Bachoroski</u> Address: 3011 Adams Circle City: Colorado Springs State: CO Zip: 80904</p> <p>Since the early 1960's the I25 corridor has been a problem. Academy Blvd was originally going to be a by-pass, then Powers was going to be a bypass, they allowed businesses to build and now that can't be done. I-25 will never be wide enough to accommodate the future traffic unless a bypass is installed. There is no way to pass through Colo.Spgs.without going downtown on I25. If you had a bypass there would be no need to continually widen I25.The amount of money being spent is just a band-aid until you face the real problem, and give the traffic another option, other than passing through downtown I25.</p>	<p style="text-align: center;">Alternatives Considered: Eastern bypass</p>	 <p>Barbara W. Badgett 1504 Alamo Ave Colorado Springs, CO 80907</p> <p>I-25 Project Office c/o Wilson and Company 455 E. Pikes Peak Ave., Suite 200 Colorado Springs, CO 80903</p> <p>Dear Sir:</p> <p>I oppose the current plans to widen I-25. Although I have no opposition to the widening of the highway, I oppose the widening of the highway under the current poor plan to lessen the increased noise this widening will produce. Having attended several CDOT public information meetings on this plan, I accumulated CDOT's handouts concerning the noise levels we currently experience along the I-25 corridor. I shared this information with the three physicians with whom I lunch on a weekly basis. They found the information meaningless and without merit. This is reason one why I oppose the current plan.</p> <p>Reason 2: CDOT needs to do a more complete job of studying the cumulative impacts of this project, including impacts to neighborhood stability and residential property values and the growth inducing effects of expanding I-25's vehicle capacity by over 50%. CDOT should pay more attention to reasonable alternative routes and better mass transit.</p> <p>Reason 3: CDOT failed to take a hard look at quieter alternatives to longitudinally tined concrete as a pavement type, such as rubberized asphalt, which is durable, cheaper and aesthetically better than noise walls. Arizona and California studies have shown the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels and be used at a small fraction of the total project cost.</p> <p>Reason 4: By law (Section 4(f) of the 1966 Transportation Act) CDOT is required to do "all possible planning to minimize harm" to parks and historic places. CDOT did not rigorously explore alternative pavement types to reduce noise and protect the use of General Palmer's gift and legacy, Monument Valley Park, and the attendant Greenway Trail.</p> <p>Reason 5: CDOT should prepare an Environmental Impact Statement in order to understand the impacts from this mammoth highway construction project. This project will impact adversely neighborhoods, parks, air quality, water quality, wildlife, and the local quality of life. CDOT has incrementally added capacity to I-25 over the last 10 years in a way that escaped scrutiny under the National Environmental Policy Act.</p> <p>Until the above problems are satisfactorily addressed, the current plan to widen I-25 through Colorado Springs has no integrity.</p> <p>Sincerely, <i>Barbara W. Badgett</i> Barbara Badgett</p>	<p>General opposition: Widening ok, but not under current plan, conduct an EIS</p> <p>Noise: Poor plan for mitigation, should consider rubberized asphalt</p> <p>Cumulative Impacts: Impacts to neighborhoods and property owners</p> <p>Alternatives Considered: Mass transit, alternative routes</p> <p>Parks and Recreation: Mitigation not adequately addressed</p> <p>Historic Resources</p> <p>Neighborhoods</p> <p>Air Quality</p> <p>Water Quality</p> <p>Wildlife</p> <p>NEPA Process</p>


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<p>Recorded April 22, 2004 Bob <u>Baer</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>ISSUES</p> <p>Alternatives considered: Marksheffel; mass transit</p>	<p>Sent: April 6, 2004 Name: Robert C. <u>Balink</u> Address: 2510 Heathrow Drive City: Colorado Springs State: CO Zip: 80920</p>	<p>ISSUES</p> <p>General support</p> <p>Transportation: Future demand will exceed projections</p>
<p>Sent: April 19, 2004 Name: Brian R. <u>Bahr</u> Address: 3331 Sand Flower Drive City: Colorado Springs State: CO Zip: 80920</p> <p>Fantastic! I am excited to drive on the improved interstate. Once done, let's finish the widening all the way from Colorado Springs to Castle Rock.</p>	<p>General Support</p>	<p>Whatever plans there are, they are underestimating current and future traffic loads. To have a highway designed for 1960 capacity operating with the same capacity 44 years later is absurd.</p> <p>Any improvements are welcome, but we need a vision for the future. Predicted volumes for I-25 will continue to exceed all predictions.</p>	
<p>Sent: April 17, 2004 Name: Jacqueline <u>Baker</u> Address: 11545 Allendale Drive City: Peyton State: co Zip: 80831</p> <p>I am in agreeance to an expansion I believe it will improve our economy and bring in more business.</p> <p>An expansion will better move the heavy volume of traffic I25 has now to ease delays and congestion.</p> <p>I am all for it.</p>	<p>General Support</p>	<p>Sent: April 22, 2004 Name: Doug <u>Barber</u> Address: 7075 Campus Dr. #200 City: Colo Spgs State: CO Zip: 80920</p> <p>We need the capacity on I-25. Let's get it built now. We should not allow Preble's mice to stop this project.</p>	<p>General Support</p> <p>Threatened/Endangered Species</p>


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<p>Sent: April 30, 2004 Name: Teresa <u>Barnes</u> Address: 18540 Arrowwood Drive City: Monument State: CO Zip: 80132</p> <p>The proposed capacity improvements needed to be completed years ago. Since moving to Colorado Springs in 1979 there has been talk about transportation issues, here 25 years later, little to nothing has been done! Colorado Springs needs better and more roads to handle its growing population.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: May 11, 2004 Name: Robert <u>Beadles</u> Address: 115 W. Columbia St. City: Colo. Springs, Co. State: Co Zip: 80907</p> <p>I been unable to find any definitive study addressing the impact of I25 on the air quality of the north end area. I have lived in the North End for over fifty years and the air quality has certainly deteriorated. A freshly washed car under our car port, within a very few days is covered with a grimy film and requires windshield washing for adequate vision. It is difficult to imagine what the proposed expansion will do to the air quality. It has been proposed a number of times that there be a city bypass for the interstate (which most cities have. St. Louis comes to mind). This is the only reasonable approach to keeping the freeway problems from further explosion. By the way, I have noted that most studies that have been contracted for usually seem to favor the contracting party. Regarding the noise problem. all one has to do is to attempt to carry on a conversation outside on a summer's night to know that despite the studies reports, that there is indeed, a noise problem which can only become worse with the proposed plan. It is my opinion, that the air pollution problem is in the long run, the most important and least addressed problem of the proposed plan. This problem will affect the health of the entire community.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Air Quality: Impacts not adequately addressed</p>
<p>Sent: May 10, 2004 Name: Nadine <u>Bay</u> Address: 1623 N. Cascade Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>As a homeowner in the Old North End in Colorado Springs, I am concerned about the proposed expansion of I25 by our historic neighborhood and park system. The impact on our neighborhood, parks, air and water quality, endangered wildlife, local quality of life and the environment needs to be scrutinized more closely. Alternative pavement types to reduce noise levels needs to be considered seriously. The potential direct, indirect, and cumulative impact to wetlands, water quality and other human environments and environmental resources are likely to be significant and warrant an Environmental Impact Statement.</p> <p>Thank you for giving this matter the immediate attention it deserves.</p>	<p style="text-align: center;">General opposition: Conduct EIS</p> <p style="text-align: center;">Neighborhoods</p> <p style="text-align: center;">Parks and Recreation</p> <p style="text-align: center;">Air Quality/Water Quality</p> <p style="text-align: center;">Wildlife</p> <p style="text-align: center;">Threatened/Endangered</p> <p style="text-align: center;">Noise: Consider alternative pavement types</p> <p style="text-align: center;">Wetlands</p> <p style="text-align: center;">Cumulative impacts</p> <p style="text-align: center;">Historic Resources</p>	<p>By the way, I have noted that most studies that have been contracted for usually seem to favor the contracting party. Regarding the noise problem. all one has to do is to attempt to carry on a conversation outside on a summer's night to know that despite the studies reports, that there is indeed, a noise problem which can only become worse with the proposed plan. It is my opinion, that the air pollution problem is in the long run, the most important and least addressed problem of the proposed plan. This problem will affect the health of the entire community.</p>	<p style="text-align: center;">Alternatives considered: Eastern bypass</p> <p style="text-align: center;">Noise</p>

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<p>Recorded April 22, 2004 Elaine <u>Bean</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>ISSUES Parks/Recreation: Leave tunnel open for pedestrian/bicycle use</p>	<p>Sent: May 5, 2004 Name: Audrey <u>Beckett</u> Address: PO Box 49487 City: Colorado Springs State: CO Zip: 80949</p>	<p>ISSUES General Support</p>
<p>May-12-2004 WED 10:58 AM TERRACON FAX NO. 3 P. 01</p>  <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Jennifer Beck</u> Address: <u>4172 Center Park Drive, Colorado Springs, Colorado 80916</u> Representing: <u>TERRACON</u></p> <p>COMMENTS</p> <p><u>I think the proposed improvements to the I-25 corridor through Colorado Springs are essential to the economic growth and quality of life for the community as the capacity of the present highway has been exceeded. The environmental assessment, which has been performed, appears to be adequate to address and mitigate environmental concerns raised for the planned construction.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 432 E. Pikes Peak Ave., Ste. 300, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>General Support</p>	<p>I strongly support the widening of I-25.</p>	
<p>The above fax was faxed to Wilson & Company on May 12, 2004 in representation of TERRACON. The identical fax was signed by:</p> <ol style="list-style-type: none"> 1. <u>Jennifer Beck</u> 2. <u>Travis Christianson</u> 3. <u>Cori Cooper</u> 4. <u>Ryan Fiest</u> 5. <u>Eric Faloon</u> 6. <u>David Harwood</u> 7. <u>Lawrence Keefe</u> 8. <u>Matt Larson</u> 9. <u>Paul Millett</u> 10. <u>Dick Oursler</u> 11. <u>Thomas Rees</u> 12. <u>Richard Rogozn</u> <p>This can also be viewed under TERRACON</p>	<p>All offered General Support</p>	<p>Sent: May 5, 2004 Name: Ted <u>Beckett</u> Address: PO Box 49487 City: Colorado Springs State: CO Zip: 80949</p> <p>I strongly support the widening of I-25.</p>	<p>General Support</p>

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Carol Beckman</u></p> <p>Address: <u>3340 Marble Terrace, CS, CO 80906</u></p> <p>Representing: _____</p> <p>COMMENTS</p> <p><u>The Interstate needs to be widened through town to accommodate the traffic. Keeping it as it is won't reduce traffic. Having the interch. widen + narrow back down creates flow + safety issues as lanes need to merge back together. Has anything determined that HOV lanes would accept actually how enough vehicles to quality + make a difference?</u></p> <p>PLACE your completed form in one of the marked baskets.</p> <p>MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903</p> <p>FAX (719) 520-0108, Attn: Cheryl Everitt.</p> <p>VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>General Support</p> <p>Transportation: Questions projected use of HOV lanes</p>		<p>ISSUES</p>
<p>Sent: April 17, 2004</p> <p>Name: Brice M Bell Jr</p> <p>Address: 3765 Fair Dawn Drive</p> <p>City: Colorado Springs</p> <p>State: CO</p> <p>Zip: 80920-4505</p> <p>There is a definite need for improving I25 through Colorado Springs. The most recent improvements at Woodman and South Circle have greatly enhanced traffic movement in those two areas. An expansion between Fillmore and Bijou to three lanes has also been beneficial for we motorists. Please continue with this improvement. The EA study appears to be sufficient in all aspects.</p>	<p>General Support</p>		


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<p>→ Wilson Engineers From: Fawn Bell Date: May 10, 2004 Re: I-25 - EA Comments</p> <p>MAY 12 2004</p> <p>Attached please find letters to include with my comments. Additional mitigations measures need to be provided by CDOT due to several increased noise along the east side of the I-25 corridor with noise caused to as far as the Memorial Hospital neighborhood.</p> <p>Explanation should be provided as to why Wilson Engineers and CDOT made PPAAG that an EA and an EIS is the same thing. Heavily this is not true. Explanation should be provided as to why rubberized asphalt has not been provided even though that was recommended by CDOT's consultant from Sweden. Explanation should be provided regarding a disregard for the cumulative aspects of the project. Explanation should be provided as to why the CDOT funding plan used to build the project to the community has been ignored. Explain why CDOT removed vegetation during "Safety Improvements", across increasing water runoff into mountain creeks, and use rock fill to seal mountain creeks. Explain why CDOT does not take the state of downtown Boulder into account that is so common without an EIS and interstate. That is so common without an EIS and interstate. Please explain why Hankard Engineering agreed in the public meeting of July 29, 2001 to alter the noise model to reflect local conditions (see attached) and then ignored these promises. Explain how you conducted virtually all of a 10 lane interstate with</p> <p>-v.j.10 - gic</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise: Provide additional mitigation measures, rubberized asphalt should be considered</p> <p>Cumulative impacts: Not adequately addressed</p> <p>Visual impacts: Landscaping</p> <p>Noise: Model Inconsistencies</p>	<p>Additionally, the data to be input into the computer program is not consistent. We were informed that truck count data from 1995 would be used and yet, the noise level from before the wall construction would be thrown out and a sampling of current readings will be used to establish a base noise level. This distinction is extremely important because mitigation will only be required if a change of 10 decibels can be shown. We all know that a significant amount of the noise increase has already occurred and that an additional 10 decibels above today's level will not be projected. In other words, obsolete data will be used to determine truck volume and noise and current data that ignores the noise that we citizens have been addressing for two years will be considered as the "existing condition". Clearly, you can see that this method and the data to be used are flawed to the point of being rigged.</p> <p>The irony of the situation is that most of the noise that is currently troubling has been "engineered" in the design solution of the "safety improvements" and capacity increase. When the audience was asked to recommend mitigation ideas the following suggestions were made:</p> <ol style="list-style-type: none"> 1. Add a earthen berm to provide an adjacent landform which is higher than the interstate and thereby blocking noise. 2. Explore surface treatments to make the noise barrier wall sound absorptive, not reflective. 3. Add vegetation to visually block the source of noise and interrupt the path of the sounds. 4. Replace the tined concrete road surface with another, quieter surface. 5. Enforce 55mph speeds which will reduce the noise compared to 70 mph which is the speed actually driven in this stretch of the interstate. <p>When we compare these suggestions with the engineered solution to the road construction that has taken place we find just the opposite of these recommendations.</p> <ol style="list-style-type: none"> 1. The vertical alignment of the road surface was raised creating a more direct line of noise to the residences and a stronger transfer of noise. 2. Although the citizens' committee explored and requested sound absorptive material for the noise wall, this solution was not investigated by CDOT. 3. Vegetation was removed including, according to public meetings, over 200 trees. 4. The most noise-generating surface was selected - tined concrete. With the "safety improvement" straightening of the lanes, vehicles can now be driven much faster in the corridor, resulting in higher speeds, accidents and more noise. CDOT insists that any enforcement of the speed limit lies with the City. <p>In fact, had these engineered changes not occurred, the noise would not be at current levels. The increase in traffic volume simply does not account for the increase in noise.</p> <p>Thank you for considering these disturbing facts that were disclosed at the meeting. If you find that a fair EA is not likely to result from this method and if you are concerned</p>	<p>ISSUES</p> <p>NEPA Process</p> <p>Noise: Mitigation through berms, noise barrier surface treatment, vegetation, alternative surfaces, speed enforcement</p>
<p>COPY 103</p> <p>August 27, 2001</p> <p>RE: Environmental Mitigation for Neighborhoods Affected By I-25 Expansion</p> <p>Dear PPAAG and City Council Members:</p> <p>This letter is to thank you for your support in the investigation of pending detrimental environmental impacts of the widening of I-25 and to make you aware of the concerns raised at the meeting of July 25, 2001 at the Elk's Lodge at 3400 North Nevada Avenue. This meeting was sponsored by CDOT and Wilson Engineers and conducted by Hankard Engineering, the noise consultant.</p> <p>As you are aware, an Environmental Assessment is currently underway as a prerequisite for widening I-25 for capacity improvements. During the presentation Dave Poling used a section drawing of the proposed Interstate to explain the eventual size of the pavement. When asked, "What additional paving beyond what you have already constructed on the north bound lanes, will be required in order to have the number of lanes for which this EA is required?" he responded that all of the concrete surfaces with the exception of shoulders on the outside edge and median have already been constructed. He also indicated that, in effect, including the continuous acceleration and deceleration lane, the segment of road from Bijou to Fillmore will be a 10 lane interstate rather than the 8 lanes the EA addresses.</p> <p>This information is disturbing because, despite the fact that the public has continually been told that the only work completed to date is "safety improvements", the expanded interstate has, as we suspected, already been built. This has been done without completing the EA and without permission from your organizations.</p> <p>This information is especially troubling when taken together with the method outlined by Hankard Engineering for evaluating the noise component of the EA. The audience was informed that only a sampling of actual noise levels will be recorded. The noise study will be the result of the "projections" based on a computer modeling software rather than on actual noise readings taken along the interstate. The "peak" noise hour will be a best guess rather than a determination based on tracking actual noise over the timeframe of the study. When pressed to explain the method it was discovered that the model did not take into account many factors that have been established as critical in understanding the noise in this corridor. These factors that are not reflected in the model include 1. winds and weather effects; 2. train noise reflected off of the sound barrier wall; 3. Variable "peak" noise hours; 4. Spikes in noise; 5. the valley formation which effects the typical noise reduction associated with distance from the source and 6. the posted 55mph model will be used instead of the actual speeds which often reach a more noise generating 75 mph. This method appears to be heavily flawed.</p>	<p>NEPA Process</p> <p>Road already built without EA process</p> <p>Noise: Model assumptions flawed, data inconsistent</p>	<p>that capacity improvements have been constructed prior to EA findings please support the following:</p> <ol style="list-style-type: none"> 1. Hire an independent consultant to review the proposed methodology for accuracy and fairness. 2. Require that the consultant generate a noise contour map which will indicate the projected noise levels and how distant from the interstate those levels are anticipated to occur (Union Blvd., Kissing Camels?). 3. Support an EIS rather than an EA. 4. Enforce the posted 55 mph from Academy Blvd. North to Academy Blvd. South. <p>Your attention to this matter is appreciated.</p> <p>Sincerely,</p> <p>Fawn Hayes Bell</p>	<p>NEPA Process</p> <p>Conduct EIS</p> <p>Noise: Prepare noise contour maps</p> <p>Transportation: Enforce posted speeds</p>

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<p>Sent: April 15, 2004 Name: Laura <u>Benjamin</u> Address: 2135 Austrian Way City: Colorado Springs State: CO Zip: 80919</p> <p>I think it is absolutely critical to expand I-25. It would be irresponsible to the entire community not to do so. At present, it is difficult to travel the Interstate, especially in the afternoons and early mornings. What can people be thinking who oppose this? Not expanding the Interstate only causes backups, accidents, problems with emergency vehicles getting through, and pushes traffic into the already crowded arterial roadways that snarl traffic even more. Expand I-25 asap!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: May 06, 2004 Name: DAVID <u>BENSON</u> Address: 1422 ALAMO AVE. City: COLORDAO SPRINGS State: CO Zip: 80907-7302</p> <p>I believe that a full Environmental Study should be done and not just the short form Assessment. I have lived in my home since 1971 and the noise from I-25 has grown markedly over the years, but when the wall on the west side was erected the noise went up dramatically. I used to hear birds now I hear traffic. I do not believe that C-Dot has looked at the new information on the new rubberized asphalt. It would make a great deal of difference for the Old North End of Colorado Springs. Please consider our neighborhood. This is a historic area and I do not believe that "all possible planning" has been done "to minimize harm."</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General opposition: Complete EIS</p> <p style="text-align: center;">NEPA Process</p> <p style="text-align: center;">Noise: Impacts from west noise wall, considered rubberized asphalt</p> <p style="text-align: center;">Historic Resources</p>
<p>Sent: April 21, 2004 Name: Bill <u>Benson</u> Address: 8115 Freemantle Drive City: Colorado Springs State: CO Zip: 80920</p> <p>Nicely done. I appreciate your sensitivity to all interested parties. While I understand your hesitation for light rail I believe we need to be forward thinking enough to plan for it in the future. At some point we need to move in that direction. The sooner we plan for it the better we will be. I'm so glad Denver is installing light rail and believe it will be well used once it's in place. Let's move forward on this project, the sooner it's completed the better it will be. I travel the route every day from Monument to Downtown Colorado Springs and back at the end of the day.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives considered: Light rail should be considered in addition</p>	<p>Sent: April 15, 2004 Name: Jack <u>Bergman</u> Address: 4890 Pyramid Mountain Rd City: Cascade State: CO Zip: 80904</p> <p>The Enviornmental Assessment Study appears thorough enough to support initiating the proposed capacity improvements. I support these I25 capacity improvements!</p>	<p style="text-align: center;">General Support</p>
		<p>Sent: April 22, 2004 From: Robert <u>Bernheim</u></p> <p>The Bijou Bridge needs to be rebuilt and the streets leading into downtown straightened out.</p>	<p style="text-align: center;">Transportation: Reconstruct Bijou Bridge, straighten roadways</p>

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<p>Sent: April 2, 2004 Name: roger <u>beusch</u> Address: 3171 Deergass Place City: Colo Sprgs State: CO Zip: 80920</p> <p>To my mind there are at least three areas of concern whenever the subject of estimated growth for Colo Sprgs arises. Those subjects are: transportation infrastructure, the ever declining state support to higher education opportunities in the technical areas, and water.</p> <p>The EA study marks a much overdue first step toward addressing the marginal highway infrastructure of the state of Colorado outside of Denver. However, assuming this project is completed there will still be only one North/South and only one East/West highway (hwy24) servicing Colo Sprgs. Given the growth projections for this city, the expansion of I-25 remains a bandaid to a system that needs a transplant. But then the election strategy of our current/past governor does not hinge upon the transportation of Colo Sprgs--just Denver.</p>	<p>ISSUES</p> <p>General Support</p>	<p>1513 Alamo Avenue Colorado Springs, CO 80907 May 10, 2004</p> <p>1-25 Project Office C/O Wilson and Company 455 E. Pikes Peak Ave., Suite 200 Colorado Springs, Colorado 80903</p> <p>To Whom It May Concern:</p> <p>We are writing to express our concerns about the Environmental Assessment that CDOT recently completed and released concerning the expansion of I-25 through Colorado Springs. There are several areas that were not addressed in this EA. CDOT did not conduct an EA when they made the "safety improvements" on I-25 between Bijou and Fillmore Streets. They insist that they did not need to do an EA since they were not widening the freeway. We are now told that they will only have to add a shoulder to the area between Bijou and Fillmore and restripe they highway in order to have four lanes in each direction. They OBVIOUSLY widened the highway without an EA. When this occurred the Old North End Neighborhood was deprived of the necessary studies that would prove that there is an increase of ten decibels in noise in our neighborhood that would require mitigation. We have no way to retroactively prove this with no EA.</p> <p>Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. There is no mitigation for Monument Valley Park North of Uintah. "All possible planning" was not pursued to mitigate the noise problems for this area. Once the City Parks Department said they did not want Recreation Way blocked with berms there was no further attempt to find means of mitigation. Since mitigation for the park is required other forms of mitigation such as rubberized asphalt which requires no extra land needs to be investigated. Members of the Friends of Monument Valley Park have found extensive successful use of rubberized asphalt in other areas of the country but CDOT appears to be unwilling and unable to go to the lengths of "all possible planning" as required to mitigate for the historic Monument Valley Park (not to mention the historic Old North End Neighborhood). The effects of noise will be just as detrimental to Confluence Park that will be built before I-25 is completed.</p> <p>The cumulative impacts of this \$500 million project must be studied. In addition to the excessive noise in the parks and the historic Old North End Neighborhood (as well as other neighborhoods along I-25) there will be increases in smog, air pollution, and polluted runoff in Monument and Fountain Creeks. Vehicle traffic is projected to increase by 50%. This is obviously a significant project that requires an Environmental Impact Study.</p> <p>Sincerely, Mr. and Mrs. Lynn A. Bevington Mr. and Mrs. Lynn A. Bevington</p>	<p>ISSUES</p> <p>General opposition: Conduct EIS</p> <p>Cumulative impacts: Previous projects completed without EA, impacts not considered</p> <p>Noise: Rubberized asphalt used to mitigate Monument Valley park/Confluence Park</p> <p>NEPA Process</p> <p>Air Quality Water Quality Historic Resources Parks and Recreation</p>
 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Liz Bevington</u> Address: <u>1513 Alamo Avenue</u> Representing: <u>Self, Old North End, Friends of Monument Valley Park, own business at Pikes Peak and San Miguel (gear railroad)</u></p> <p>COMMENTS</p> <p>Due to the magnitude of this project (over \$500million and 27 miles of highway) it appears to me that the project requires an EA rather than an EA. I do not think that the noise study can be considered valid. When I-25 was widened under the guise of safety improvements (between Bijou and Fillmore) there was no EA conducted. Therefore, it is very difficult to determine if there has been an increase of 10 decibels in traffic noise in the neighborhoods and parks between Bijou and Fillmore since the 1990 noise study. In addition, the modeling used in the various noise studies that have been conducted very so such that they can not be compared. There needs to be mitigation for Monument Valley Park north of Uintah. There would not only be noise abatement as required in the federal regulations but it would also protect the historic neighborhood which has been a serious procedure followed on not only widened and restriped highway. Since CDOT did not offer any other mitigation north of Uintah after the park department refused their proposal other means of mitigation should be explored. Various agencies deny that they have room (land) for other forms of mitigation so rubberized asphalt seems to be the answer. CDOT's research on this product is from 1990. It has been used extensively since then but CDOT remains totally uneducated. Arizona originally used this product because it EXTENDS THE LIFE OF THE SURFACE. Noise mitigation is merely a wonderful byproduct. The FBA will pay for asphalt rubber when it is used to PLACE your completed form in one of the marked baskets.</p> <p>MAIL this form to: Wilson & Co., Attn: Cheryl Evertt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903</p> <p>FAX (719) 520-0108, Attn: Cheryl Evertt.</p> <p>VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>General opposition: Conduct EIS</p> <p>Cumulative Impacts: Noise from previous improvements not considered in this study</p> <p>NEPA Process</p> <p>Noise: Modeling inaccurate, mitigation for Monument Valley Park, use of rubberized asphalt</p>		



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<p>Sent: April 18, 2004 Name: Thomas V <u>Biesterfeld</u> Address: 4120 Limberwood Court City: Colorado Springs State: CO Zip: 80920-6621</p> <p>There is no question that our roads in and around Colorado Springs need to be improved. As your reports show, we have long ago exceed our current capacity. Other than I-25, our other North/South routes are Academy Blvd, Powers Blvd, and Marksheffel to the far east. I-25 serves the population center and deserves the most attention. Three lanes of traffic in both directions from south of Ft. Carson to just north of County line road is sorely needed. Traffic seems to move well in our limited three lane zones but that I assume is because this zone is being fed by two lanes. Ideally, six lanes would be great from the Springs to Denver, but obviously, funding such a project would be out of the questions.</p> <p>I don't drive I-25 thru town all that often, but when I do, especially at rush our, it comes to a stop often. For a city of our size, this just shouldn't happen.</p> <p>We really need to finish the six lanes thru the city and the north Powers extension to relieve some of the I-25 traffic. I would certainly vote for a sales tax increase to help fund these projects.</p> <p>And as much as I like cute little mice, I'd gladly see the Jumping mouse go into extinction if it would improve the traffic flow, we're not talking about the American Bald Eagle here!</p> <p>If we could get the traffic to flow faster and not grind to a halt, maybe polution would be reduced by hotter burning engines and fewer mice would be killed by polution emmissions as they would be cleaner.</p> <p>Yes roads have to be raised, businesses relocated, and many other area become affected by road expansions, that's progress and that's what's needed in Colorado Springs.</p> <p>Denver doesn't seem to have a problem with constant road construction as their roads are wide enough to handle the traffic when further expansion is needed.</p> <p>Let's raise the money needed and get on with the project!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Threatened/Endangered Species</p>	<p>Sent: April 15, 2004 Name: Jerry <u>Biggs</u> Address: 310 Irvington Ct City: Colorado Springs State: CO Zip: 80906</p> <p>Growth in El Paso county is inevitable. To not expand I-25 would be a grave mistake. There will be traffic the question is which roadways will the traffic use. If we do not expand the interstate, the side roads will get increased traffic until we have grid lock. The effect of not improving I-25 would be much worse in all respects than the potential small negatives of improving I-25.</p> <p>I am a strong advocate of improving I-25.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
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<p>Sent: April 16, 2004 Name: Patricia Bigley Address: 6522 Foxdale Cir. City: Colorado Springs State: CO Zip: 80919</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Socioeconomics: Business growth hindered</p>	<p>Sent: April 21, 2004 Name: Daniel P. Bjugstad Address: 8 South Nevada #206 City: Colorado Springs State: CO Zip: 80903</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">NEPA Process</p>
<p>I think it is a very comprehensive study that was needed years ago to make the improvements to I-25. The I-25 corridor is 10 years behind in needing to be widened to 6 lanes from Castle Rock to Pueblo, most certainly from Woodmoor to South Co.Spgs.It is if we are step children of Denver. They get all the road improvements without any to do and we have to make our voices heard to get this study implemented. I drive I-25 everyday and try my best to take alternate routes when I possibly can. The areas that have been widened to 6 lanes are great and the traffic flows with no problem. Then it all hits the 2 lanes and backs up to a crawl. Plus we will see more and more accidents and more deadly ones because of the amount of cars that travel I-25. This is a much needed and a must for the future of Co.Spgs. and the economy. We will not be able to attract the companies to Co.Spgs. as we have in the past if we have a traffic problem. What reason would they want to locate here if their ! employees have to sit in traffic, especially if they are relocating because of that very reason. The citizens of Co.Spgs. that oppose this to me are anti-growth. And they can not think far enough ahead to realize it may affect them financially if companies start moving out to other cities that don't have a traffic problem and none will move in because of the same.I am 100% in support of this proposal and the improvements to the I-25 corridor. It was needed many years ago. Let's get Co.Spgs.into the 21st century or we will be left behind in the dust and our local economy with the loss of industry will be the ones to suffer which will consequently affect the rest of us.</p>		<p>I believe we need these improvements now. Any delay would cause increased costs and also run the risk that this money may not be available at all within the next few years. We cannot run the risk of losing this Federal money to improve I-25. We all use I-25 as the main N-S traffic artery. There are many who oppose all improvements at any cost and without regard to safety and travel needs. Their opposition cannot be allowed to delay or derail this project.</p>	<p>Sent: May 12, 2004 Name: Dr. and Mrs. E. Robert Black Address: 228 E. Caramillo City: Colorado Springs State: CO Zip: 80907</p> <p>Because of the additional pollution to our air, the increased noise and physical harm to our environment, we strongly urge you to reconsider the current plans to widen I-25 through Colorado Springs. There are alternative solutions. Please address them!</p>


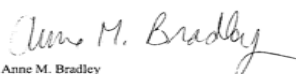
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<p>Sent: April 06, 2004 Name: G. <u>Blackmore</u> Address: 14439 Tierra Drive City: Colorado Springs State: CO Zip: 80921</p> <p>I support the I-25 capacity improvements, and look forward to the completion and use of these improvements.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<div style="text-align: center;">  <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> </div> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Ke Blakely</u> Address: <u>1113 Tejon St, Ste 521, CS, CO 80903</u> Representing: <u>Confluence Park</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>From the March 4, 2003 meeting minutes, it stated that COST of the City of Colorado Springs will work together on noise mitigation issues in the stretch of I-25 adjacent to Confluence Park.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikea Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Mitigation near Confluence Park</p>
<div style="text-align: center;">  <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> </div> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Jim Blake</u> Address: <u>660 Rembrandt Court</u> Representing: <u>Homeowner</u></p> <p style="text-align: center;">COMMENTS</p> <p># 1. <u>CONGESTION MANAGEMENT - CONSIDER COURTESY PATROL NOT ONLY DURING CONSTRUCTION (CONSTRUCTION FUNDS TO PAY), BUT ALSO AFTER PROJECT IS COMPLETED.</u></p> <p># 2. <u>BAPTIST ROAD INTERCHANGE? ACCESS POINT TO FUTURE LAND DEVELOPMENT BETWEEN JACKSON CREEK PENN AND INTERCHANGE SHOULD ONLY ACCESS FROM NORTH - CALMATH. TO MUCH VALUE ON BAPTIST FOR THIS LEFT TURN FOR FUTURE DEVELOPABLE LAND. HAVE ACCESS FROM JACKSON CREEK. WILL NEED A BRIDGE OVER JIMMY CAMP CREEK TO ACCESS THIS LAND, BUT WILL SAVE MONEY BACK UP TO INTERCHANGE, ALLOTTIES, ETC. AS IS ALREADY THE CASE.</u></p> <p># 3. <u>PLACE BARRIER WALL BETWEEN I-25 & E. SIDE FRONTAGE RD. (GREENHILLS RD.) N. OF BAPTIST RD. HEAD LIGHTS FROM NB I-25 & SB FRONTAGE RD. IS DANGEROUS FOR HARDY COLLISIONS. BETTER TO GUESE FRONTAGE ROAD (SEE #2) ALL TOGETHER AND HAVE ACCESS OFF JACKSON CREEK.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikea Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">Transportation: Consider courtesy patrol use during and after construction</p> <p style="text-align: center;">Transportation: Concerns about Baptist Rd. interchange, add barrier wall to improve safety</p>		

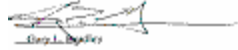
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<p>Sent: May 3, 2004 Name: Christian W. Blees Address: 6285 Colfax Terrace City: Colorado Springs State: CO Zip: 80906</p> <p>It seems to me that making these improvements to I-25 will actually help with many of the environmental impacts. The fact is, there WILL be more traffic whether I-25 is expanded or not. Therefore, we can either have more traffic on existing lanes or we can have the same traffic on 3+ lanes. By adding lanes, we will be allowing traffic to move quicker and actually reduce the amount of air pollution, noise, accidents, etc. This is a POSITIVE environmental impact. (Not to mention the reduced stress of being able to move about the city without sitting in stop & go traffic). Your study mentions only the short-term economic benefit of hiring workers, etc. However, it fails to take into account the economic impact of attracting new business to the area. As a business advisor, I assist businesses in evaluating the Colorado Springs area as a possible location for expansion or relocation. The traffic along I-25 is an important and very real issue that many businesses consider when they make their decision to relocate here or not. Without these improvements, our community will not attract these companies and we will not benefit from the jobs they will provide.</p> <p>Last, your study does not evaluate the economic impact of people's lost time spent in traffic. During the peak hours of use, many of the people stuck in traffic on I-25 are employees of businesses in transit between assignments or jobs (service employees, construction, etc.). These businesses are paying these employees for their non-productive time while they sit in traffic. If their drive-times were reduced, this would result in more productive time spent at work or on the job. This may sound immaterial, but if each drive time can be improved by just 5 minutes, and if just 1/2 of the people on the road are employed - with an average employee cost of \$15 per hour, then I calculate this may be currently costing local business approximately \$130,000 per day in lost productivity. This equals almost \$34 million dollars per year of lost production. (Not an immaterial amount).</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>Socioeconomics: Doesn't address impacts of attracting new businesses to Colorado Springs, impacts of time lost sitting in traffic</p>	<div style="text-align: center;">  <p>MAY 1 2 2004</p> <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> </div> <p>Required information for tracking purposes. Please fill in information below.</p> <p>Name: <u>William S. Budington</u> Address: <u>211 Wood Terrace, Colo Spgs, Co 80905</u> Representing: <u>Self's wife</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>We have resided in an 1985 across Colfax Ave. from Howard Valley Park. During this period, we have become frustrated by 40+ increase volume of traffic from I-25, congested by 260 repetitive walls, added homes, and volume of traffic.</u> <u>I visited the intersection presentation at the Bijou Hill Hotel including the detailed traffic showing areas for proposed mitigation. None were south of Vinita St, where homes are expanding close to I-25. Considerable attention is planned south of Vinita, notably for the back pond. The demonstration garden. Further parking. (i.e. tennis?)</u> <u>It is requested that attention be provided for certain quiet retreats, and more of all for substantial residential needs.</u></p> <p>PLACE your completed form in one of the marked baskets.</p> <p>MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80902</p> <p>FAX (719) 520-0108, Attn: Cheryl Everitt.</p> <p>VISIT www.i25environment.com and click on EA Comment Form.</p> <p style="text-align: center;">Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General opposition</p>
		<p>Sent: May 4, 2004 Name: lynn boese Address: 2916 laestrella cir. City: colorado springs State: co Zip: 80917</p> <p>i feel that you need at least 3 lanes on each side from monument hill south to south academy blvd. 3 lanes without interruption of speed .with a speed limit at least 65 mph minimum.from bijou to fillmore you did that right with 3 lanes.but the 3rd lane ends at each end.from cimarron south to circle you did that right. the rest of i25 is a joke.at woodmen you built a nice new overpass. still a lot of congestion. a lot of wasted space in the median. terrible on and off ramps at woodmen. terrible on and off ramps at cimarron.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Transportation: More lanes, higher speed limits, improve interchanges</p>


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<p>Sent: May 7, 2004 Name: lynn <u>boese</u> Address: 2916 laestrella circle City: colorado springs State: co Zip: 80917</p> <p>i25. i drive i25 everyday.from mlk to research. congestion everyday.stop and go.bumper to bumper both directions. no improvement in flow of traffic, still 2 lane on each side.the third lane you have in some parts ends as a turn off.cimarron and bijou terrible.northbound i25 from fillmore to garden gods road ,cars have to slow down and even stop to let cars from on ramp on,backing cars up back to uintah. garden gods road to nevada rough narrow road. at woodmen . nice new overpass . still 2 lane. down into the narrows at the north end of woodmen speed limit 55 and 60 cars have to slow down and stop to let cars coming off woodmen into traffic.narrow rough 2 lane road there.cut a road into that hill run it on around. a lot of wasted space in the median. southbound there same thing.</p>	<p>ISSUES</p> <p>General support</p> <p>Transportation: More lanes, improve interchanges</p>	<p>Sent: May 2, 2004 Name: Bobby R <u>Bowers</u> Address: 7570 Bell Dr City: Colorado Springs State: CO Zip: 80920</p> <p>The EA appears to have visited all aspects of the I-25 needs. I say YES to the EA. Now lets get started on this major project. I synpethize with the people that live along the I-25 cooridor. My home lies only 1 mile to the east and south of I-25 near the I-25/Academy interchange and I hear a constant hum from traffic, but the EA and the proposed project is doing it's best to alleviate as much as possible these noise concerns.</p>	<p>ISSUES</p> <p>General support</p>
 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below.</p> <p>Name: <u>MARCIA BOUTE</u> Address: <u>1309 HOWARD PK. BLD. C S, CO 80907</u> Representing: <u>SELF</u></p> <p>COMMENTS</p> <p><i>The overall plan is well thought out. I would like to see more emphasis on a consideration ^{consideration} around Colo Springs to the east, instead of having people drive through the middle of town.</i></p> <p><i>When you consider materials for the noise barriers, please consider sound absorbing ^{reflecting} material. (Trust + B's for instead of concrete walls)</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>General support</p> <p>Alternatives considered: Eastern bypass</p> <p>Noise: Mitigation with vegetation instead of concrete</p>	<p>Anne M. Bradley 3760 Camels View Colorado Springs, CO 80904 719.633.8501</p> <p>MAY 10 2004</p> <p>May 6, 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: PUBLIC REVIEW OF I-25 ENVIRONMENTAL ASSESSMENT</p> <p>Gentlemen:</p> <p>I am pleased that the Colorado Department of Transportation has finally completed the studies required to add capacity to I-25 in greater Colorado Springs. It seems to me that CDOT has been very thoughtful and methodical in its study of the corridor. I think they have not only kept the public well-informed of their work, but also provided more than adequate opportunities for the citizens to communicate their views on the proposed project.</p> <p>Please add my name to the list of supporters of the Environmental Assessment and the proposed capacity improvements to I-25 from Monument to Mesa Ridge. The time to act is now!</p> <p>Thank you.</p> <p>Sincerely,</p>  <p>Anne M. Bradley</p>	<p>General support</p>

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<p style="text-align: center;"> Gary L. Bradley 3785 Cavalry View Colorado Springs, CO 80904 719-633-8991 </p> <p style="text-align: right;">MAY 10 2004</p> <p>May 6, 2004</p> <p>Whisen & Company 455 East Pike Peak Avenue, Suite 200 Colorado Springs, CO 80923</p> <p>RE: I-25 ENVIRONMENTAL ASSESSMENT FOR COLORADO SPRINGS AND EL PASO COUNTY</p> <p>Ordinance:</p> <p>I have had an opportunity to review the I-25 Environmental Assessment referenced above. I think CDOT has done an excellent job of preparing the document and keeping the public informed. They have not only provided many opportunities for the public to participate in the project, but have demonstrated that they listen to citizens' concerns.</p> <p>I am unequivocally in favor of the completed document and recommend that the FHWA make a final decision to proceed with the proposed improvements to I-25 as soon as possible.</p> <p>Thank you.</p> <p>Sincerely,</p>  <p><i>Gary L. Bradley</i></p>	<p style="text-align: center;">ISSUES</p> <p>General support</p>	<p>Sent: May 6, 2004 Name: Clifford and Renate <u>Bratten</u></p> <p>We are residents of Pine Cliff, living in a new patio home community consisting of 22 stand-alone homes on the eastern-most edge of Pine Cliff, overlooking I-25 (Golden Hills Road). Although Pine Cliff is mentioned as an adjacent neighborhood on page 3-34 of the EA document, it is never mentioned again in relationship to mitigation efforts. Our concerns are as follows:</p> <p>Noise: Currently, traffic noise from I-25 is overwhelming at times (varies significantly throughout the day/night). We feel strongly that some form of noise mitigation must be implemented for the eastern edge of Pine Cliff as it is with the other west-side neighborhoods addressed in the report. It sounds as if rubberized or other noise reducing surfaces have been rejected out of hand simply due to higher costs. Since noise levels will increase even further, surely, some type of noise mitigation action is needed for our area. Noise decibel levels were listed for Garden of the Gods Rd as second only to Bijou, yet Pine Cliff was not listed in the table.</p> <p>Safety: Rusina Road with only a few feet separating the two. It is already a safety hazard with traffic traveling at high rates of speed in opposing directions with only a flimsy chain link fence as a barrier (this fence was erected only after the Pine Cliff homeowner's association worked hard to get the city to provide it). Blinding headlights from opposing traffic and the opportunity for vehicles to lose control and veer onto Rusina will only increase as a result of I-25 widening without mitigation.</p> <p>Thank you for this opportunity to comment. Please do not neglect the impact of I-25 expansion on the new homes on the eastern edge of Pine Cliff in your assessment.</p>	<p style="text-align: center;">ISSUES</p> <p>Noise: Mitigation needed for Pine Cliff, rubberized asphalt</p> <p>Visual: Concerned about revegetation</p> <p>Transportation: Concerns about safety with I-25/Rusina rd</p>
<p>Sent: March 31, 2004 Name: Kristin <u>Brandenburg</u> Address: 7985 Lexington Dr City: Colorado Springs State: CO Zip: 80920</p> <p>I am glad that I-25 is being widened. I only ask that you continue to push for this work to get done on time as soon as possible. Traveling the narrow lanes left by construction is treacherous for all travelers. Woodmen and I-25 continues to be the most fatal intersection and a lot of that is due to the current construction problems. Other bad spots on I-25 include some of the on-ramps going north from downtown Colorado Springs. Bijou, Cimmaron leave you a suicide lane for traffic merging right into downtown and folks merging left out of downtown. I would like to see a good bypass 2 lane highway be constructed parallelling I-25 going around downtown with few lights...Powers isn't really a great solution but it could be better if there was a good exit to get to it north and south of town on I-25. Would like to see Hwy 24 be a 3 lane highway for all those folks or perhaps a bypass made.</p>	<p>General support</p> <p>Alternatives considered: Supplement with eastern bypass</p> <p>Bijou merge lanes inadequate</p> <p>Cimarron merge lanes inadequate</p> <p>I-25 Woodmen interchange unsafe</p> <p>Suggest widening Hwy 24 to 3 lanes</p>	<p>Safety: Rusina Road with only a few feet separating the two. It is already a safety hazard with traffic traveling at high rates of speed in opposing directions with only a flimsy chain link fence as a barrier (this fence was erected only after the Pine Cliff homeowner's association worked hard to get the city to provide it). Blinding headlights from opposing traffic and the opportunity for vehicles to lose control and veer onto Rusina will only increase as a result of I-25 widening without mitigation.</p>	


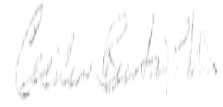
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<p>Recorded April 22, 2004 Jean <u>Bray</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>ISSUES Alternatives considered: Do not add HOV lanes</p> <p>Transportation Resources: Local trips should use local roads and not the interstate</p> <p>Right of Way: Impressed by low number of relocations required</p>	<p>May 9, 2004 MAY 11 2004 Colorado Department of Transportation I-25 Project Office c/o Wilson & Company 455 E. Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>Dear CDOT:</p> <p>As Colorado Springs continues to grow, it is critically important that government agencies carefully consider preservation of the quality of life and natural beauty of the Pikes Peak region. If one travels about the United States, all great and attractive cities have beautiful and robust city centers and surrounding areas. An attractive city has parks and greenbelts in the historic district of the community, which provide special places for enjoying what the city has to offer. Cities failing to establish and maintain such areas tend to die and become undesirable places to live or to visit.</p> <p>Monument Valley Park is such a gathering place for our community. Colorado Springs has few parks in the central city area and not only is Monument Valley Park beautiful, heavily used and enjoyed by people throughout the Metro Area, it has a special history. Since the park was a gift to the city from one of the key founders and contributors to the Pikes Peak region, it seems even more important to preserve the lovely environment of the park and the surrounding historic neighborhoods. The long-run vitality and strength of this city, the second largest in the state of Colorado, is critical if it is to remain a desirable home and draw for so many.</p> <p>While a growing population requires more roads and facilities, it is critically important that expansion endeavors take into account impacts on the historic and unique parks and neighborhoods of the city center and its surrounding area. The I-25 expansion project is the most ambitious development project in the history of this city and it is certain to have significant impacts on not only the parks and neighborhoods, but also on the beauty, the quality of life, and the desirability of visiting and enjoying this city. Based on the magnitude of the construction project and its likely generation of pollution of all sorts – air, noise, and water – it is incumbent upon the Colorado Department of Transportation to carefully study the impact and all viable alternatives for preserving the quality of life in the core areas of this beautiful city. To go forward without a clear understanding of the harmful effects of this project and the alternatives for pollution abatement is irresponsible and likely to seriously degrade the attractiveness of Colorado Springs.</p> <p>We strongly urge the Colorado Department of Transportation to use available materials, methods and practices that will provide the highest and best mitigation of all negative impacts caused by the expansion of Interstate 25, including noise impacts to Monument Valley Park, the Pikes Peak Greenway, surrounding neighborhoods and the environment.</p> <p>We appreciate your attention to this issue of critical importance to our entire community. The prospect of this city for current residents and future generations depends upon its health and vitality – thank you for providing this wonderful city with careful and responsible development planning.</p> <p>Sincerely,  John R. and Ann W. Brock 1334 Celebra Avenue, Colorado Springs</p>	<p>ISSUES General opposition</p> <p>Parks and Recreation</p> <p>Air Quality</p> <p>Water Quality</p> <p>Noise: Provide best mitigation possible</p> <p>Neighborhoods</p> <p>Historic Resources</p>
<p>Sent: April 22, 2004 Name: Joy E. <u>Briarton</u> Address: 6220 Soaring Drive City: Colorado Springs State: CO Zip: 80918</p> <p>Thank you! Let's get this one through the system a.s.a.p. The proposed additional lanes to I-25 are LONG overdue. We outgrew our highway "system" years ago and need make improvements as soon as possible.</p> <p>Having grown up in the Denver area, it has amazed me that there is only one small highway in a city this size, handling a volume far greater than its capacity... I am relieved to see that the proposal is for 8 total lanes through the city.</p> <p>I hope this improvement will open the door to other access needs as well - such as that ever-controversial east/west access. It will certainly make life in this city much easier and less stressful for the VAST majority of residents and for those visiting our beautiful city. Good Luck!</p>	<p>General support</p>	<p>Sent: April 19, 2004 Name: Ellen <u>Bronson</u> Address: 2089 Sussex Ln. City: Colorado Springs State: CO Zip: 80909</p> <p>I think we will have more of an environmental problem if cars are moving slowly or not at all on the highway. We need the improvements.</p>	<p>General support</p>

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<p>Sent: May 12, 2004 Name: Kent & Ann <u>Brosh</u> Address: 1921 El Parque City: Colorado Springs State: CO Zip: 80907-6703</p> <p>The proposed expansion will have severely detrimental impacts on the Colorado Springs environment and quality of life. CDOT should prepare an EIS before any further work is done.</p> <p>CDOT has totally failed to look at sensible alternatives such as an eastern bypass -- they seem determined to destroy downtown Colorado Springs with more congestion, noise and air pollution. CDOT has installed the noisiest possible road surface instead of using rubberized asphalt -- a very logical noise solution they seem unwilling to try.</p> <p>The current plan will have a profound negative impact on the future of Colorado Springs -- please consider some alterantives.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition</p> <p>NEPA Process: Conduct an EIS</p> <p>Noise: Use of rubberized asphalt</p> <p>Alternatives considered</p>	<p>Sent: April 15, 2004 Name: Mark <u>Brown</u> Address: PO Box 2087 City: Mounument State: CO Zip: 80132</p> <p>I travel to downtown Colorado Springs from Monument every day. I25 needs to be widen so it is safer. I am for the improvements.</p> <p>Sent: April 21, 2004 Name: Thomas R. <u>Brown</u> Address: 2280 E Bijou City: Colorado Springs State: CO Zip: 80909</p> <p>We need to go ahead with this as soon and as quickly as possible.</p> <p>Sent: April 28, 2004 Name: William H. <u>Brown</u> Address: 5442 Majestic Drive City: Colorado Springs State: CO Zip: 80919</p> <p>It is obvious that the real environmental impact in NOT to widen the road. Nothing is worse then 100'2 of car and TRUCKS sitting or crawling though congestion that results from failure to make necessary impotents. I have watched and continue to watch this very situation south bound I-25 at Woodman caused by the detestable delay in providing the needed capacity on that road.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>General support</p> <p>General support</p>
<p>Sent: April 05, 2004 Name: Ariel <u>Brown</u> Address: 5164 Fennel Dr. City: Colorado Springs State: CO Zip: 80911</p> <p>Considering the high fatality rate that the El Paso County stretch of I-25 has, dispite what the Environmental Assesment Study shows, I-25 should be expanded. There are to many commuters driving on the interstate for there to be just two lanes, and with the rate the city is growing I doubt within ten years three lanes will be adequate. If the Interstate were to be expanded, we'd see less "Road Rage" and fewer fender benders, and that would allow a lot of us to spend more time with our families.</p>	<p>General support</p>	<p>Sent: April 22, 2004 Name: Barbara <u>Bryant</u> Address: 8597 Candleflower Cir. City: Colorado Springs State: CO Zip: 80920</p> <p>I-25 through Colorado Springs desperately needs to be widened to 3 lanes through the whole city. When we moved here in 1996 (I grew up in Littleton) I-25 through the city looked exactly as it did when I was growing up. Even though the population of Colorado Springs had grown, I-25 had not changed. I-25 had not changed with the rapidly increasing population.</p>	<p>General support</p>

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<p>Sent: May 11, 2004 Name: Rebecca Lynne <u>Bryant</u> Address: 114 E. San Miguel St. City: Colorado Springs State: CO Zip: 80903</p> <p>As a resident of the Old North End neighborhood for the past 4 years, I would like to protest the widening of I-25 through the heart of Colorado Springs. The study clearly shows that the addition would be detrimental to the physical environment of the city, as well as the quality of life that Colorado Springs is known for. I would like to see the exploration of a alternate highway "loop" around the city (e.g., in Austin, Texas or St. Louis, Missouri) that would not only divert traffic, but would allow it to move more quickly around the city. This would help with the noise issue and would protect the historic downtown area. If there is no other option, I support the use of rubberized asphalt paving material that helps to reduce noise. Thanks for your attention.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p style="text-align: center;">Alternatives considered: Eastern bypass</p> <p style="text-align: center;">Noise: Rubberized asphalt</p> <p>Historic Resources</p>	<p>May 2, 2004 Colorado Department of Transportation (CDOT),</p> <p>After spending the afternoon in our backyard in the Historical North End, we are compelled to write this letter to express our concerns about the noise level and environmental hazards that will continue to develop with the new proposed expansion of I-25.</p> <p>Neighborhoods in The Old North End have been subject to I-25 growth and expansion several years ago when the highway was widen. We were told then that there would be little to no impact in the areas of noise, environmental issues, neighborhood stability and residential property values, however, we have had the greatest impact of the above mentioned because of CDOT's failure to bear our concerns, suggestions, and issues.</p> <p>We would like CDOT to address and research the following concerns/topics:</p> <ul style="list-style-type: none"> For the past 10 years, CDOT has been incrementally adding capacity to I-25 through safety improvements. CDOT need to prepare an Environmental Impact Statement in order to understand the impact it will have on neighborhoods, parks, air and water quality, wildlife, local quality of life and the environment. The Old North End has made numerous suggestions to CDOT to explore alternative pavement types to reduce noise levels and protect users of Monument Valley Park and the Greenway Trail. If section 4(f) of the 1966 Transportation Act requires this, why has it been done? Why hasn't CDOT look at the alternative, safer, durable, cheaper and more aesthetically pleasing road surfaces, such as rubberized asphalt, instead of continually build more noise walls? If you look at all the noise barriers in Denver you will see that they are not visual attractive and construction has changed the make up/demographics of these areas. According to information gathered by The Old North End personnel, CDOT has admitted that many of their decisions made regarding alternative road surface material was determined and made by outdated research. My next question would be why? And if you could re-visit this topic with updated data and studies. Since the National Environmental Protection Agency stated and believes that changes proposed on I-25 will significantly impact wetlands, water quality and other human environments and environmental resources, then an Environmental Assessment (EIS) is warrant and should be required. Why are you still considering and studying outdated means of transportation and not researching reasonable alternatives such as mass transit? Isn't that what Denver is doing? Also, why aren't highway planners looking at alternative routing, east of Colorado Springs, where there is continued growth and expansion? In five years from now, will CDOT be asking the citizens of Colorado Spring for millions of dollars to meet the needs of our eastern residents? <p>Please take into consideration of the above mentioned concerns when you are making decisions that will impact a community. That is what we still are here in Colorado Springs, a community. We cherish our quality of life, respect and preserve the environment and request those who are in charge of planning and growth to have a complete picture and vision of what and why the needs will be so five years from now we will not have to revisit this problem.</p> <p>We look forward to your response.</p> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;">  Brad Buetow 1419 Alamo Avenue Colorado Springs, CO 80907 </div> <div style="text-align: center;">  Cecilia Buetow, PhD 1419 Alamo Avenue Colorado Springs, CO 80907 </div> </div>	<p style="text-align: center;">ISSUES</p> <p>General opposition: Prepare EIS</p> <p style="text-align: center;">Noise: Consider alternative pavement types</p> <p>Alternatives considered: Eastern bypass, mass transit</p> <p>Historic Resources</p> <p>Parks and Recreation</p>
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<p>Name: Catherine <u>Bullock</u> Address: 15270 Bovary Ct City: Colorado Springs State: CO Zip: 80921</p> <p>I am concerned about the proposed sound barriers. I have heard of studies done which found that installing sound barriers on freeways, reduced the noise level for the immediate neighbors, but caused the sound to be bounced a mile away, increasing the noise level for those further from the freeway.</p> <p>When somebody buys a home or property near a freeway, they do so knowing that it is near a freeway and that there will be noise. They are willing to put up with this inconvenience for the sake of getting a better price on the property. Then when the noise bothers them, they complain and cause the taxpayers to foot the bill on sound barriers to keep the noise away. It is the age old problem - just like the person who buys a home by an airport and then complains about the airplane noise. I don't think it is right for the taxpayers to pay millions of dollars in sound barrier walls to abate noise for residents living by a freeway, who knew full well they lived by a freeway when they moved there. I especially don't think it is right to put up sound barriers which will bounce the noise a mile away to the people who paid more for their property because they were further from the freeway.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Concerned about cost of noise barriers to placate the few, noise reverberation off of barriers</p> <p style="text-align: center;">NEPA Process</p>	<p>Sent: April 8, 2004 Name: Gary <u>Burghart</u> Address: 1424 North Nevada Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>I commute from Colorado Springs to Aurora every day for work. Expanding the capacity of I-25 is critical from an economic and safety perspective. Providing more lanes is the very highest priority, and must take precedence over ALL other considerations.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 15, 2004 Name: Nancy <u>Bunker</u> Address: 6060 Perfect View City: Colorado Springs State: CO Zip: 80919</p> <p>I-25 needs to be widened in the city of Colorado Springs from North Academy Blvd to South Academy Blvd. This should be placed as a priority.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 21, 2004 Name: Kevin <u>Butcher</u> Address: 3290 Pony Tracks Drive City: Colorado Springs State: CO Zip: 80922</p> <p>It is exciting to know that the study has been completed and see that given the scope of the project there are no major impacts that would hinder the feasibility of this project. The entire community will benefit from the expansion of the I-25 corridor.</p>	<p style="text-align: center;">General Support</p>
		<p>Sent: March 28, 2004 Name: Mrs. Stormy <u>Burns</u> Address: 1139 Terrace Road City: Colorado Springs State: CO Zip: 80904</p> <p>The widening of the I-25 seems like a pork-barrel subsidy for the cement and other contractors of this area. I see no benefit to those living in the area.</p> <p>If you build a wider interstate, it will be louder and increase our taxes. I don't like the idea of more construction and more cars running this close to town. No.</p>	<p style="text-align: center;">General Opposition</p>


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<p>Sent: April 6, 2004 Name: Sam <u>Byrne</u> Address: 531 Empress St. City: Colorado Springs State: CO Zip: 80911</p> <p>I think that the EA proposal is one that has been needed for several years. I've lived in the region for over 15 years and have seen no significant attempts (short of the recent improvements to the downtown corridor of I25) to remedy a steadily degrading traffic problem in Colorado Springs. Poor design and poor planning on the part of the Colorado Springs developers have led to extremely frustrating commutes and downright dangerous roadways. Unfortunately, no alternatives exist for citizens who would prefer to not clog the roadways. Side roads are terribly under-maintained and are often far too populated by traffic signals to permit sane driving. No viable public transit solution exists to compete with the roadways and as the recent budget cuts have increased, even those shameful excuses for public transit (i.e. bus routes) have been eliminated from some areas of town thereby permitting absolutely no choice. I tried for a few years to eliminate driving (because I was frustrated with horrible roadways) only to discover that bicycling is not really a viable solution either since the roadways are really not equipped to be shared by anyone.</p> <p>I was thrilled to hear that I-25 is finally on the list for improvements and would suggest that if we as a community value safety on the roadway, then we should make concessions wherever necessary to facilitate the improvements. Environmentally, I am sure that a larger road will have at least a minimal impact on the areas next to the highway (Monument Valley Park is certainly an appreciated divergence from the growing commercial properties downtown), however, I am willing to listen with open ears and an open mind to the changes proposed since I find myself on the road that runs by the park just as often as I find myself in the park.</p> <p>For our community's sake fix our roadways (this also means crosstown roadways by the way).</p>	<p>ISSUES</p> <p>General Support</p> <p>Transportation Resources</p> <p>Parks and Recreation</p>	<p>Sent: April 3, 2004 Name: Alyssa <u>Byrnes</u> Address: 19825 Belatrix Dr. City: Monument State: CO Zip: 80132</p> <p>After struggling to make it with only two lanes during the past twelve years I have lived in Monument, hearing about this new plan to improve I-25 to three lanes is giving me new faith in the brains behind our citie's planning committee</p> <p>Sent: March 29, 2003 Name: Jecoah <u>Byrnes</u> Address: 13535 Ashbrook Heights City: Colorado Springs State: CO Zip: 80921</p> <p>I think it's a MUST to move forward in the advancement of our highways in El Paso County. Colorado Springs is already years behind in our road improvements and to stall them any longer would be a terrible shame and an even greater threat to our already struggling local economy. By not widening the roadways we are in no way going to lessen the congestion, but simply increase the already overwhelming danger of driving on our local roadways. Lastly, one long-term consideration would be to allow room for light rail/commuter rail along I-25 for future use. While we might not have the need for it now, a light rail line to carry commuters between Colorado Springs and Denver might someday be a very cost effective and wise decision.</p> <p>The overall study is great and I think it appropriately addresses our current needs while anticipating our future growth. BUILD IT!</p>	<p>ISSUES</p> <p>General Support</p> <p>General Support</p> <p>Alternatives considered: Allow for light rail ROW</p>
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<p>Sent: April 19, 2004 Name: Sam <u>Cameron</u> Address: 3319 Promontory Peak Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I think the study seems to address the issues well. In my opinion these improvements cannot be completed fast enough. I drive the I-25 from Briargate Pkwy to Downtown Colorado Springs at lease twice per day and the traffice problem continues to get worse.</p>	<p align="center">ISSUES</p> <p align="center">General Support</p>	<p>Sent: April 14, 2004 Name: Jay <u>Carlson</u> Address: 545 E. Pikes Peak Ave., Suite 300 City: Colorado Springs State: CO Zip: 80903</p> <p>The planned improvements to I-25 are some of the most important infrastructure investments Colorado Springs needs. The existing capacity for traffic is well below current demand and my understanding is that even with the planned improvements I-25 through Colorado Springs will still not handle existing and future capacity well. WE MUST MAKE THESE IMPROVEMENTS FOR THE FUTURE ECONOMIC BENEFIT OF OUR CITY.</p>	<p align="center">ISSUES</p> <p align="center">General Support</p>
<p>Sent: May 11, 2004 Name: carol a. <u>cannon</u> Address: 1815 alamo ave City: colorado springs State: co Zip: 80907</p> <p>We have been homeowners in the Old North End for over 25 years. The noise from I-25 from the newly constructed highway has been deafening. The elevated highway has increased the noise level to the point that we cannot sleep at night. It is a constant loudness that makes living in our neighborhood less desirable. CDOT needs to mitigate the noise with a wall or natural earth berms and vegetation. Please do something to make our neighborhood a better place to live again.</p> <p>I would like to add that everyone who owns a home along the I-25 corridor knew it was there when they bought their home and knew that this city and the traffic on the highway would increase overtime. I think the multimillion dollar noise barrier walls is the most they can expect as protection from the future expansion of our City's main north/south traffic corridor. No consideration should be given to the impact of the highway's expansion on nearby neighborhoods beyond noise barrier walls. I-25 needs to be expanded to 3 lanes in each direction all the way to Denver.</p>	<p align="center">NEPA Process</p> <p>Noise: Existing noise in Old North End is bad. Mitigation needed.</p>	<p>As to the environmental impact of planned improvements, I believe that whatever steps are necessary to approve the highway improvements need to be accommodated. Urban Highways and the environment are not often going to be able to serve each other. I think the I-25 corridor with it's huge transportation value to this community is one place that the aesthetic environmental goals of habitat and and beauty need to take a secondary or terciary seat to runoff , drainage and access issues.</p>	

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<p style="text-align: right;">MAY 12 2004 10 May, 2004</p> <p>I-25 Project Office C/O Wilson & Company 455 E. Pikes Peak Ave., Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern,</p> <p>I am writing in protest of the proposed widening of I-25 through Colorado Springs. The expansion of I-25 will have significant impacts on the neighborhoods, parks, air and water quality. In addition, endangered wildlife, the local environment and the local quality of life would be gravely affected.</p> <p>Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. Monument Valley Park and the Greenway trail run along the I-25 corridor and are significantly compromised in their intended use for the public and in their beauty by the increased noise and pollution from the interstate.</p> <p>The National Environmental Protection Agency (2001) states a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County...The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement."</p> <p>In CDOTs proposal to expand I-25 they need to fully explore the above imperatives.</p> <p>The proposal for expansion of I-25 has huge implications as well on the historic neighborhoods of Colorado Springs which are a unique, rich and irreplaceable resource that require aggressive preservation. CDOT needs to comprehensively study the cumulative impacts of this project, including impacts to neighborhood stability and residential property values.</p> <p>In looking to preserve our parks and neighborhoods reasonable and appropriate alternatives should be sought.</p> <p>CDOT should rigorously explore alternative pavement types to reduce</p>	<p>ISSUES</p> <p>General Opposition Old North End Form Letter</p> <p>Historic Resources</p> <p>NEPA Process</p> <p>Parks/Recreation</p> <p>Neighborhoods</p> <p>Alternatives considered: Rubberized asphalt</p>	<p>Sent: April 5, 2004 Name: Burt <u>Carney</u> Address: 9925 Pleasanton Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I believe that a reasonable effort has been made to assess the environment before undertaking a major widening project on I-25. I urge the various agencies to expedite this proposal so that future congestion will be addressed. Please MOVE FORWARD!</p>	<p>ISSUES</p> <p>General Support</p>
<p>noise levels and protect the citizens of Colorado Springs to assure that their city is not only sustained but improved and enhanced by any proposed changes. This would include serious consideration of rubberized asphalt to surface I-25. Studies in Arizona and California continue to show that the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels. Rubberized asphalt could be used at a small fraction--less than 0.5%-- of the total project cost. There is also the boon to the environment in general by the productive use of discarded tires. New data shows that rubberized asphalt, when properly processed and applied also will preserve the concrete underlying it and stands up to climates such as ours.</p> <p>Alternative routing and other reasonable alternatives such as better mass transit should be considered in the plans for Colorado Springs future growth. It is time to show creativity with commitment to the quality of life and beauty inherent in our city. I am writing to ask CDOT to take a stand for what is "best" for future preservation of the irreplaceable not just the what is easiest. The cost to Colorado Springs is too great.</p> <p>Thank-you for your time and consideration.</p> <p>Sincerely,</p>  <p><i>P.S. The del north end is a very unique neighborhood!! There is a HUGE feeling of community that is missing in the new developments. The noise level has already shot up & the road work & money should be spent to mitigate not widen further!!</i></p>		<p>Sent: April 20, 2004 Name: Kent <u>Carpenter</u> Address: 8945 Elgin Pl City: Golden Valley State: MN Zip: 55427</p> <p>I live in Minneapolis but own a home in Monument, CO. What do we need to do to help get the I-25 plan through? Thank you.</p>	<p>General Support</p>

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<p>Sent: April 26, 2004 Name: Kent <u>Carpenter</u> Address: 351 Green Rock Pl City: Monument State: CO Zip: 89132</p> <p>I'm all for the expansion project. The northern Colorado Springs community is growing rapidly and this project will meet and anticipate this growth pattern. For the vibrancy and economic health of Colorado Springs this project needs to happen. Thank you.</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: May 3, 2004 Name: chip <u>caruana</u> Address: 1765 palmer park blvd City: Colorado Springs State: CO Zip: 80909</p> <p>I support the I-25 improvements. We need to work on this corridor if we are going to continue to be a viable option for growth companies to consider the Springs. We also need to look at the connection between I-25 and the airport.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 23, 2004 Name: Deborah <u>Carter</u> Address: 3085 Stagecoach Rd. City: Colorado Springs State: Co Zip: 80921</p> <p>As I write my opinions and concerns, I realize that it is nothing new that you've not read already. I've lived in Colorado Springs for over 20 years and have seen the slow, insidious increase of traffic flow become so horrible that I dread getting in my car to drive anywhere. Just the other day as I was driving down I-25 in the left lane, passing cars on my right, looking in my rear view was a car tailgating me. Admittedly, I was going over the speed limit and still not moving fast enough for the person behind me. You are aware of our road rage problem and it is getting worse. I fault our city government mostly for our traffic problem as well as those in our community who have voted down over and over tax money to accommodate the widening of the interstate. This should have been done 20 years ago. Growth in Colorado Springs is out of control. I-25 at Woodmen Rd. is a mess and I sure don't see an end in sight. Will it ever be finished? And so with the proposal to wide! n the interstate, I don't see any relief for our community at all because it will never be accomplished. The proposal to still keep areas of the interstate at 3 lanes is so unrealistic--do it ALL in 4-6 lanes now and get it done. That is my recommendation. Will I be heard. I think not.</p>	<p>General Support</p> <p>Alternatives considered: Make all of I-25 4-6 lanes</p>	<p>Sent: April 16, 2004 Name: Kellie J <u>Case</u> Address: 414 Pleasant Street City: Colorado Springs State: CO Zip: 80904-2110</p> <p>I read the summary document and find your Environmental Assessment Study to be complete and thorough. I believe the project is viable and does not negatively impact any environmentally sensitive issue in a material manner and should be pursued without further delay. Congratulations, and press on. I agree with you that the stop-and-go traffic and congestion has a much stronger impact on our environment than the project. Please move forward with this project. Thank you for the opportunity to comment.</p>	<p>General Support</p>



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<p>Sent: May 7, 2004 Name: Mike <u>Caton</u> Address: 6850 McEwan City: Colorado Springs State: CO Zip: 80922</p> <p>I am in favor of your proposal.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 5, 2004 Name: Ron <u>Chernak</u> Address: 303 S.Cascade Ave. City: Colorado Springs State: CO Zip: 80903</p> <p>I believe that the study accurately assesses the situation. I also believe that it is necessary to impliment the proposed improvements as soon as practical. As commuting times increase the quality of life diminishes and commerce suffers.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 16, 2004 Name: GIULIO <u>CESARONE</u> Address: 7502 GILLEN RD City: COLORADO SPRINGS State: CO Zip: 80919</p> <p>EA does not address noise levels north of Pine Creek Bridge or the completion of a wall/berm construction at this location. The wall/berm construction cost was justified by the achieved (if completed) noise reduction, Ref (NOISE TECHNICAL REPORT-I25/Woodmen road interchange, Project No.IM252-310). Why was the completion not addressed in the EA? The road expansion will with certainty increase noise levels. The noise reduction specified in the technical report is not and will not be achieved unless the project is completed as designed. I/we the neighbors have noticed some reduction in noise with the construction of the wall. But now the majority of the noise we hear now is from the North where the berm should have been built.</p>	<p style="text-align: center;">Noise: North of Pine Creek Bridge</p>	<p>Sent: April 22, 2004 Name: Tim <u>Christian</u> Address: 7084 white buffalo rd City: Colorado Springs State: co Zip: 80919</p> <p>It concerns me that, with the projected increase in population by 2025, we are not only disregarding a hybrid plan that would include widening I-25 and providing light rail, we're putting a solution in place that makes it even harder to implement light rail in the future. The proposed solution is very narrow-thinking. A city the size of Colorado Springs deserves and needs alternative transportation methods.</p>	<p style="text-align: center;">Alternatives considered: Light rail</p>

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<p>Travis <u>Christianson</u> along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 21, 2004 Name: Liz <u>Ciccotelli</u> Address: 7220 Fleetwood Court City: Colorado Springs State: co Zip: 80919</p> <p>i approve</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 5, 2004 Name: Kelly <u>Christner</u> Address: 15835 Woodmeadow Ct City: Colorado Springs State: CO Zip: 80921</p> <p>I echo my neighbor, Gary Thomas's, comments below. I think you've done a good job with the environmental assessment and it is long needed that we expand I-25 since no Denver/Colorado Springs mass transit plan exists (i.e. a light rail).</p> <p>However, I do have one request. And that is to look at the noise levels as far as 2.5 miles away from the highway. Right now, The Ridge at Fox Run, located 2.5 miles due East of I-25 and Baptist Rd, can hear constant background noise of the highway due to the reverberation of the traffic noise with the mountain range. It would be nice to dampen down the noise as it will only get worse with our growing population as indicated in your study.</p> <p>Thanks for all the hard work - job well done!</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: East on Baptist Road</p>	<p>Sent: April 22, 2004 Name: Lindsay <u>Clewe</u> Address: 240 Winding Meadow Way City: Monument State: CO Zip: 80132</p> <p>I feel that the focus should not be on widening I25 but creating a bipass around the city. I remember when Academy Blvd. was suppose to be limited access (I think)....we really missed it with Powers. A lot of growth is east...let's plan for it now.</p>	<p style="text-align: center;">Alternatives considered:East bypass</p>

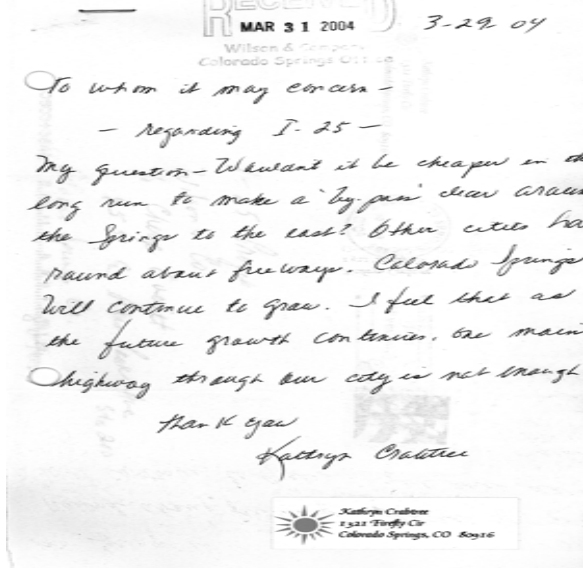
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<p>Sent: March 31, 2004 Name: Walter J <u>Clifford</u> Address: 5595 Darien Way City: Colorado Springs State: CO Zip: 80919</p> <p>I believe the Environmental Assessment, as well as the engineering and planning studies, have more than met their goals. These projects are important to the future of the community and the welfare of all of those who live in or travel through the area. Why are we waiting any longer? Let's get this thing moving.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 3, 2004 Name: K. <u>Coblar</u> Address: 1033 Golden Pine City: Monument, CO. State: co Zip: 80132</p> <p>In terms of safety, the most important item which should be addressed is the speed limit, primarily from the County Line Road to North Academy. 75mph is too fast and extremely dangerous, as many people seem to add 10 mph whenever they drive, then there are many trailers, trucks RV's etc. driving 55mph, and the on-ramp merges are inefficient. Better and more frequent signage indicating a reduced speed limit would increase safety.</p>	<p style="text-align: center;">ISSUES</p> <p>Transportation: Explore other alternatives to improve safety</p>
<p>Sent: April 21, 2004 Name: Joel <u>Cline</u> Address: 3007 W. Kiowa St. City: Colorado Springs State: CO Zip: 80904</p> <p>My biggest fear is that by the time the expansion is complete it will need more expansion. Take a look at Dallas. 12 lanes on 635 their main hwy and it's a standstill everyday at rush hour. If you are going to put the effort into buying land and expanding make it huge! Better to big than too small because I've never seen a highway that had to be reduced due to not enough traffic.</p>	<p style="text-align: center;">General support</p>	<div style="text-align: center;">  <p>April 29, 2004</p> <p>Cheryl Everitt Public Involvement Wilson and Company 455 E. Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: I-25 Project</p> <p>Dear Ms. Everitt:</p> <p>I am writing to express concern on behalf of Colorado College regarding potential noise issues resulting from the expansion of I-25 between Unruh and Bijou. Increased noise will impact the entire downtown corridor, including CC. The college is concerned that the Environmental Assessment has not adequately addressed the noise mitigation issue or fully explored and considered alternative road surface types.</p> <p>The increased noise will directly affect our residence halls – home to more than 800 students – located on the western side of the campus as well as athletic facilities adjacent to Monument Creek. In addition, the downtown corridor from South Nevada Avenue to Fillmore Street features many amenities such as Confluence Park, Monument Park, Greenwood, and the Colorado Springs Fine Arts Center, along with long-standing, established residential neighborhoods that will also be affected by the increase in noise.</p> <p>The college urges CDOT to take a hard look at quieter pavement alternatives to longitudinally tined concrete, such as rubberized asphalt – an alternative that is durable, cheaper, and more aesthetically pleasing than constructing noise walls. In addition, a rubberized pavement type alternative is a way to use old tires, thus protecting and sustaining the environment.</p> <p>The expansion of I-25 will have a major impact on Colorado Springs and the downtown corridor for many years. We hold the position that CDOT should do a more complete job of studying the cumulative impact of the project as well as creating ways to address concerns.</p> <p>CDOT needs to preserve the long tradition of downtown including parks and residential neighbors, and set high standards for environmental sustainability. This is an opportunity for CDOT to be a leader in creative solutions for interstate expansion through core downtown districts.</p> <p style="text-align: right;">Regards,  Richard F. Celeste President</p> <p style="text-align: center;">OFFICE OF THE PRESIDENT 11 East Cache La Poudre Street, Colorado Springs, Colorado 80903-5286 719.594.6700 ext. 7303/6943/6944 www.ColoradoCollege.edu</p> </div>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Impacts in residence halls; impacts to parks, Fine Arts Center, neighborhoods; explore alternative surface treatments</p>

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<p>Recorded April 22, 2004 Richard <u>Conklin</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>ISSUES</p> <p>Alternatives Considered: Do not add HOV lanes Parks/Recreation: Would new park entrances be wheelchair accessible?</p>	<p>Sent: April 17, 2004 Name: Thomas <u>Conroy</u> Address: 19615 Doewood Drive City: Monument State: CO Zip: 80132</p> <p>While the overall EA study and proposed capacity improvements are comprehensive and well thought-out, they are lacking in one MAJOR area.</p> <p>I strongly believe that excluding a "rail right of way" is tremendously short-sighted and needs to be corrected.</p> <p>I understand that the CDOT "studies" indicate light rail is not a current viable solution. I agree. However, light rail is a highly-likely longer term option / requirement. Denver's light rail system has apparently dramatically exceeded the ridership projected by the "studies".</p> <p>Excluding a rail-right-of-way will place us squarely into the position we are in today with respect to interchanges on I25. Had the proper interchange rights-of-way been planned in 1950, though not constructed, we would be in FAR better shape today and have no need for the convoluted, suboptimal interchanges that we are currently forced to accept.</p>	<p>ISSUES</p> <p>General Support</p> <p>Alternatives considered: Preserve light rail corridor</p>
<p>Sent: April 16, 2004 Name: Janet <u>Conover</u> Address: 5206 Kissing Camels Dr,B-5 City: Colorado Springs State: CO Zip: 80904</p> <p>Improving I25 is mandatory if our city is to continue to prosper, much less grow. Safe travel is essential and currently NOT a given thru the I25 corridor in Colorado Springs. I realize that there will be some negative neighborhood impact in our "old north end". To the extent possible we should try to minimize the noise. We do have to realize however that many more folks will be positively affected by the improvements than not! We must look forward to effective means of maintaining and expanding the infrastructure in Colorado Springs NOW! Roads must be our first priority. Thank you.</p>	<p>General Support</p>	<p>Cori <u>Cooper</u> along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p>General Support</p>

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<p>Sent: April 19, 2004 Name: Robert C. <u>Cope</u> Address: 20 Villereen St City: Colorado Springs State: CO Zip: 80906</p> <p>I cannot express strongly enough how important the completion of the proposed capacity improvements is to the City of Colorado Springs. Increasing the capacity of I-25 is the single most important economic development issue and quality of life issue we face as a community. The Environmental Assessment Study appears to be very thorough and the recommendations reasonably address any and all concerns. The capacity improvements MUST begin as soon as possible.</p>	<p>ISSUES</p> <p>General Support</p>	 <p>RECEIVED MAR 31 2004 3-29 04 Wilson & Company Colorado Springs, CO 80906</p> <p>To whom it may concern - - Regarding I-25 - My question - Would it be cheaper in the long run to make a 'bypass' near areas the Springs to the east? Other cities have paved around freeway. Colorado Springs will continue to grow. I feel that as the future growth continues, the main highway through our city is not enough.</p> <p>Thank you Kathryn Crabtree</p> <p>Kathryn Crabtree 1221 Tandy Cir Colorado Springs, CO 80906</p>	<p>ISSUES</p> <p>Alternatives considered: East bypass</p>
<p>Sent: May 7, 2004 Name: william s. <u>corrigan</u> Address: 565 orchestra dr. City: colorado springs, State: co Zip: 80906</p> <p>The conclusions of the CDOT environmental assessment of the I25 improvement plan seem to mandate its implementation at the first possible moment. My family and I firmly support improving the traffic flow capacity in accord with the CDOT plan, vs any other alternative proposal, for both environmental and economic reasons. After reading the traffic congestion article in the 5/7/04 edition of the Gazette Telegraph (C.S.worst in nation for city its size)it seems esstrial for the economic health of the entire region that the I25 improvement plan begin ASAP.</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: May 5, 2004 Name: Owen C. <u>Cramer</u> Address: 747 E. Uintah City: Colorado Springs State: CO Zip: 80903-2546</p> <p>1. Capacity improvements per se: as an older driver I already find it difficult to negotiate the >2 travel lanes currently operating on I25 through Denver. I expect within the next few years to find it still more challenging. As population ages, more and more of us will be unable to benefit from these wider roads in the sense of actually driving on them 2. Wildlife corridors: I applaud the attempts to provide better east-west wildlife corridors across the I25 barrier. It's the least we can do. 3. Noise: I live 1 mile east of I25 and hear the noise at night. It certainly became more of a nuisance after the wall went up on the west side of the road and as the roadbed rose. It's wrong to just apply the 66 dB standard as you have done, and it would be right to face the need for mitigation squarely. Berms may be better than walls since they don't *reflect* sound. Pavement changes as in Arizona, away from grooved concrete for tires to hiss on. 4. Visual impact: the monumentality of I25 has been greatly increased by the changes. It's like the Pyramids of Egypt--a colossal construction. But it has none of the religious functionality of the Pyramids, and hence seems to celebrate human vanity in an idolatrous way.</p>	<p>Alternatives Considered</p> <p>Opposes wider highway</p> <p>Wildlife: Supports crossings</p> <p>Noise: Consider alternative mitigation, 66 dBA not reasonable standard</p> <p>Visual resources: New highway not attractive</p>

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<p>Sent: April 8, 2004 Name: Jeffrey <u>Crank</u> Address: 2 N. Cascade, Suite 110 City: colorado springs State: co Zip: 80903</p> <p>The improvements need to be made on i-25 throughout Colorado Springs. People will continue to lose quality of life if repairs aren't made. Every person who commutes in Colorado Springs should not be held hostage by the selfishness of a few people who don't want improvements. Time spent in traffic is time that is not spent with family.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: March 29, 2004 Name: Candace C. <u>Cuadra</u> Address: 1210 Tari Lane City: Colorado Springs State: CO Zip: 80921</p> <p>I think it is critical for the Colorado Springs community as a whole to enact the improvements and widen I-25. Widening I-25 will facilitate traffic movement, reduce accidents, and make Colorado Springs a much more positive city in which to live. If we do not widen I-25 we should limit growth, which is a near impossibility.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 22, 2004 Name: Kathy <u>Creech</u> Address: XXXXXXXXXXXXXXXX City: Colorado Springs State: CO Zip: 80909</p> <p>I agree with the plan</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 8, 2004 Name: Mercie <u>Curbow</u> Address: 7356 Coral Ridge Drive City: Colorado Springs State: CO Zip: 80925</p> <p>I think that adequate research has taken place and every possible issue has been looked at. Sacrifices will have to be made by homeowners and business owners but this expansion is absolutely necessary. The widening of I-25 must take place or our community will be adversely affected. The issue of widening I-25 will never go away and we must take steps to improve our transportation needs. Soon we will be widening from South Academy to Pueblo.</p>	<p style="text-align: center;">General Support</p>

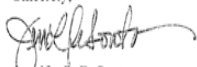
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<p>Sent: May 3, 2004 Name: Karen <u>Dailey</u> Address: 1220 Osgood Road City: Colorado Springs State: co Zip: 80915</p> <p>I really don't know to much about the improvements that are planned for I-25, except what I have read in the newspaper.</p> <p>I do know that I have 2 questions that came to mind as soon as I heard about the improvements. I wondered which direction the expansion is to take place as I don't know where you would expand east and west. I suppose the plan is to move more people so the expansion can be done?</p> <p>My other question is: when the original improvements were done a couple of years ago why did was there not planning done for growth since Colorado Springs just seems to keep growing. The expense could have been done when it would not have cost as much as it will now or in the near future.</p> <p>Enviromentally, what would happen to Monument Valley Park? The noise level in that neighborhood would increase so much that a walk through the park would be not be a peacefule as it was before the expansion.</p> <p>Thank you for this opportunity to express my concerns.</p>	<p style="text-align: center;">Issues</p> <p>Noise: Concerns about impact to Monument Valley Park and surrounding neighborhood</p> <p>Right-of-way: Questions about relocations needed to widen highway</p>	<p>Name: Dawn <u>Davidson</u> Address: 5025 Montebello Pl. City: Colorado Springs, CO 80918 State: CO Zip: 80918</p> <p>Need an alternative freeway to I-25. Need four lanes in each direction on I-25. No HOV, HOT lanes, or trnsait alternatives. Expand capacity for the freeway.</p>	<p style="text-align: center;">Issues</p> <p>General Support</p> <p>Transportation: Expand I-25 capacity, no HOV/HOT lanes</p>
		<p>Sent: April 21, 2004 Name: Rick <u>Davidson</u> Address: 2165 Mulligan Dr City: Coloardo Springs State: Co Zip: 80901</p> <p>This should have been done 10 years ago. I have lived in the north part of El Paso county since 1993. Prior to that we were in the Old Farm subdivision. One of the reasons we moved north was due to the fact I could commute downtown quicker than from the Northeast part of the Springs.I could go on for pages about the Woodmen Interchange but you probably have heard enough about that. We have an opportunity to move forward for the betterment of the entire community. We can study the expansion issues the rest of our lives..not necessary. Please move forward with the project! Now!</p>	<p style="text-align: center;">General Support</p>

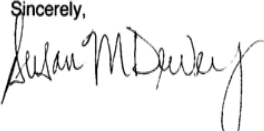
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<p style="text-align: right;">5/5/04</p> <p>Project Office MAY 1 0 2004</p> <p>I am writing to object to the current plans of CDOT regarding the expansion of I-25 and the excessive noise along the highway in the Old Henry and neighborhoods. I'm also writing to complain about the significant noise and pollution that will be the result from the widening.</p> <p>I feel strongly that it is the job of CDOT to serve the people of the state with the BEST available project in transportation. The west has a long tradition of building it fast AND build it cheap AND this tradition constantly backfires. - The widening of the I-25 exit ramp as well as the entrance ramp come quickly to mind. - I understand that a considerably quieter surface is available - and that recent literature suggests a 4-6 decibel reduction in roadway noise. As I am looking to the widening now - I would very much appreciate any mitigation in noise.</p> <p style="text-align: right;">Dey</p>	<p style="text-align: center;">Issues</p> <p>General Opposition</p> <p>Noise: Impacts on park and surrounding neighborhoods</p> <p>Parks and recreation: Impacts to Monument Valley Park and Confluence Park</p>	<p>Sent: May 4, 2004 Name: Katharine <u>Deignan</u> Address: 1508 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>The Environmental Assessment Study (EAS) glosses over some significant changes that will occur from the widening and realigning of I-25 through Colorado Springs. CDOT has been less than truthful regarding procedures they should follow and baseline studies they should make. The EAS talks about increased noise levels and even admits that some people will be affected but others won't be so there is no need to worry about the noise. The recent widening of I-25 from Uintah to Fillmore does not create a new baseline to study noise levels. The baseline should be taken from before this latest "improvement". Furthermore, CDOT is not using the newest asphalt studies. If newer technology is available that shows that rubberized asphalt is quieter, cheaper and more environmentally sound than tined asphalt, why doesn't CDOT consider the latest studies? What does this agency have to lose by not taking advantage of the latest technology? Why is the agency so dismissive of the very people that they are supposedly helping? More emphasis needs to be put upon noise reduction before construction proceeds any further.</p>	<p style="text-align: center;">Issues</p> <p>Noise: Noise reduction methods need to be considered including rubberized asphalt</p> <p>General opposition</p>
<p>Expansion of I-25 will have a significant effect on Colorado Springs neighborhoods, parks and air quality. CDOT should prepare an Environmental Impact Statement. During the past 10 years CDOT has tried to escape the National Environmental Policy Act as it was created new lanes and capacity while claiming "safety improvements."</p> <p>Section 4F requires all possible planning to minimize harm to parks and historic places. Monument Valley park has suffered extensively - this park used to be busy - but now it suffers as visitors shun it due to the noise of highway traffic.</p> <p>CDOT needs to do a more complete job of studying the cumulative impacts of this project not only on current parks but also on Confluence park. Daily the highway degrades the old road and the historic neighborhoods around the highway and every change CDOT has made in the last 5 years has consistently worsened the daily life of residents of the neighborhoods.</p> <p style="text-align: right;">Respectfully, Katharine Deignan 1508 Wood Ave Co Springs CO 80907</p>		<p>Sent: April 22, 2004 Name: Peggy <u>Demeter</u> Address: 1537 Shane Circle City: Colorado Springs State: CO Zip: 80907</p> <p>Go for the improvements!!</p>	<p>General Support</p>

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<p>Sent: April 15, 2004 Name: Randall L. Deming Address: 7020 Silver Ponds Heights Dr. City: Colorado Springs State: Co Zip: 80908</p> <p>The widening of I-25 is a must for the future of our city!</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>	<p style="text-align: center;"><i>Jennifer L. DeSouto</i> 610E Autumn Crest Circle Colorado Springs, CO 80919</p> <hr/> <p>April 23, 2004</p> <p>Wilson and Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: E-25 Environmental Assessment</p> <p>I drive I-25 daily to my job in the Colorado Springs Central Business District. The existing and projected future traffic congestion on I-25 needs to be addressed. I support the report completed by the Colorado Department of Transportation and believe that the capacity improvements to I-25 will improve the quality of life in our city.</p> <p>I look forward to seeing the improvements completed.</p> <p>Sincerely,  Jennifer L. DeSouto</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 19, 2004 Name: Jennifer Denney Address: 302 Cheyenne Blvd. City: Colorado Springs State: CO Zip: 80906</p> <p>I think the project should be approved and construction should begin as soon as possible!</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Chris Detert Address: 5110 Stellar Dr. City: Colorado Springs State: CO Zip: 80918</p> <p>I think this project is overdue and will benefit the community as a whole. The noise impact complaints from the residents near I-25 are understandable, but to not do what is right for the community because of a few hundred residents is not justifiable. Thanks for your efforts and when does construction begin?</p>	<p style="text-align: center;">General Support</p>
<p>Sent: March 31, 2004 Name: Paul Desilets Address: 2610 Sunnywood Ave City: Woodland Park State: CO Zip: 80863</p> <p>I work on Mark Dabling Blvd less than one quarter of a mile from the Rockrimmon exit so I am very interested in the proposed changes. I found the assessment to be thoughtful and detailed. I agree with all of the changes proposed and feel that these changes must be implemented for the benefit of the entire region. If congestion is allowed to increase tourist trade in the area would decrease to say nothing about a decrease of new businesses entering the area.</p>	<p style="text-align: center;">General Support</p>		

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<p style="text-align: center;">MAY 12 2004 10 May, 2004</p> <p>I-25 Project Office C/O Wilson & Company 455 E. Pikes Peak Ave., Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern,</p> <p>I am writing in protest of the proposed widening of I-25 through Colorado Springs. The expansion of I-25 will have significant impacts on the neighborhoods, parks, air and water quality. In addition, endangered wildlife, the local environment and the local quality of life would be gravely affected.</p> <p>Section 4(f) of the 1966 Transportation Act requires " all possible planning to minimize harm" to parks and historic places. Monument Valley Park and the Greenway trail run along the I-25 corridor and are significantly compromised in their intended use for the public and in their beauty by the increased noise and pollution from the interstate.</p> <p>The National Environmental Protection Agency (2001) states a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County...The potential direct , indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement."</p> <p>In CDOTs proposal to expand I-25 they need to fully explore the above imperatives.</p> <p>The proposal for expansion of I-25 has huge implications as well on the historic neighborhoods of Colorado Springs which are a unique, rich and irreplaceable resource that require aggressive preservation. CDOT needs to comprehensively study the cumulative impacts of this project, including impacts to neighborhood stability and residential property values.</p> <p>In looking to preserve our parks and neighborhoods reasonable and appropriate alternatives should be sought.</p> <p>CDOT should rigorously explore alternative pavement types to reduce</p>	<p style="text-align: center;">Issues</p> <p>General Opposition Old North End Form Letter</p> <p>NEPA Process</p> <p>Historic Resources</p> <p>Parks/Recreation</p> <p>Neighborhoods</p> <p>Noise</p> <p>Air Quality</p> <p>Water Quality</p>	<p>Sent: May 10, 2004 Name: Holly <u>Dickens</u> Address: 2120 N. Cascade Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>Please see the same comments from Carolye Asfahl</p>	<p style="text-align: center;">Issues</p> <p>General Opposition</p> <p>NEPA Process</p>
<p>noise levels and protect the citizens of Colorado Springs to assure that their city is not only sustained but improved and enhanced by any proposed changes. This would include serious consideration of rubberized asphalt to surface I-25. Studies in Arizona and California continue to show that the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels. Rubberized asphalt could be used at a small fraction--less than 0.5%-- of the total project cost. There is also the boon to the environment in general by the productive use of discarded tires. New data shows that rubberized asphalt, when properly processed and applied also will preserve the concrete underlying it and stands up to climates such as ours.</p> <p>Alternative routing and other reasonable alternatives such as better mass transit should be considered in the plans for Colorado Springs future growth. It is time to show creativity with commitment to the quality of life and beauty inherent in our city. I am writing to ask CDOT to take a stand for what is "best" for future preservation of the irreplaceable not just the what is easiest. The cost to Colorado Springs is too great.</p> <p>Thank-you for your time and consideration.</p> <p>Sincerely, </p>		<p>Sent: April 19, 2004 Name: Daniel B. <u>Diedrich</u> Address: 503 BearPaw City: Colorado Springs State: Co Zip: 80906</p> <p>We need to stay on the improvements in Colorado Springs, this town needs it and our growth depends on it.</p>	<p style="text-align: center;">General Support</p>
		<p>Sent: April 19, 2004 Name: Rachel <u>Diedrich</u> Address: 503 Bear Paw Lane South City: Colorado Springs State: CO Zip: 80906</p> <p>These improvements are paramount to the future growth of our city. As a realtor, I know from personal experience that people are always shocked at the inadequacy of our roads -- Especially I-25! Improvements of our roads will make more people and companies relocate to our area and this growth will be good for all and also improve our real estate market. Thanks for listening to my comments.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 6, 2004 Name: Trevor <u>Dierdorff</u> Address: 2 N Cascade Ave City: Colorado Springs State: CO Zip: 80903</p> <p>I fully support the recommendations outlined in the I-25 EA that would increase the throughput and encourage carpooling on our only (very congested) freeway. Traffic is crippling commerce in Colorado Springs and these changes are a must if we are to accommodate the anticipated growth of the area. Thanks for your consideration,</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Daniel <u>Donivan</u> Address: 263 Caprice Court City: Colorado Springs State: CO Zip: 80921</p> <p>I am in favor of the assessment as written.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 15, 2004 Name: Michael J. <u>Dimond</u> Address: 4375 Carriage House Viedw City: Colorado SPrings State: co Zip: 80906</p> <p>The improvements to I-25 is essential for the Springs. As a regional air transportation facility COS can only be as effective as the roadway system that serves it. Currently, there are two major roadway initiatives that are essential to the future development of the airport and the region. The South Metro Accessibility Study is, in part, an effort to establish direct access between I-25 and COS. The Link is an environmental assessment process that will determine the ultimate configuration for the development of Powers Blvd., a vital connection between COS and the rapidly growing urban area north of the City of Colorado Springs. An active effort should be made to ensure that each project results in the establishment of a "limited access" connection to COS. The community should encourage the City of Colorado Springs and El Paso County to continue to develop a cooperative approach to solving the regions transportation problems.</p>	<p style="text-align: center;">General Support</p>	<p>Recorded April 22, 2004 Karl <u>Dolder</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>Alternatives considered: HOV lanes do not work Question re Northgate/Powers connected to Interquest Transportation: Technology should be used to enforce speed limits</p>
<p>Sent: April 22, 2004 Name: Beth Kosley for <u>Downtown Partnership</u> Address: PO Box 1542 City: Colorado Springs State: CO Zip: 80901</p> <p>The Downtown Partnership of Colorado Springs represents the downtown community (approximately 1500 business, non-profits, several hundred households, and 17,000 employees) and citizen leaders who care about downtown. At several Board of Directors meetings, we have discussed the I-25 improvements and support all of the current planning. We believe that capacity improvements must be completed. In fact, we hope that the Cimarron Interchange can be soon added to the funded projects list. We would encourage C-Dot to seriously consider sound mitigation in the form of surface treatment to roadways and in the form of sound walls if artists and others can be involved in the designs. We encourage C-Dot to move ahead with the improvements. Downtown Partnership can be reached at 719-886-0088. Thanks you for the opportunity to comment.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 22, 2004 Name: Beth Kosley for <u>Downtown Partnership</u> Address: PO Box 1542 City: Colorado Springs State: CO Zip: 80901</p> <p>The Downtown Partnership of Colorado Springs represents the downtown community (approximately 1500 business, non-profits, several hundred households, and 17,000 employees) and citizen leaders who care about downtown. At several Board of Directors meetings, we have discussed the I-25 improvements and support all of the current planning. We believe that capacity improvements must be completed. In fact, we hope that the Cimarron Interchange can be soon added to the funded projects list. We would encourage C-Dot to seriously consider sound mitigation in the form of surface treatment to roadways and in the form of sound walls if artists and others can be involved in the designs. We encourage C-Dot to move ahead with the improvements. Downtown Partnership can be reached at 719-886-0088. Thanks you for the opportunity to comment.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: Surface treatments and barriers should be considered</p>

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<p>Sent: May 10, 2004 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>In the EA under "U S Air Force Academy Resources," it mentions 7 miles of interstate and 4 interchanges that are located on Academy property, all of which have been located there since BEFORE the EA. Why then is CDOT and FHWA addressing cumulative impacts from these previous roadways and interchanges combined with any new roadways and interchanges along this 7 mile stretch yet fail to look at the cumulative impacts in other core areas? EXAMPLES: 1) Induced traffic from greater highway capacity will increase traffic congestion when vehicles leave I-25 to head along east-west corridors within Colorado Springs (Garden of the Gods, Nevada Ave., Fillmore St., Uintah St., etc.). 2) Impacts from increased highway noise when HOV lanes are opened to accommodate increased and often faster moving vehicles. 3) Impacts on property values to properties in areas adjacent and served by increased capacity on I-25.</p>	<p style="text-align: center;">Issues</p> <p>Cumulative Impacts: Questions why USAFA cumulative impacts considered but not impacts to surrounding roadways/neighborhoods</p>	<p>Sent: May 11, 2204 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>In "Scoping Comments on the Proposed Interstate Highway 25 NEPA Approach and the Proposed Cumulative Impacts Assessment in El Paso County, Colorado" sent to William C. Jones, Division Administrator, Federal Highway Administration and Robert Torres in May 2001:</p> <p>NEPA in an attachment, "Specific Comments for Environmental Impacts Assessment of I-25 Capacity Enhancements in El Paso County, Colorado" commented specifically on why the likely direct, indirect and cumulative environmental impacts of this project supported the need for a more comprehensive EIS process that looks "beyond the life of the action."</p> <p>And at the end of this attachment NEPA gave its "Summary":</p> <p>"In summary, broad evaluation of alternatives and future development impacts is needed for the roadway changes proposed on I-25 in El Paso County. Such broad evaluation of alternatives and public disclosure and comment on them is appropriate with an EIS. Foreseeable direct, indirect, and cumulative impacts of the complete project should be assessed and disclosed for public input and decision-making, following NEPA guidelines [40 CFR 1508.7], to provide for informed public decisions about metropolitan transportation needs and future development in the affected communities. That analysis, including indirect and cumulative impacts, should occur within a NEPA document...The potential direct, indirect, and cumulative impacts to wetlands, water quality, and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an EIS."</p> <p>Faced with the largest highway project in the history of Colorado Springs, one that uses federal highway dollars, for what reasons was NEPA's recommendation for an EIS ignored?</p>	<p style="text-align: center;">Issues</p> <p>General opposition: EIS needed NEPA Process</p>
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<p>Sent: May 10, 2004 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>Prior to and during the EA process, CDOT's "public process" consisted of informal meetings where boards displayed charts, graphs, maps and written information. The public was invited to look, question representatives and submit written comments on slips of paper but was not allowed input into the planning process as plans were being made. In addition, at no time was the public notified of any changes made by CDOT due to this public input. By contrast, (referring to "US Air Force Academy Resources: Cooperating Agency Status"--pg.3) "...The FHWA and CDOT have worked closely with the Air Force Academy. This interagency cooperation will continue beyond the environmental process...As the environmental process is completed, the Air Force Academy's close cooperation will be needed in the design and construction phases for any improvement on Air Force Academy Property." Other than politics, what allows for this disparity between the treatment of the Academy and the needs of the historic core of our city, neighborhoods along the I-25 corridor and a major historic park, Monument Valley Park, which, like the Academy, qualifies for the National Register?</p>	<p style="text-align: center;">Issues</p> <p>Historic Resources: Questions why USAFA and Parks/Public coordination were treated differently if both are eligible historic resources</p> <p>Historic Resources</p>	<p>Sent: May 10, 2004 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>CDOT acknowledges the need for noise mitigation north of Uintah St. along trails on the western border of Monument Valley Park at Recreation Way. The noise level exceeds 66dBA, a criterion for noise impacts. Possibilities for mitigation were explored but rejected by the Parks Board. What does CDOT intend to do in compliance with 4(f) and for the welfare of the park users?</p> <p>Sent: May 10, 2004 Name: Ann Dukey Address: 1927 N. Tejon Colorado Springs, CO 80907</p> <p>Please see the same comments from Susan M. Dewey.</p> <p>Sent: April 22, 2004 Name: Peter <u>Dunn</u> Address: 710 W. Pikes Peak Ave City: Colorado Springs State: CO Zip: 80905-1531</p> <p>I am impressed. Congratulations. It looks like a tremendous amount of work and thought went into the research and presentation. I liked basically everything, including the sleek interchange designs; capacity improvements; wildlife, pollution, and waterway considerations; and the sound barriers. The only area that left me wanting to know more concerns lighting along I-25 in the Bijou/Colorado Ave/Cimarron areas. I am sure thought has been given to how highway lighting will be situated and the types of fixtures and lamps. Hopefully, this lighting can be directed to the highway and not excessively stray into adjoining neighborhoods. The internet presentation did not show any pictures to suggest what the lighting might look like, although it did mention lighting is being considered. I still feel continuing consideration needs to be given to future capacity improvements on I-24 as the major Colorado Springs East-West thoroughfare, both through downtown all the way to Powers and at the Cimarron-Eighth Street intersection. Thanks again for all the hard work.</p>	<p style="text-align: center;">Issues</p> <p>Parks and Recreation: Noise mitigation for impacted parks</p> <p>NEPA Process</p> <p>General Support</p> <p>Transportation Issues: Lighting should be designed for minimal impact to surrounding neighborhoods</p>
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<p>Sent: April 1, 2004 Name: Cathy <u>Durance</u> Address: 1008 North Star Drive Colorado Springs, CO 80906</p> <p>The study appears to be very thorough, impartial and easy to understand for the average citizen. Congratulations on a job well done! I have only two comments:</p> <p>1) Why will the interchanges be done in a north to south schedule? I believe that the interchanges should be done in order of least effective/most dangerous/oldest or heaviest used. Some of the interchanges on the south end of the corridor are very old and extremely dangerous. Some of the interchanges on the north end are newer and safer. Perhaps there is a good reason to do them north to south, but that reason wasn't explained in the Overview.</p> <p>2) The improvement plans seems to be well thought-out and will be effective for the long-term. PLEASE do not let the vocal minority (the environmentalists, those living in the noise-impacted areas or those being re-located) postpone this much needed improvement to our city. Thousands of people use the I-25 corridor several times a day; this issue is one of doing what is best for the majority. No matter how the plans are altered, there will always be people who complain about the impact. This plan seems to have taken many factors into consideration and it appears that the proposed changes will have the least impact environmentally.</p> <p>Again, congratulations on a job well done! I feel that the study has taken everything possible into consideration, putting forth a well-planned and reasonable proposal. Let's GET IT DONE!</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Proposed Action Questions about project scheduling</p> <p style="text-align: center;">NEPA Process</p>	<p>Sent: March 31, 2004 Name: Don <u>Duranso</u> Address: 4093 Colony Hills Circle City: Colorado Springs State: CO Zip: 80916</p> <p>I have seen growth like this in S. Calif. and in San Jose Calif. and widening the highway, though helpful, was not the total answer. We also need rapid transit. Rail worked the best and helped to relieve the congestion on the highway.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Alternatives Considered: Transit options needed Rapid transit rail</p>
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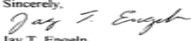
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<p>Sent: April 19, 2004 Name: Debbie <u>Edwards</u> Address: 515 Ponderosa View City: Colorado Springs State: CO Zip: 80829</p> <p>Improvements to I-25 are critical in supporting the projected continued growth of our community. If these improvements are not made, congestion on the interstate will continue to the extent that highway traffic will divert to the surrounding neighborhoods to circumvent bottlenecks. I am already driving through town to avoid peak hours, and I'm sure I'm not the only one. Growth is inevitable, and the traffic has to go somewhere.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 6, 2004 Name: Harold <u>Eichenbaum</u> Address: 1009 Milky Way Dr. City: Colorado Springs State: CO Zip: 80906</p> <p>Four lanes in each direction in the central part of the city and three in each in outlying areas are needed at once! Capacity has been exceeded long ago. Now is the time to start the construction with a prompt completion date in order to take care of today's needs and be ready for the future. When traffic moves smoothly, it saves time, is more fuel efficient, leads to better air quality, and a better life style in Colorado Springs.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 19, 2004 Name: Robert <u>Edwards</u> III Address: 3655 El Morro Road, #21 City: Colorado Springs State: CO Zip: 80910</p> <p>I use I-25 everyday commuting to work during congested hours and during the day as a real estate broker. It would be of great benefit to increase traffic capacity and increase flow. There are times now when the congestion is extremely bad and this is only going to worsen with time as the population growth increases demand on the present system.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 22, 2004 Name: Gary <u>Eisenbraun</u> Address: 3945 W. Woodmen Road City: Colorado Springs State: CO Zip: 80919</p> <p>I think that I-25 through Colorado Springs needs to be, at least, 6 lanes from Monument to Mesa Ridge Parkway, & maybe 8 lanes from Briargate Boulevard to South Academy Boulevard. Also, I believe there should be an exit bridge established off of Fontanero Street that connects to Constitution Avenue to the east, following the current never/seldom used railroad tracks.</p> <p>The congestion in this area is sometimes extreme, and it is the only way to get to the central business district from either north or south, without using the local streets.</p> <p>Colorado Springs is no longer a "cow town", and needs to have a reasonable and acceptable interstate highway that transverses the metropolitan area.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives Considered: 6-8 lanes needed, exit to Fontanero St. should be considered</p>


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<p>Sent: March 31, 2004</p> <p>Name: Michael r <u>Elberling</u> Address: 3523 Elmorro Road City: Colo Springs State: Co Zip: 80910</p> <p>I've lived in Colo Springs since 1981, The interstate is long overdue for wideing of the lanes. My concern is the off ramp coming north from fountain the exit on to academy blvd the short and dangerous curve there where you take the off ramp to go north on to academy blvd has seen several tractor traile over turn and also trying to get on to academy is rough. so will that be improved? Also the MLK going north to powers is that schedule to run over the POst office GMF? Far environmental goes no problems here .</p>	<p>General Support</p> <p>Transportation Concerns about (south) Academy interchange</p>	<p>Sent: April 22, 2004</p> <p>Name: Robert <u>Embery</u> Address: 5334 Windgate Ct City: colorado springs State: co Zip: 80917 Telephone: 719-574-7996</p> <p>I beleive the enviromental impact will be minimal compared to the advantages gained by improving traffic flow through Colorado Springs. Our roads are long over due for improvement. Our community has grown so quickly, we must address the traffic problems.Let's maintain a quality of life for those of us traveling on & around I-25</p> <p>Thank you! Colorado Springs native,</p>	<p>General Support</p>
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<p>Sent: April 21, 2004 Name: Gregory C. <u>Ekholm</u> Address: 3315 Brunswick Drive City: Colorado Springs State: co Zip: 80920</p> <p>I have attended some of the other open houses on the I-25 improvement project. I saw most of the points from these earlier open houses contained within this study.</p> <p>I generally agree with the plan of action regarding this much needed transportation improvement. I would like to point out a very important need that I believe is needed in the I-25 plan.</p> <p>That is the need for metered on-ramps. I have been told that many of the designed interchanges have not allowed room for this form of traffic control. I believe that unless someone can change human nature, metering is required.</p> <p>I travel the northern part of the I-25 route (Rockrimmon to Briargate Pkwy) and am constantly amazed at the cars coming</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: Include ramp metering</p>	<p>onto I-25 that believe YIELD means they have the right-of-way. I have seen cars bumper to bumper DEMAND that they all be let into the flow of traffic on I-25. This causes the I-25 traffic to jam up and a ripple effect to flow for miles at certain times of the day.</p> <p>My second suggestion relates to the later stages of the I-25 improvement project. Talk of separate lanes for vehicles with more than one person in them should also be expanded to allow for electric cars and hybrid cars also being allowed to use these special lanes.</p> <p>Thank you for taking this input. This is a much needed project and I see good thought and planning going into the project.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Alternatives Considered: Ramp metering, expanding HOV lane use to electric/hybrid fuel vehicles</p>
<p style="text-align: center;">MAY 10 2004</p> <p style="text-align: right;">1724 Wood Avenue Colorado Springs, CO 80907</p> <p>May 6, 2004</p> <p>I-25 Project Office c/o Wilson & Company 455 E. Pikes Peak Avenue Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern,</p> <p>As a resident of the historic Old North End neighborhood I am extremely frustrated by the noise level from Interstate 25. When the wall on the west side of the interstate was installed (combined with the grooved pavement and the elevated road surface), the noise level in our neighborhood east of I-25 increased significantly. Prior to the I-25 improvements, background noise from the interstate was normal and at acceptable levels. However, after the construction was completed the noise level increased appreciably and, especially at night, has gotten to the point where sleeping is difficult.</p> <p>My residence is 104 years old and does not have air conditioning. Closing windows at night is not an option. Keeping windows open at night to take advantage of the cool Colorado night air is the norm. Consequently, the traffic noise at night has become very annoying and is negatively impacting my family's ability to get a good night's sleep.</p> <p>Throughout the country noise barriers are used to protect homeowners from excessive traffic noise. My concern is why the barriers were only put on the west side of I-25 thought the Colorado Springs north end when people are also being negatively impacted by the noise that live on the east side of the interstate.</p> <p>I am not opposed to the needed improvements on I-25 through Colorado Springs, but I do strongly encourage the Colorado Department of Transportation to use available methods, materials and practices that will provide the highest and best mitigation of all negative impacts caused by the expansion of Interstate 25, including noise impacts to the historic Old North End neighborhood.</p> <p>Thank you for your consideration of our needs. I do hope that this issue can be resolved in a positive manner.</p> <p>Sincerely,  Jay T. Engeln Homeowner</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Noise: Mitigation needed</p> <p style="text-align: center;">Historic Resources</p>	<p>Recorded April 22, 2004 Mark <u>Emeson</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">NEPA Process</p>



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<p>Sent: April 7, 2004 Name: Jay <u>Engeln</u> Address: 1724 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>As a resident of the historic old north end neighborhood I am extremely frustrated by the noise level from I-25. When the wall on the west side of the interstate was installed (combined with the grooved pavement), the noise level in our neighborhood east of I-25 increased significantly. Prior to the I-25 improvement, background noise from the interstate was normal and at acceptable levels. However, after the construction was completed the noise level has increased and, especially at night, has gotten to the point where sleeping is difficult. My residence is 100+ years old and does not have air conditioning. Closing windows at night in warm months to keep out the noise is not an option. Opening windows to take advantage of the cool Colorado nights is the norm. Consequently, the traffic noise at night has become very annoying and is negatively impacting my families ability to get a good night's sleep.</p> <p>Throughout the country noise barriers are used to protect homeowners from excessive traffic noise. My question is why the barriers were only put on the west side of I-25 through the Colorado Springs north end when people are also being negatively impacted by noise that live on the east side of the interstate?</p> <p>I do hope this is an issue that can be resolved with the proposed improvements.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Noise: Mitigation needed</p> <p>Historic Resources</p>	<p>1724 Wood Avenue Colorado Springs, CO 80907</p> <p style="text-align: right;">MAY 1 0 2004</p> <p>May 7, 2004</p> <p>I-25 Project Office c/o Wilson & Company 455 E. Pikes Peak Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern,</p> <p>As a resident of the historic Old North End neighborhood I am concerned about the noise level from Interstate 25. When the wall on the west side of the interstate was installed (combined with the grooved pavement and the elevated road surface), the noise level in our neighborhood east of I-25 increased significantly. Prior to the I-25 improvements, background noise from the interstate was normal and at acceptable levels. However, after the construction was completed the noise level increased appreciably and, especially at night, has gotten to the point where sleeping is difficult.</p> <p>Throughout the country noise barriers are used to protect homeowners form excessive traffic noise. My concern is why the barriers were only put on the west side of I-25 though the Colorado Springs north end when people are also being negatively impacted by the noise that live on the east side of the interstate.</p> <p>I am not opposed to the needed improvements on I-25 through Colorado Springs, but I do strongly encourage the Colorado Department of Transportation to use available methods, materials and practices that will provide the highest and best mitigation of all negative impacts caused by the expansion of Interstate 25, including noise impacts to the historic Old North End neighborhood.</p> <p>Thank you for your consideration of our needs. I do hope that this issue can be resolved in a positive manner.</p> <p>Sincerely,  Priscilla Engeln Homeowner</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Noise: Mitigation needed</p>
		<p>Sent: April 16, 2004 Name: Michele <u>Engle</u> Address: 523 Pluto Drive City: Colorado Springs State: Co</p> <p>I think the time is now to improve our interstate. My husband drives this stretch to Monument every day, and it is dangerous and time-consuming the way it stands now.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 6, 2004 Name: warren <u>ennis</u> Address: 14555 river oaks drive City: colorado springs State: co Zip: 80921</p> <p>I have live in Gleneagle Colorado for the past 4 years and have notice the traffic problems we are starting to have as it pertain to To Many Cars (TMC). I work at the Peoples Bank in Gleneagle as the Mortgage Consultant for the bank, with this I do travel a conciderable amount each day, maybe two or three trips in and out of Gleneagle via struthers, gleneagle drive, northgate blvd. and voyager. In the Draft Section 4(f), section 6 I have reviewed the proposed on and off ramp scenarios 1-6 concepts, to me the first thing to do is eliminate the one's that make no cense, and I would say Concept 6 and Concept 5 are easy to eliminate. Reasons are as follow, #5 will give no access to the fastest growing intersection and development for northern el paso county, gleneagle is growing at a brisk pace and you will cut off the major entrance into Gleneagle, Sun Hill, Fox Run and the Struthers frontage business park, this will hurt all involved with no good outcome. Concept 6 is just! plain dangerous, having traffic cross over oncoming lanes and have headlights on both sides of the road are a plan to fail as drivers will be confussed and blinded in alternate weather conditions and it would cut into a portion of the mining museums land. Concept 2 is just not necessary as they are planning on the North Academy entrance to be a major access into what? big bridges, excessive budget and not realistic.</p>	<p style="text-align: center;">Issues</p> <p>Alternatives Considered</p> <p>Likes Powers Interchange Concept #3</p>	<p>Concept 1 is good except for two major faults. 1. is north bound traffic exiting into gleneagle will have to cross some major traffic obstacles for access left onto struthers, not a move I want to make. 2. is why are they spending money on bridges to exit from northbound to west into air force academy, the only time traffic is ever a problem is when the football team is playing and then they have traffic control to handle congestion. One more thing on concept 1, why are they bothering with a loop from eastbound Northgate Blvd to Northbound I-25, there will never be enough traffic to justify spending the money so they should just turn left to enter I-25 North, like it is currently. Just remember this exit will divert a large portion of traffic from the I-25 southbound to eastbound powers, I guarantee this so a bridge and clover leafs will be necessary at powers and voyager, this will be a fight with the existing homeowners as they are already there.</p> <p>Even though I like concept 1 for personal reasons, I believe concepts 3 and 4 are your best bets, seems like the path of least resistance, I like the concept of having seperate lanes entering and exiting powers and gleneagle, the bridge over voyager is necessary as the northern part of el paso county will continue to grow, so planning will make our life easier. For the plan I think workes best is Concept 3, gives drivers more time to react, the interchange will be down in a ravine so raising I-25 will improve line of sight driving and having powers go under the freeway is by far the smarter way to go.</p> <p>Thank you for reading my concerns, you may call me or e-mail if you would like to ask me any further questions.</p> <p>P.s. My brother is a civil engineer for the city of Fresno and he mention one concern as we talked about these options, is there not a rule as an engineer where as you can not have two major exits from an interstate within one mile of each other.</p>	<p style="text-align: center;">Issues</p>
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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Chuck Erwin</u> ③</p> <p>Address: _____</p> <p>Representing: _____</p> <p>COMMENTS</p> <p><u>NO HOV, NO HOV, NO HOV, use four general purpose lanes in both directions for ALL users</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>Issues</p> <p>Transportation: Convert HOV lanes to general use lanes</p>	 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Chuck Erwin</u></p> <p>Address: _____</p> <p>Representing: _____</p> <p>COMMENTS</p> <p><u>Construct an alternate freeway to I-25 (Powers Blvd) construct 4 lanes in each direction on I-25 general purpose only. I have talked to over 20 of my neighbors, many of which came to the meeting. They all agree with the above, and that HOVs are a WASTE of money. Turn the proposed HOV into general purpose</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>Issues</p> <p>Alternatives Considered: East bypass</p> <p>Transportation Convert HOV lanes to general use lanes</p>
<p>Sent: April 7, 2004 Name: Chuck <u>Erwin</u> Address: 2764 Oro Blanco Dr. City: Colorado Springs, CO State: CO Zip: 80917</p> <p>I forgot to inform you the last time I talked to you, that I have talked to about ten of my neighbors. They agree with me, that there should be four general purpose lanes, and no HOV/HOT lanes. They feel, as I do, that these lanes will not encourage carpools, and will only increase congestion, by reducing capacity. Please include these voices in the public record as opposing HOV, but in favor of more lanes.</p>	<p>General Support</p> <p>Transportation: Convert HOV/HOT lanes to general use lanes</p>	<p>Recorded April 22, 2004 Chuck <u>Erwin</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>General support</p> <p>Transportation: Convert HOV/NOT lanes to general use lanes</p>

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<p>Sent: April 22, 2004 Name: Patty <u>Erwin</u> Address: 2764 Oro Blanco Dr City: Colorado Springs State: CO Zip: 80917</p> <p>I agree with many of my friends and co-workers in that HOV lanes are a waste of money. What is needed is four through general purpose lanes in each direction (eight total lanes), or more. In addition, we need an alternate freeway to I-25, like Powers. I have seen tremendous growth in the area, and yet, we still do not have a second freeway that we have been planning for decades. The time has come, we need that second freeway (Powers) now. In addition, we need a couple of east/west freeways. First, is Woodmen Rd. This must be a freeway east of I-25 out to Falcon (and beyond as growth marches east) The second freeway begins at the east/west portion of Academy by Ft. Carson, and merges with Drennen Rd. and heads east. Last, there should be an east/west freeway through the middle of town. Convert Cimmeron into a freeway, cut it through south of Downtown, and connect it to the current US 24 Bypass around Circle. Then continue it east past Powers. After Powers, it would turn North, just prior to Peterson AFB, and connect to the current US 24.</p> <p>Stop wasting our money on model options that do not work. This includes HOV/HOT, Buses, including bus rapid transit, and light rail. These just do not solve the problem.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Alternatives considered: East bypass</p> <p style="text-align: center;">Transportation Convert HOV/HOT lanes to general use</p>	<p>Sent: April 1, 2004 Name: Shelia L <u>Evans</u> Address: 1290 Bent Twig Lane City: Monument State: CO Zip: 80132</p> <p>After careful reading of the EA, I was impressed; however, I do have one concern. My biggest concern is the HOV lanes do not start as far north as they should. Driving from Monument to the Broadmoor area in rush hour each day, the traffic going to and from the Monument area is very heavy and increasing in volume each day especially on Fridays. The volume of cars from Briargate to Monument is equivalent to the volume traveling from Woodmen to Fillmore (in my experience/opinion). Is there any way to increase the miles of HOV lanes to include the far northern end of the county since a majority of people from this section of El Paso as well as the southern end of Douglas County commute to the Springs each day? I am already car-pooling.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives consider: Extend HOV lanes north</p>
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<p>Sent: May 10, 2004 Name: Siri <u>Everett</u> Address: 1600 North Nevada Ave. City: Colorado Springs State: co Zip: 80907</p> <p>PLEASE do not increase the capacity of 1-25. I believe this would be detrimental to our city's historic district because of increased noise and air pollution. Protect the core of our beautiful city by examining alternative road surfaces that diminish sound, and by refusing to erect more sound barriers, which destroy the grand views of Pikes Peak. These are human concerns, but I am also interested in protecting the animal habitat that Monument Valley Park provides. The implementation of your ideas is crucial to our city's future; past generations of planners have erred terribly by not appreciating the beauty and the history of our community. Thank you.</p>	<p style="text-align: center;">Issues</p> <p>General Opposition</p> <p>Noise</p> <p>Visual Resources</p> <p>Wildlife</p> <p>Historic Resources</p> <p>Air Quality</p>	<p>Sent: April 15, 2004 Name: David <u>Ewald</u> Address: 3809 Nuevo Dr City: Colorado Springs State: CO Zip: 80918</p> <p>I think the construction on I25 should begin ASAP to alleviate congestion.</p> <p>This city also needs more east to west high speed corridors.</p>	<p style="text-align: center;">Issues</p> <p>General Support</p> <p>Alternatives considered: East-West corridor</p>
<p>Sent: April 15, 2004 Name: Diane <u>Evergreen</u> Address: 30 S. Nevada Ave. City: Colorado Springs State: co Zip: 80901</p> <p>I strongly urge that you include carpool lanes in Phase I of the building and not at a later time. There is great community support for this and with the anticipated growth it makes sense to "train" people about these options (carpools, vans, buses) early on.</p>	<p style="text-align: center;">Proposed Action: Construct HOV lanes in phase I</p>		

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<p>Sent: May 10, 2004 Name: Chris <u>Fallis</u> Address: 1222 N Cascade Ave City: Colorado Springs State: CO Zip: 80903</p> <p>I recognize that there is a need for the increased capacity of I-25 but it should be done in a manner that is sensitive to the surrounding community. Even today, the noise from the interstate reaches my street (Cascade Avenue + Unitah Street intersection) and has gotten worse over the past few years with the installation of sound barriers on the west side of the highway. Walking in Monument Valley park has become less of a pleasant experience in the last decade, as pavement noise from the interstate almost drowns out conversation on the creek side path near Monument Creek. The noise barriers proposed address some of these issues, but fall short of noise mitigation along the whole of the historic park and residential district. Building noise barriers is a good idea, but I would also encourage the mitigation of noise at the source. Rubberized asphalt should be tested in the downtown area to see if it really does reduce noise, as suggested by the California and Arizona studies. I would love to see the entire highway tunnel through the downtown area, sort of the same wild proposal that was floated in the I-70 corridor through the valley near Vail, but asphalt overlays would be considerably less expensive.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Alternative pavement methods and noise barriers</p> <p style="text-align: center;">Alternatives suggested: Put I-25 in a tunnel through downtown</p>	<p style="text-align: center;">ISSUES</p> <p>Eric <u>Falloon</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p> <p>Sent: April 26, 2004 Name: Melissa <u>Fanelli</u> Address: 3055 Richfield Drive City: Colorado Springs State: CO Zip: 80919</p> <p>Colorado Springs has been in serious need for interstate expansion for many years. As a life long resident it has been frustrating to watch the wonderful growth and prosperity here and see the grid lock on our highways and roads. We need four lanes through town to accomodate our continued growth and as a plan for the future. We certainly don't want to be trying to construct a new highway in 5 or 10 years when the traffic is even worse than today. I would gladly put up with further construction if it helped in that long run plan.</p> <p>Sent: April 30, 2004 Name: Jody <u>Farrar</u> Address: 5185 Stone Fence Dr. City: Colorado Springs State: CO Zip: 80922</p> <p>I-25 is in need of widening. I support CDOT's efforts in improving capacity along I-25 in Colorado Springs and hope construction begins soon.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">General Support</p>
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<p>Sent: April 22, 2004 Name: Vance & Bobbie <u>Farrar</u> Address: 2960 Rolling Wood Loop City: Colorado Springs State: CO Zip: 80918</p> <p>As a taxpayer it is always hard to accept the plodding pace and inefficiencies of the bureaucracy, but sometimes we must "bite the bullet" and get the job done.</p> <p>We can no longer ignore the need to improve I-25 thru the Colorado Springs area.</p>	<p>ISSUES</p> <p>General Support</p>		<p>ISSUES</p>
<p>Sent: April 22, 2004 Name: David L. <u>Farrell</u> Address: 1726 Alamo Avenue City: Colorado Springs State: Co Zip: 80907</p> <p>The changes made to I-25 have significantly increased the noise level at my home on the East side of the Interstate. It is often too loud to sit on my deck and talk. I am extremely upset that the "improvements" to I-25 and the sound mitigation for others have decreased the quality of my homelife and my property value. It appears that decisions were made in the construction of the road which directly caused these negative effects. What will be done to remediate this problem?</p>	<p>Noise: East side of interstate</p>		

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<p>Sent: May 11, 2004 Name: David and Cathrine <u>Farrell</u> Address: 1726 Alamo Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>The expansion of I-25 to date has been a catastrophe for the old North End neighborhoods and for Monument Valley Park. The noise impact alone has significantly degraded the beauty and serenity of one of the most attractive neighborhoods and loveliest parks in Colorado Springs. The "Proposed Capacity Improvements" will further degrade these two areas, along with many other areas along the highway.</p> <p>During the past ten years CDOT has incrementally added capacity to I-25 through so-called "safety improvements" which escaped scrutiny under the National Environmental Policy Act. We are extremely disappointed that CDOT has chosen to sidestep the protections which would surely have led to a significant revision of CDOT plans. The proposed expansion of I-25 will have further significant negative impacts on neighborhoods, parks, air and water quality, and wildlife throughout Colorado Springs. CDOT must prepare an Environmental Impact Statement in order to better understand the impacts from the largest highway construction project in the history of Colorado Springs. As taxpayers of the City of Colorado Springs and the state of Colorado we demand that every potential impact and alternative be considered before any further highway construction occurs. We fully support the statements below... Our comments are added in italics. Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. CDOT should have rigorously explored alternative pavement types to reduce noise levels and protect users of Monument Valley Park (the City's most used park) and the Greenway Trail. CDOT needs to explore every option to reduce the noise from I-25 in the downtown area and specifically the Old North End. We fully support a trial of alternative paving materials. It was the intention of General Palmer that Monument Valley Park be a beautiful entryway into Colorado Springs. The proposed noise barriers continue the trend to cut off this view. Monument Valley Park's beauty has been severely impacted by noise, by the visual distraction of the rush of nearby vehicles on the newly elevated highway, and by the Berlin Wall style barriers lining the highway.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition: EIS needed</p> <p>NEPA Process</p> <p>Noise: Alternatives to noise barriers should be considered</p> <p>Parks and recreation</p> <p>Noise</p>	<p>CDOT failed to take a hard look at quieter alternatives to longitudinally tined concrete as a pavement type, such as rubberized asphalt--an alternative that is safer, durable, cheaper and more aesthetically pleasing than construction of more noise walls. Studies in Arizona and California continue to show that the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels. Rubberized asphalt could be used at a small fraction--less than 0.5%--of the total project cost; also, discarded tires would be used productively, a boon to the environment. This material must be given a fair trial. Perhaps CDOT can undo some of the damage done to our city by the original incredibly poor choice of paving material- linear grooved concrete. Whoever made that choice should be required to live near the highway and suffer the tire noise and lowered property values which are its' results. MITIGATION: CDOT has not looked at new, aggressive alternative solutions such as rubberized asphalt, except to say that it does not work in this climate (ignoring data in Flagstaff, AZ at 7000 ft. with an average of 100" of snow each year, among other colder areas) and the fact that this material, if properly processed and applied as an overlay, is a more cost effective solution over the long term, since it is a form of pavement preservation. Asphalt rubber preserves the concrete base of the roadway if reapplied every 10 to 12 years. There is ever-increasing new data taken from test projects across the US and Canada to substantiate this. CDOT has admitted to using old data (1990). According to the National Environmental Protection Agency (2001), a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County...This broad evaluation must occur. To do less is a flagrant abuse of power. The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement (EIS)."</p>	<p style="text-align: center;">ISSUES</p> <p>Cumulative Impacts</p> <p>NEPA Process</p> <p>Alternatives considered: Consider mass transit</p>
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<p>David and Cathrine <u>Farrell</u> continued:</p> <p>CDOT needs to do a more comprehensive job of studying the cumulative impacts of this project, including impacts to neighborhood stability and residential property values and the growth-inducing effects of expanding I-25's vehicle capacity by over 50%. CDOT should have considered the impacts of future growth made possible by the expansion and paid more attention to reasonable alternatives such as better mass transit or alternative routing. This planning should have occurred long ago... it must happen now.</p> <p>We urge CDOT to take the steps outlined above to begin to mitigate the damage which has been done and reduce further negative impacts on our city. Barring that, we will support the Old North End Neighborhood Association in every way, including financially, in taking whatever legal action is required to assure that these points are acted upon.</p>	<p style="text-align: center;">ISSUES</p> <p>Transportation Resources</p> <p>Alternatives considered: Mass transit Alternative routing</p>	<p>Sent: April 19, 2004 Name: Mike <u>Fenton</u> Address: 4120 Daylilly Drive City: Colorado springs State: CO Zip: 80916</p> <p>Let's get it out to bid and get going! The longer it is delayed, the more it will cost in real dollars and lost economic time while the existing road becomes increasingly congested. This project is important to El Paso county, Teller County and the rest of the front range. We should tie a new airport connector road to the federal funds request and also earmark some dollars for U.S. 24 through 26th street at the same time. These projects are needed now and bond money is relatively inexpensive at this time, to delay the highway work would be fiscally irresponsible.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
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<p>Sent: May 10, 2004 Name: Margaret R. <u>Ferguson</u> Address: 203 Wood Terrace City: Colorado Springs State: CO Zip: 80903</p> <p>I have fought my way through the lengthy environmental Assessment Study and am quite concerned about the effects it will have on one of Colorado Springs historic neighborhoods and Monument Valley Park, a vital and well used resource by all members of the Colorado Springs community.</p> <p>I fully support the expansion of I-25 and the addition of seven interchanges to help support Colorado Springs' growing population. However, I am truly concerned that many viable options that would mitigate the negative impact of increased traffic through our city are being ignored. I am not looking to place blame for past oversights but I am anxious to see CDOT explore ALL options available to mitigate noise pollution and impacts to our water quality, wildlife and open space.</p> <p>I beg CDOT to explore the use of rubberized asphalt as a way to lessen the effects of increased traffic on Monument Valley Park and neighborhoods bordering the highway. I am quite worried that the recent revitalization of downtown Colorado Springs will flounder as businesses and families alike move to quieter locations thus causing a mass migration out of our city center. Colorado Springs historic legacy will be lost, tourism will be drastically impacted and our community's overall quality of life will suffer.</p> <p>I ask CDOT to prepare an Environmental Impact Statement that will help us all understand the impacts from the largest highway construction project in the history of Colorado Springs. I ask that you look at alternative pavement types to reduce noise levels, increase safety and reduce the long term cost associated with the maintenance of a highway this size.</p> <p>Thank you for giving me the opportunity to state my concerns on this volatile topic.</p>	<p style="text-align: center;">ISSUES</p> <p>Supports expansion, feels EIS is needed</p> <p style="text-align: center;">NEPA Process</p> <p style="text-align: center;">Parks/Recreation</p> <p style="text-align: center;">Noise: Mitigation needed</p> <p style="text-align: center;">Water Quality</p> <p style="text-align: center;">Wildlife</p> <p style="text-align: center;">Land Use</p>	<p>Sent: May 10, 2004 Name: Scott <u>Ferguson</u> Address: 203 Wood Terrace Dr. City: Colorado Springs State: CO Zip: 80903</p> <p>I am writing to express my feeling that any expansion of I-25 through downtown Colorado Springs requires some noise abatement for the east side of the highway.</p> <p>I have lived in Colorado Springs for over 10 years and I've watched the highway traffic steadily increase. While I understand the need to accommodate this growth, I don't understand why the western side of the road deserves more noise protection than the eastern side. Treating Monument Valley Park and the Old North End as second-class is just plain wrong.</p> <p>Quality of life has been reduced by the increasing highway noise, in the most scenic and historic part of the city.</p> <p>The recent suggestion of rubberizing the road surface deserves a thorough investigation. If it can work in Flagstaff AZ, it can work here. The grooved concrete surface of I-25 created incredible increases in noise generated, puts more wear on car tires, and wears out. You can already see the grooves are worn away in many places on the highway in just a couple of years, so any safety gained by making noisy grooves in the concrete are already gone.</p> <p>Please do something about the noise as you consider expanding the highway. Thanks for listening.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Rubberized asphalt</p> <p style="text-align: center;">Neighborhoods</p>
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<p>Sent: March 30, 2004 Name: J. Carl <u>Ficarrotta</u> Address: 210 Desert Inn Way City: Colorado Springs State: CO Zip: 80921</p> <p>As a resident of this growing community since 1988, I can think of nothing more important to our environment and quality of life than INCREASING the capacity of I-25, and doing it QUICKLY. The present state of our roads and the poor planning and execution for improving them, I-25 in particular, are glaring failures of our state and local governments.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 15, 2004 Name: David <u>Finkleman</u> Address: 5212 Cliff Point Circle West City: Colorado Springs State: CO Zip: 80919</p> <p>I am concerned about noise abatement. Standards for noise abatement barriers were developed assuming that surrounding terrain was relatively flat. There are significant elevation gains to the west within a short distance of the I-25 corridor. These have two impacts. First, acoustic energy is reflected back to the east, potentially over any barriers on the east side. Second, acoustic waves are diffracted by the barriers, depositing sound energy at higher elevations, which would not otherwise be so exposed. Acoustic energy from the I-25 and adjacent railroad corridors is definitely received very high above the Interstate several miles west in Rockrimmon and Pinecliff, even without proposed "barriers." Architects of the I-25 expansion must consider the fact that the barriers do not absorb the sound, they reflect and diffract the sound. The energy has to go somewhere. In less mountainous areas, it is harmlessly attenuated above any habitation. In Colorado Springs it may be focused on inhabited areas much farther than 500 feet from the right of way. Even though Federal guidelines may not require mitigation farther away, such mitigation may be necessary. Residents should at least be made aware of this possibility. It would be irresponsible to do just what generic guidelines "required" when local conditions demand greater diligence. I have not performed analysis that might show what areas on hillsides might be affected, but a competent engineer should be able to do that. One approach to this problem is to use barriers more carefully designed to deal with this issue than vertical concrete walls are. Such barriers, with significant vertical curvature inward toward the highway (like parentheses) are, I believe, used on autobahns in Germany.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise</p>
<p>Ryan <u>Fiest</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: April 25, 2004 Name: David <u>Finkleman</u> Address: 5212 Clif Point Circle West City: Colorado Springs State: CO Zip: 80919</p> <p>This is to amplify comments I submit about noise abatement.</p> <p>I read recently that CDOT had conducted acoustic pressure level assessments near I-25 in the Rockrimmon area and had already determined where sound barriers might be required. Unfortunately, this is not sufficient. It is also important what the sound pressure levels would be in these environs and farther from the interstate AFTER SUCH BARRIERS WERE INSTALLED. As I said in my previous comments, concrete barriers do not absorb much sound. They redirect it. In particular, there is considerable "forward scatter" that directs sound energy where it would not have been without the barriers, much higher on nearby slopes to the west. This must be considered.</p> <p>Acoustic barriers need not be solid concrete. There are other materials that are as durable, as survivable in winds, less brutal to vehicles colliding with them, and arguably less disruptive visually. Any mesh with wire spacing less than the wavelength of sound will also reflect the sound. It will only transmit sound whose wavelength is less than the mesh spacing, and this could be above the range of human hearing. It will also be relatively transparent visually. Although such sound barriers are not very common, they exist. These materials are more like acoustic filters that redirect sound energy to different frequencies where it is less harmful.</p> <p>I counsel that this is a serious matter. There have already been problems with communities east of I-25 between Fontanero and Bijou, which now receive reflections from the sound barriers on the west side of the Interstate. This experience should at least not be repeated.</p> <p>As I said in my previous comment, what is "required" by highway codes, standards, and even laws may not be what is "necessary" and "diligent" in service to the public.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise</p>	<div style="text-align: center;">  <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> </div> <p>Required information for tracking purposes. Please fill in information below.</p> <p>Name: <u>Judy Finley</u> Address: <u>1503 Culebra Ave.</u> Representing: <u>myself</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>Page 3-70 of your EA says "a final decision on the installation of abatement measures will be made upon completion of project design and the public involvement process. During final design CDOT will take into account the downwind affected property owners & obtain their further input."</u></p> <p><u>PLEASE take this statement seriously especially on design of Bijou entrance to Monument Valley Park - Use matching stone materials on stone wall, etc. I am also extremely concerned about noise and am quite upset about your computerized noise models. PLEASE consider a pilot project between Fillmore & Bijou using rubberized asphalt paving materials for noise reduction.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p> <p>Recorded April 22, 2004 Judy <u>Finley</u></p> <p>See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">ISSUES</p> <p>Visual Resources: Consider matching stone materials on walls in Monument Valley Park</p> <p>Noise: Rubberized asphalt</p> <p>Visual Resources: Wall aesthetic treatments</p> <p>Noise: Rubberized asphalt No mitigation Model flawed</p> <p>Parks/Recreation: Adverse impacts to Monument Valley Park</p>
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<p>HWY-12-2004 MED 10:27 AM TERRICON FAX NO. 3 F. 01</p>  <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Lakaris L. Fischer</u> Address: <u>7967 Gladwater Rd., Falcon, Co 80936</u> Representing: _____</p> <p>COMMENTS</p> <p><i>I feel that the I-25 project through Colorado Springs should be completed. We lived in Colorado Springs over for thirty years. The traffic congestion has gotten huge that it takes for ever to get across town. As long as all of the EPA study requirements have been followed & complied with there should be no reservations. I-25 needs to be completed for the future growth of Colorado Springs and surrounding areas.</i></p> <p><small>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: April 2, 2004 Name: K Fishburn Address: 7310 Tobin Road City: Colorado Springs State: CO Zip: 80908</p> <p>I feel the DOT is missing an opportunity to proactively spread north/south and east/west traffic. Colorado Springs is growing exponentially fast. A highway "loop" could divert a great deal of traffic onto an alternate corridor. It would seem Curtis might be an ideal opportunity to do this. It could effectively link Falcon, Schriever AFB, and the Airport to I-25 and would route traffic off I-25 and out of some of the more congested city streets as the city effectively spreads in that direction. Curtis seems the ideal choice because it is not yet built up like Powers and Academy, and does not have the suburban development that Mark Sheffel is already facing. A city loop is inevitable. Now seems the ideal time to begin planning for this instead of waiting until development has already begun in that area and it costs the city much more to work around housing developments or shopping malls.</p>	<p>ISSUES</p> <p>Alternatives considered: East bypass</p>
<p>Sent: April 17, 2004 Name: William Fischer Address: 290 Ellsworth St City: Colorado Springs State: CO Zip: 80906</p> <p>The city in general needs traffic capacity north and south and the I-25 expansion should be completed. I understand that specific local neighborhoods may object, but the good of the city should take precedent. Actually, traffic congestin might be equally negative for the adjacent neighborhoods.</p>	<p>General Support</p>	<p>Sent: April 25, 2004 Name: Mark W. Fisher Address: 5648 Preminger Dr City: Colorado Springs State: CO Zip: 80911</p> <p>I strongly support the expansion of I-25 through Colorado Springs and up to Denver to three lanes.</p>	<p>General Support</p>

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<p>Sent: April 6, 2004 Name: Jack <u>Flannery</u> Address: 255 Buckeye Drive City: Colorado Springs State: CO Zip: 80919</p> <p>EA Study is thorough and well done. It is past time to complete all the I-25 improvements described in the study. Impacts of completion seem to be much less than potential impact of not making the improvemnets. This community needs to accelerate this kind of improvement rather than delay. delaying just makes life mroe difficult and mroe expensive for all.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 19, 2004 Name: Heather <u>Florence</u> Address: 235 Silver Spring Drive City: Colorado Springs State: CO Zip: 80919</p> <p>It appears that the EA study is quite complete. In driving I-25 twice each day between Rockrimmon and Circle Drive, I definitely see the need for increased lanes. The bridge at Filmore is a bottle neck for the whole interstate. The traffic entering from Garden of the Gods into northbound I-25 traffic is another stopping point which does not regain movement until well past Woodmen (may be partially due to construction taking place there). In revamping the off/entrance ramps at all locations, I have found the Circle Drive exit and entrance to be a very good system--especially in comparison with Garden of the Gods. Please do not incorporation the Garden of the Gods exiting strategy into other bridges. When the weather is bad (even when it is good), people can not see what lanes they are in when criss-crossing under the bridge. Also, please leave enough room to move over to a turn lane once exited onto a road (in contrast to the exit at Tejon where you have about 50', or so it seems, to make it to the left turn lane). I appreciate the opportunity to comment.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: Lane configurations, ramp design</p>
<p>Sent: April 22, 2004 Name: Alan <u>Flinn</u> Address: 2953 austrian way City: colorado springs State: co Zip: 80919</p> <p>Is it really wise to ask our interstate to carry the brunt of the population explosion in the east? Are our interchange roads not congested enough on this side of town? Why not share the burden? Do you expect the city to grow anywhere but east? The plan seems extremely short sighted.</p>	<p style="text-align: center;">Alternatives Considered: East bypass</p>	<p>Sent: April 23, 2004 Name: Joy <u>Focht</u> Address: 2928 Straus Lane, Ste 210 City: Colorado Springs State: Co Zip: 80907</p> <p>I am very pleased that CDOT is finally moving ahead with this project. It is imperative for this project to move forward as quickly as possible as the traffic on I-25 is increasing daily. CDOT has completed a very thorough investigation on all of the factors affecting the environment and the surrounding neighborhoods. It is obvious from reading the report that all issues have been addressed and thus no delays should be required. I commend all of the entities that have contributed to this project and hope that it will proceed as quickly as possible.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 21, 2004 Name: Gerald W. <u>Forbes</u> Address: 1735 Rockhurst Blvd. City: Colorado Springs State: CO Zip: 80918</p> <p>Now is the time to fix the problems within the I-25 corridor. The delays and travel time can only increase as time goes on. If we don't spend the funds today to fix the known problems, then fixing them later will cost twice as much.</p> <p>Without an efficient highway system, Colorado Springs cannot hope to attract new businesses into the area. They will move elsewhere, where they have more efficient systems to move their products to market and where they can attract labor that's within a reasonable commute.</p> <p>Moving the \$120. million allocated for CDOT funding, to be used for other purposes defeats addressing the current needs of the community. Before that happens, this should be put to a public vote because City Council surely doesn't clearly understand the real needs of the public, but are only interested in their own popularity in certain circles.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: May 5, 2004 Name: Kevin L. <u>Ford</u> Address: 6540 Tarrypin Ct. City: Colorado Springs State: CO Zip: 80918</p> <p>I am in support of the widening project. I commute from near Dublin/Union to downtown every day using either Union or Woodmen/I-25. Compared to the current environmental impact of insufficient lanes, could more lanes actually reduce some environmental impacts? How much more emissions are released and noise produced by vehicles crawling along at 5 MPH for miles and miles compared to an overall shorter commute period where cars reach their destination and turn off their engines sooner? Surely my car produces less emissions and noise during a 20-minute commute than a 45-minute commute. Will this plan alleviate the back-ups produced by the ineffective southbound on-ramp (onto I-25) at Woodmen? I had hoped the nearly completed Woodmen interchange would have solved this problem. I am hopeful that the final stages of work on this interchange will bring resolution to the problem. The current I-25 situation has impacts well beyond those surrounding the "corridor." Union Avenue has become completely unusable at rush hour. For example, yesterday (5/4/04) northbound Union was a parking lot from Fillmore(Circle)/Union to Austin Bluffs/Union (a situation that in my previous experience only existed during snowstorms). The widening of I-25 may make Union a viable alternative again.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Air Quality</p>
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<p>Sent: April 6, 2004 Name: Larry fortner Address: 19 woodbridge dr. City: colorado springs State: CO Zip: 80906</p> <p>I25 definitely needs to be widened and upgraded. The present I25 is a bottleneck and an impediment to traffic flow through the city. Colorado Springs business will be hurt without the improvement and over the course of several years business traffic will eventually slow to a standstill. As I travel around other parts of the country, I am always reminded of how poor our roads are as compared to other states.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Further, Section 4(f) of the 1966 Transportation Act mandates "all possible planning to minimize harm" to parks and historic places. What manner of alternative pavement types were considered to reduce noise levels and protect users of Monument Valley Park (the City's most used park) and the Greenway Trail? It is my understanding that none were (seriously) considered. It is clear in the history of this region that General Palmer intended that Monument Valley Park be a beautiful entryway into Colorado Springs. And the proposed noise barriers continue the trend to cut off this view. It is also my understanding that quieter alternatives to longitudinally tined concrete pavement were not seriously considered. Materials such as rubberized asphalt--an alternative that is safer, durable, cheaper and more aesthetically pleasing than construction of more noise walls-- have bbeen used effectively in Arizona and California; the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels. Rubberized asphalt could be used with minimal impact on the total project cost. Such materials of course find a different environment in California. However, it is my understanding that these also have been used in Flagstaff, AZ. At an elevation of 7000 ft. and with an average of 100" of snow each year, this data would be very pertinent to possible consideration in Colorado Springs. Such materials are constantly being improved. Data from ca. 1990 is inadequate for the project facing us today. According to the National Environmental Protection Agency (2001), a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County...The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement (EIS)." I think that a more comprehensive study of the cumulative impacts of this project--including impacts to neighborhood stability and residential property values and the growth--inducing effects of expanding I--25's vehicle capacity by over 50%-needs to be undertaken. CDOT should have considered the impacts of future growth made possible by the expansion and paid more attention to reasonable alternatives such as better mass transit or alternative routing. Thank you for considering these points of view.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Historic Resources</p> <p style="text-align: center;">Noise: Impacts to parks, consider mitigation alternatives</p>
<p>Sent: May 10, 2004 Name: E. Quinn Fox Address: 1813 North Cascade Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>The expansion of I-25 will impact neighborhoods, parks, air and water quality, endangered wildlife, local quality of life and the environment. I think that CDOT should prepare an Environmental Impact Statement in order to better understand the impacts from the largest highway construction project in the history of Colorado Springs! The fact that during the past ten years CDOT has been incrementally adding capacity to I-25 through so-called "safety improvements" that have escaped scrutiny under the National Environmental Policy Act is legal, but borders upon the unethical. People living in Colorado greatly treasure the quality of life here. The construction projects that have been (legally) undertaken have had a significant deleterious affect on the quality of residential and recreational living in the Older neighborhoods of Colorado Springs. It is time to step back and get a big picture view of things.</p>	<p style="text-align: center;">General opposition: EIS needed</p> <p style="text-align: center;">NEPA Process</p> <p style="text-align: center;">Neighborhoods</p> <p style="text-align: center;">Parks/Recreation</p> <p style="text-align: center;">Air Quality</p> <p style="text-align: center;">Water Quality</p> <p style="text-align: center;">Threatened/Endangered Species</p> <p style="text-align: center;">NEPA Process</p>	<p>Rubberized asphalt could be used with minimal impact on the total project cost. Such materials of course find a different environment in California. However, it is my understanding that these also have been used in Flagstaff, AZ. At an elevation of 7000 ft. and with an average of 100" of snow each year, this data would be very pertinent to possible consideration in Colorado Springs. Such materials are constantly being improved. Data from ca. 1990 is inadequate for the project facing us today. According to the National Environmental Protection Agency (2001), a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County...The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement (EIS)." I think that a more comprehensive study of the cumulative impacts of this project--including impacts to neighborhood stability and residential property values and the growth--inducing effects of expanding I--25's vehicle capacity by over 50%-needs to be undertaken. CDOT should have considered the impacts of future growth made possible by the expansion and paid more attention to reasonable alternatives such as better mass transit or alternative routing. Thank you for considering these points of view.</p>	<p style="text-align: center;">Alternatives Considered: Mass transit, alternative routing</p>

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<p>Sent: April 22, 2004 Name: Pat Fraizer Address: 6727 Bishop Drive City: Colorado Springs State: CO Zip: 80918</p> <p>I25 is a major north-south route through the City of Colorado Springs. It has been so under capacity for many, many years. It needs to be a minimum of 3 lanes each direction through the city, with a POSSIBLE 4th lane for carpools. If expanding to 3 lanes is not done quickly, it will be obsolete before it is finished, then I would not support installation of carpool lanes. They would be ineffective to the traffic problems. Even now, with the 3rd lane expansion, it probably will be under-capacity through some portions of Colorado Springs. Please don't consider putting a carpool lane through until the regular traffic issues have been addressed.</p> <p>For future projects, I would be in favor of some sort of express train/light rail/bus service/something through the city north/south to connect to Monument, Castle Rock, Douglas County, South Denver, etc, as well as an alternative truck route east of the city</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives Considered: Bypass, change HOV to general purpose lanes, minimum 3-4 lanes, carpools, light rail, bus service</p>	<p>Sent: April 22, 2004 From: Pam Frank</p> <p>The current "interim" signalization is a step backward. It has resulted in traffic back-ups that previously did not exist. Perhaps there will be a time in the future when something of this nature will be needed; but it doesn't appear that it is currently needed. Please review the current situation.</p> <p>The plan to widen the bridge and up-grade the on/off ramps appears to be in order. However unless Baptist Rd is significantly improved, the bridge improvements will be some what limited in effectiveness.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Transportation: Signalization</p> <p style="text-align: center;">Need to improve Baptist Road</p>
<p>Sent: April 29, 2004 Name: Linda Frank Address: 6401 Redstone Circle City: Colorado Springs State: CO Zip: 80919</p> <p>My comment may or may not be a part of this study, but I hope someone feels that it's worthy of some consideration. Fontanero Exit 144 is not being used. Why? Please consider that gong East this exit could pass over Monument Valley Park and the railroad, connect with Fontanero St, connect with Paseo Rd, connect to Constitution Ave which now connects to Powers Blvd. Now going West at the Fontanero Exit, a road could be constructed that could connect I-25 to the Filmore/Centennial intersection. This intersection improvement is an area of tremendous opportunity that would satisfy the need for a badly needed East/West thoroughfare in Colorado Springs</p>	<p style="text-align: center;">Alternatives considered: Connect Fontanero/I-25 to Filmore/Centennial intersection</p>	<p>Sent: May 10, 2004 Name: JOE & MARTHA FRANKMORE Address: 2009N.CASCADE AVE. City: COLORADO SPRINGS State: CO Zip: 80907</p> <p>We feel that the CDOT needs to do a more studying on the whole project. they should consider the north Easr area, on Powers Blvd. Also the \$500 Million, that they want to spend for the project is to much.They have not studied the damage that will be done,The damage to the old north end will be tremendous. We think that CDOT should go back to the drawing board. And study more options. Thank you</p>	<p style="text-align: center;">General opposition</p> <p style="text-align: center;">Alternatives considered: East bypass</p>

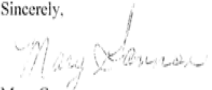
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<p>Sent: April 22, 2004 Name: Steve Fredrick Address: 5004 Hackamore Drive N City: Colorado Springs State: co Zip: 80918</p> <p>Yes we need to widen I-25, it is a bottleneck any time we drive through. when you drive from castle rock to denver, it great to have the 3 lanes. I know it will be a pain to have all the construction, but better now than in 10 years or more. Thanks alot</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>The effect of runoff into Monument Valley Park and Monument Creek has not adequate evaluated. This historic park, which qualifies for the National Register of Historic Places, contains historic resources including the WPA benches & rock work, and Palmer era structures. There is a proposal to raise Bijou Street which would affect the historic entryway. The rock wall will be removed and replaced but some stones will actually be permanently removed. Asphalt Rubber should be considered as noise mitigation for the park. The walls also create a walling off of the highway so that it's visually unattractive for motorists. Absorptive material should be used on the walls as had been proposed in the past. Increased noise and pollution effects could result if walls are added to both sides of I-25. Thank you for your consideration of our concerns about the effects of the expansion of Interstate 25 on Monument Valley Park.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Water Quality Historic Resources Visual Resources</p>
<p>Sent: May 10, 2004 Name: Friends of Monument Valley Park Address: 1631 culebra pl City: colorado springs, CO 80907</p> <p>The mission statement of the Friends of Monument Valley Park gives the framework for our consideration of the EA: "The Mission of the Friends of Monument Valley Park is to promote the preservation, protection, and enhancement of the built and natural environment in the Park and to educate the community about its history and significance in order to develop a sense of stewardship among all park users." General William Jackson Palmer, the founder of Colorado Springs, had as a goal to provide parkland for the people of Colorado Springs who are the official caretakers of Monument Valley Park. The Parks Department has been assigned the task of carrying out the wishes of the true owners, the people of Colorado Springs. I-25 interferes with the intended use of the park, the wildlife that lives within it and the stream that flows through it. It was intended to be a quiet respite for the residents of Colorado Springs in the central area. Some concerns from the EA: There is no mitigation proposed for the park north of Uintah. CDOT proposed a berm and walls, but because Parks Department staff didn't want to close down Recreation Way, there is no mitigation at all. However, walls have been put right next to the freeway to protect Harrison High School at I-25& Circle. There is no recognition of the impact to the park by work already completed which added a wall to the west side and elevated the freeway which effected viewscapes from the park and noise levels in the park.</p>	<p style="text-align: center;">Parks and Recreation</p> <p style="text-align: center;">Wildlife</p> <p style="text-align: center;">Noise: Mitigation needed Rubberized asphalt</p> <p style="text-align: center;">Cumulative impacts: Impacts past improvements</p>	<hr/> <p style="text-align: center;">May 7, 2004 MAY 10 2004</p> <p>To: Colorado Department of Transportation</p> <p>From: Kalah P. Fuller 115 East San Miguel Street Colorado Springs, Co 80903</p> <p>Re: The Impact of Widening Interstate 25 Through Colorado Springs</p> <hr/> <p>As a 35 year resident of The Old North End Neighborhood in the Historic Overlay Zone, I have deep concerns about the widening of I-25. The "safety improvements" constructed in the last years have totally disregarded any accountability to the National Environmental Policy Act. The combination of raising of the road's level, the use of longitudinally tined asphalt, the placement of noise walls on the west side, and the destruction of trees on the east, have had a radical impact on the noise levels to the east of I-25, north of Uintah, the space which includes the historical residential area and Monument Valley Park. No serious evaluation of the cumulative effect of all the work in the past ten years was undertaken. On the second floor of my home noise through open windows can make sleep very difficult. Now, with a proposed 50% increase of vehicle capacity and a growth up to 170,000 vehicles per day no project for the serious reduction of noise in the historic neighborhood and the park is being considered. Already the current sound levels have effected some property values. To lose the treasure of Colorado Springs' original historic neighborhood and park, the founding inspiration of General William Jackson Palmer, will be a major loss to the character and quality of the city.</p> <p>CDOT must look at aggressive alternative solutions to the destructive nature of road noise. Clearly, rubberized asphalt is now being used in other states and Canada. The current research on this surface is very positive, and CDOT must explore the new finding about the capacity of this solution. In addition, the cumulative impacts on the human and natural environments makes an Environmental Impact Statement absolutely necessary.</p> <p style="text-align: right;"><i>Kalah P. Fuller</i></p>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Use rubberized asphalt</p> <p style="text-align: center;">NEPA Process Need EIS</p>


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<p>Sent: May 8, 2004 Name: Steve <u>Gaalema</u> Address: 12930 Morris Trail City: Colorado Springs State: CO Zip: 80908</p> <p>It appears the worst southbound congestion on the northern part of I25 is between Woodmen and Nevada (only 2 lanes vs. 3 northbound). The worst northbound is from merging on-ramps at Woodmen, Briargate, and Interquest. All of these could be greatly improved by just adding lanes which would be much faster and lower cost than rebuilding intersections (such as at Nevada). Why is adding these lanes not the priority?</p>	<p style="text-align: center;">ISSUES</p> <p>Transportation: Questions interchange reconfiguration</p>	<p>Sent: March 28, 2004 Name: Matt <u>Gaebler</u> Address: 5290 Lanagan St. City: Colorado Springs, CO 80903 State: CO Zip: 80919</p> <p>Having read the available material, I can say that I am not at all interested in the Preble's mouse or it's habitat. Nor am I overly concerned with the noise levels of those who chose to live near the major arterial freeway in the Springs, knowing full well the freeway--and noise levels--would someday grow. Nonetheless, noise mitigating walls should be used. Having spent some time in Dallas where HOV lanes were implemented in an abject failure to influence the public's driving habits I argue strongly against their usage here. To this day, those HOV lanes in Dallas are empty while traffic is gridlocked. This is because the public's driving habits are influenced by the suburban nature of where they live versus where they work and shop; and HOV lanes cannot change this overnight or, really, ever. Instead, I25 should be widened immediately to 3 full lanes in each direction without HOV lanes and the money that would have been used to widen it to 4 lanes should be used as seed money to begin a light rail/rapid transit system along the corridor using the existing rail lines. An inexpensive, functional and attractive rapid transit system WILL affect the distribution of where the public lives versus where they work and shop over time. Just take a trip to Dallas and look at the renovation and building near almost any DART station. Our urban and suburban sprawl is unsustainable. I25 widening, while necessary, is only a band-aid to a symptom of the disease of sprawl. Apply the band-aid but treat the disease as well and we will reap the benefits of reduced water usage and pollution per capita as well as making our city more attractive to capital investment and tourists.</p>	<p style="text-align: center;">ISSUES</p> <p>Noise: Provide mitigation</p> <p>Alternatives Considered: Build transit instead of HOV lane</p> <p>NEPA Process</p>
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<p>Sent: April 24, 2004 Name: Thomas L. <u>Gallagher</u> Address: 1832 London Carriage Grove City: Colorado Springs State: Co Zip: 80920</p> <p>We need the work on I-25 completed ASAP. As you know, I-25 is the main north-south arterial for those of us living in the Springs as well as those passing through town. I use it in my work several times a day.</p> <p>You can't start soon enough as far as my associates and I are concerned. Keep up the good work, and THANKS!!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p><i>the 1800's and now is at great risk. Think. Take a walk through the park... missing huge trees on the boundary, missing the lilacs, missing the peace. Think again. Listen, and make decisions for generations to come - to have a sense of our past as well as our future.</i></p> <p><i>Doesn't this look appealing? Unusual, and prepared with love... like our neighborhood. It is appealing that the city would sacrifice the most beautiful, protected and unusual neighborhood, without regard for historic significance and home owner pride. The Old North End is a treasure, not a sea of sameness, not a treeless desert, not a thoughtless, ugly greedy sprawl. It has existed with dignity and pride of ownership since.</i></p> <p><i>Gary and Lynn Gann 3121 Wood Ave. C.S. CO 80907</i></p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p>
<p>April 7, 2004</p> <p>Wilson & Company 455 E. Pikes Peak Ave. Suite 200 Colorado Springs, CO 80903</p> <p>RE: I-25 Project</p> <p>As an everyday driver of I-25 I want to encourage the widening and expanded traffic capacity on the corridor through Colorado Springs. I want to see it done as soon as possible.</p> <p>I approve the plans described in the newspaper and shown on-line at CDOT and strongly hope for quick action to complete this project.</p> <p>Sincerely,  Mary Gannon 19160 Pagentry Place Monument, CO 80132</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Terence L. <u>Gardner</u> Address: 7155 Abilene Dr. City: Peyton State: CO Zip: 80831</p> <p>Let's get this project done!</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 15, 2004 Name: della <u>garelle</u> Address: 324 spring st City: manitou springs State: co Zip: 80829</p> <p>I don NOT think we need to widen I-25. What we need instead is mass transit such as better bus servie or ideally train service up and down the front range to include Colorado Springs</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Alternatives Considered: Mass transit</p>	<p style="text-align: center;">William B. Garrison 1528 Wood Avenue, Colorado Springs, Colorado 80907 May 2, 2004</p> <p>I-25 Project Office c/o Wilson & Company 455 E. Pike's Peak Ave., Suite 200 Colorado Springs, CO 80903</p> <p>Dear Sirs:</p> <p>I write this letter to express my concern about the potential increase in highway noise that the proposed I-25 widening and associated traffic levels will inevitably cause.</p> <p>The reflection of sound from the noise barriers erected with the last widening has clearly increased the sound on the East side of the highway. This project provides the opportunity to <i>reduce, rather than increase</i> the noise impact on the surrounding communities.</p> <p>I am asking you to re-evalaate the choice of road surface for the project, specifically the use of <i>quieter material than longitudinally sined concrete</i>. Rubberized asphalt would be a far better choice. As I am sure you know several studies in Arizona and elsewhere have shown noise reduction up to 6 decibels with that material. If it holds up in Flagstaff at 7000 feet and more heat and snow than we see here then it can work in Colorado Springs.</p> <p>I don't want to suggest that CDGT should not address traffic density needs but these needs must be approached with an eye to the total impact on both those driving on and living near the highways.</p> <p>Sincerely,  William B. Garrison</p> <p>Telephone: (719) 473-5588 Cellular: (719) 660-3375 Fax: (719) 634-4001</p>	<p style="text-align: center;">ISSUES</p> <p>Noise</p> <p>Alternatives considered: Rubberized asphalt</p>
<p>Sent: April 23, 2004 Name: Bob <u>Garner</u> Address: 30 Woodmen Ct City: Colorado Springs State: CO Zip: 80919</p> <p>I think it is crucial that to improve Interstate 25 through the Colorado Springs urbanized area as detailed in the Interstate 25 Environmental Assessment. I drive the I every day. The continuation of improvements will keep us ahead of the potential gridlock mess that is coming our way.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: March 31, 2004 Name: Dave <u>Gendron</u> Address: 532 Bear Paw Lane So City: Colorado Springs State: co Zip: 80906</p> <p>the report Appears to be thorough and reasonable. Some freeway areas are definetely in need of attention for safety, including the Filmore northbound onramp.</p> <p>I believe the improvements are necessary. However, I also believe a COS to Denver mass transit system is vital. This would reduce the growing pressure on the freeway in the future. When I commuted daily from DEN to COS several years ago, I had no option but to drive on the freeway. This was a problem, and I eventually had to move closer to my work.</p>	<p style="text-align: center;">General Support</p> <p>Alternatives Considered: Mass transit from Denver to Colorado Springs</p>

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<p>Sent: May 6, 2004 Name: Richard <u>Gibson</u> Address: 6270 Spurwood Dr City: Colorado Springs State: CO Zip: 80918</p> <p>I have lived in CS since 1971 and have traveled I25 to work and otherwise over the years. In my opinion, it should have been widened at least 15 years ago and thus the project should proceed without further delays. Much smaller communities are receiving improvements before CS like Castle Rock and Monument and even Park Meadows to Castle Rock. Although the environment is important, the quality of life of our environment has suffered by undue congestion creating excess smog, consuming more gas than necessary due stop and go traffic and causing drivers to lose patience when traffic comes to a halt routinely every day. With the improvements made to the south end of the city, one wonders what visitors think when the interstate widens when you are leaving the city rather than entering!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 6, 2004 Name: Robert M. <u>Gilkes</u> Address: 1380 Vondelpark Dr. City: Colorado Springs State: CO Zip: 80907</p> <p>I feel as though we should be active in our approach in following environmental requirements as it pertains to property owners effected by the improvements that are so desperately needed along the I-25 corridor. Colorado Springs has been far too slow in keeping pace with ever increasing traffic usage. I look forward to the congestion created by the improvements to our local highway system.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 21, 2004 Name: Christian <u>Gile</u> Address: P.O. Box 62324 City: Colorado Springs State: Co Zip: 80962</p> <p>I strongly support the initiative. We need more effecient traffic flow through I-25. We can only benefit by increased revenue as well as shorter commute times as traffic increases.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 8, 2004 Name: Craig and Beryl <u>Glass</u> Address: 2240 Kittridge Ave. City: Colorado Springs State: CO Zip: 80919</p> <p>It looks comprehensive and favorablename. We supoort the expansion of I-25 and the construction of more effective east-west thoroughfares.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: East-West Routes</p>
<p>Sent: April 21, 2004 Name: Kimberly <u>Gile</u> Address: 2436 Raywood View City: Colorado Springs State: CO Zip: 80920</p> <p>I strongly support the Assessment study and the proposed capacity improvements. Colorado Springs desperately needs the increase in transportation capacity.</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: April 22, 2004 Name: Steve <u>Glisan</u> Address: 5753 Windridge Point City: Colorado springs State: CO Zip: 80908</p> <p>This is a MUST DO! As a resident and Realtor here in Colorado Springs for 18 years, I-25 has become impassable and dangerous.</p> <p>The front range will grow at record rates in the next ten years. You can say "Don't build it and they won't come", but we live in a beautiful place and the growth will come. The only decision now is "How congested do you want the traffic to be?".</p> <p>We need this and we need it soon. I would vote yes on any improvements.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: John <u>Godsey</u> Address: 7854 Ultra Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I felt the study was complete and provided viable solutions. Clearly, we are attempting to only eliminate existing problems. Based on growth projections, I-25 through Colorado Springs will need at least 8 general purpose lanes. Incorporating some "vision" further into this proposed project would be great! At a minimum, the expansion of I-25 to a minimum of 6 general purpose lanes and the redesign/construction of the proposed interchanges must happen to facilitate the expeditious flow of vehicular traffic. Beyond the hugh congestion that occurs every day and backs up traffic for miles, the construction is necessary as a matter of public safety. So much work has been either completed or is underway on I-25 through Denver. Colorado Springs is due! Colorado Springs is the second largest city in Colorado spreading out nearly 200 sq miles with a backlog of infrastructure projects. The population will exceed 500,000 people within the next 8 to 10 years. I believe the minor environmental impact cannot impede the progress that is necessary.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 12, 2004 Name: John A. <u>Gloriod</u> Address: 1555 Napoli Way City: Colorado Springs State: CO Zip: 80906</p> <p>It is very thorough and well done. Let us move forward with the !-25 improvements.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 15, 2004 Name: Kelly <u>Golden</u> Address: 2890 S. Hudson St City: Denver State: co Zip: 80222</p> <p>I think it is a move in the right direction. I drive from mile marker 202 down to mile marker 138 on a daily basis and believe me, the worst part is from N Academy down thru the city. Do the expansion I am all for it</p>	<p style="text-align: center;">General Support</p>


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<p>Sent: April 15, 2004 Name: Matthew R <u>Grage</u> Address: 717 N Tejon Street City: Colorado Springs State: CO Zip: 80903</p> <p>I am strongly in favor of the widening of I-25. This community is going to continue to grow. All one has to do is look at their window at Pikes peak and the front range to know that this is a fabulous place to live. The widening of I-25 is a must. The North End neighborhood would suffer even more noise if the rest of I-25 is widened and the that short stretch is left at two lanes. The traffic would stack up at the that point. Please widen I-25.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>May 10, 2004</p> <p>Vance <u>Grasso</u> 2517 W. Kiowa C/S, CO 80904</p> <p>Please see the same comments from Susan M. Dewey.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">NEPA Process</p>
<p>Sent: April 16, 2004 Name: Earl E. <u>Grant</u> Address: 520 Pluto Drive City: Colorado Springs State: co Zip: 80906</p> <p>The study appears adequate. The impact minimal. The project should proceed immediately.</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: May 12, 2004 Name: David D. <u>Gray</u> Address: 7226 White Buffalo Road City: Colorado Springs State: CO Zip: 80919</p> <p>I believe that Interstate 25 needs to be improved right now. Do not wait another day, month or year(s)!! This freeway should be 6 lanes already and we should be talking about 8 lanes!! If not for the past two idiot Governors, (not Owens, the prior two). Their thinking was "if we don't build it, they won't come!" Nonsense! Please make these improvements now and relieve the pressure of driving across Colorado Springs and up and down the front range from those of us taxpayers frustrated seeing Denver improve their roads while ours are seriously underdeveloped. I'm tired of it. I am at the point where I am considering moving because I am so stressed by driving around here.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 22, 2004 Name: George <u>Greco</u> Address: 1924 N. Cascade Ave #3 City: Colorado Springs State: CO Zip: 80907</p> <p>The study proposes a very reasonable solution for current and future traffic on I-25. The sooner this solution is implemented the better.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: May 12, 2004 Name: Ida I. <u>Gray</u> Address: 4316 Ridgecrest Drive City: Colorado Springs State: CO Zip: 80918</p> <p>I think this interstate definitely needs to have these improvements done immediately! Please do not waste another second talking about it, like Nike says, "just do it!" so should CDOT! We are already 20 years behind in these improvements, while Denver continues to spend all of our tax money on their road improvements. We need some now. I get so frustrated driving around southern Colorado I have been tempted to move many times. Save us all and get this work done.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 20, 2004 Name: Meg <u>Gronseth</u> Address: 6135 Tuckerman Lane City: Colorado Springs State: CO Zip: 80918</p> <p>I am in favor of the proposed capacity improvements.</p> <p>Recorded April 22, 2004 Bill <u>Groom</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">General Support</p> <p>Socioeconomics: Construction should be staged to minimize impacts at Bijou</p>

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<p>Sent: April 8, 2004 Name: John <u>Haas</u> Address: 15848 Woodmeadow Court City: Colorado Springs State: co Zip: 80921</p> <p>Virtually a necessary evil. I am in support of the proposal.</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: April 17, 2004 Name: gene <u>hall</u> Address: 4558 bridle pass dr. City: colo. spgs. State: co Zip: 80918</p> <p>The city needs I-25 expanded still in areas. The work that has been done is great, but not enough. When you go from 2 lanes to 3 then back to 2, it cause delays and probably unnecessary accidents. Our city population is too large for the existing interstate we have now. It must be updated and expanded. If not now, after we have more growth, it will be even worse.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 16, 2004 Name: Tom <u>Haggard</u> Address: 5050 Pikes Peak Highway City: Cascade State: co Zip: 80809</p> <p>I feel that it is imperative that I-25 is widened. The traffic is atrocious and gettin worse all the time!</p>	<p>General Support</p>	 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>BRUCE HAMILTON</u> Address: <u>823 E. MONUMENT, CSC 80903</u> Representing: <u>SELF</u></p> <p>COMMENTS</p> <p>① ACCORDING TO A RECENT NEW YORKER ARTICLE AND 2 HORSES' CALIFORNIA FOUND THAT ADDING ADDL LANES ACTUALLY SLOWED TRAFFIC DUE TO MORE LANE SWITCHING. LANES ADDED FOR EXCLUSIVE USE OF MOV'S MAY MAKE SENSE.</p> <p>② FUNDAMENTAL ISSUE: DO WE WANT TO BECOME ANOTHER DENVER? IF YES, BUILD MORE RDS, CREATE MORE BAD AIR, MORE POPULATION, MORE CARS, MORE DUMPST POPS, ETC. → (YOUR OWN FIGURES (LOW DENSITY) INCREASE OF 38% AIR POLLUTION BY 2007)</p> <p>③ MY VOTE IS NOT EXPAND I-25. USE A RAIL SYSTEM OR SOME SORT SUSPEND. STAGGER WORK TRAFFIC TO EASE CONGESTION. USE THE AIR QUALITY AS SAVED FROM NOT BUILDING</p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us. → when congestion gets bad enough, people will car pool.</p> <p>THANK YOU</p> <p>MAILS FOR EDUCATION, HOMELESS, DISCOUNT, RATES, TRAVEL</p>	<p>General Opposition</p> <p>Air Quality</p>
<p>Sent: April 22, 2004 Name: Brian <u>Hall</u> Address: 6319 Dewsbury Drive City: Colorado Springs State: CO Zip: 80918-3132</p> <p>The I-25 corridor is far over-capacity and needs to be widened as quickly as possible.</p> <p>I do not believe any further studies are needed, and more importantly are a waste of time and scarce funding.</p> <p>Any environmental objections reprobles jumping mouse are irrelevant, since that mouse is NOT a separate species, and should never have been listed as being threatened as other members of the species are common elsewhere.</p>	<p>General Support</p>		

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<p>Sent: April 26, 2004 Name: Jim <u>Hanson</u> Address: 5142 Broadmoor Bluffs Drive City: Colorado Springs State: CO Zip: 80906</p> <p>The Environmental Assessment (EA) appears to be comprehensive. The need for the expansion of I-25 is clear. Travel demand continues to increase especially north-south through the City of Colorado Springs and the surrounding area. I-25 already is running at or near capacity at certain times of the day. With increasing demand the result will be more congestion, driver frustration, increased pollution, and loss of time. The EA appears to address the significant concerns with appropriate mitigation recommendations. I support the widening of I-25, the recommended mitigation measures, and the findings of the EA.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: May 12, 2004 Name: Deborah <u>Harris</u> Address: 1730 N. Nevada City: Colorado Springs State: CO Zip: 80907</p> <p>After a brief review of the EAS, It is clear the the proposed I25 expansion will negatively impact many of the areas in which the project is proposed and that CDOT has utilized various means to avoid scrutiny under applicable environmental laws and has not evaluated alternatives, i.e., NEPA (preparation of a full EIS), Section 4(f) of the 1966 Trnasportation Act, evaluation of alternatives to longitudinally tined concrete as pavement type, evaluation of mitigation alternatives such as rubberized asphalt, NEPA (broad evaluation of alternatives adn future development of impacts of the roadway expansion to human environment and environmental resources), and CDOT needs to do a comprehansive study of the sumulative impacts of this projects, including impact to neighborhood stability and residential property values and the groth-inducing impacts of the overall expansion of I-25 vehicle capacity by >50%. In short, CDOT has fallen short in many required federal and local evaluation!</p> <p>areas that must be fully evaluated prior to the continuation of this project. Thank you for your consideration. I believe that your legal counsel will recommend that CDOT proceed with completing these required evaluation prior to forward movement.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General opposition: Complete EIS</p> <p style="text-align: center;">Noise</p> <p style="text-align: center;">NEPA Process</p> <p style="text-align: center;">Alternatives considered: Rubberized asphalt</p>
<p>Sent: April 29, 2004 Name: Rick <u>Harmon</u> Address: 9865 Mohawk Trail City: Chitipa Park State: CO Zip: 80809</p> <p>I found no surprises reviewing the EA. This EA provided much detailed analysis of the impact of widening I-25 through Colorado Springs. In my opinion, the environmental impacts seem minimal and acceptable. I agree with the findings of this study. However, I believe additional noise barriers beyond what was proposed will be required throughout the I-25 corridor.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise Provide additional barriers</p>	<p>After a brief review of the EAS, It is clear the the proposed I25 expansion will negatively impact many of the areas in which the project is proposed and that CDOT has utilized various means to avoid scrutiny under applicable environmental laws and has not evaluated alternatives, i.e., NEPA (preparation of a full EIS), Section 4(f) of the 1966 Trnasportation Act, evaluation of alternatives to longitudinally tined concrete as pavement type, evaluation of mitigation alternatives such as rubberized asphalt, NEPA (broad evaluation of alternatives adn future development of impacts of the roadway expansion to human environment and environmental resources), and CDOT needs to do a comprehansive study of the sumulative impacts of this projects, including impact to neighborhood stability and residential property values and the groth-inducing impacts of the overall expansion of I-25 vehicle capacity by >50%. In short, CDOT has fallen short in many required federal and local evaluation!</p> <p>areas that must be fully evaluated prior to the continuation of this project. Thank you for your consideration. I believe that your legal counsel will recommend that CDOT proceed with completing these required evaluation prior to forward movement.</p>	
<p>Sent: April 6, 2004 Name: Jeffrey <u>Harrell</u> Address: 5050 Edison Avenue #122 City: Colorado Springs State: CO Zip: 80915</p> <p>I agree with the proposal as written.</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: May 2, 2004 Name: Dena <u>Hart</u> Address: 15040 CloudCross Ct City: Colorado Springs State: CO Zip: 80921</p> <p>I support approval of the Environmental Assessment Study and the proposed I-25 capacity improvements.</p> <p>I strongly support the I-25 improvement plan. I am currently displeased with driving conditions traveling north-south and rapid transit west to east, in particular to the Colorado Springs Airport. As a business person with an office impacted by the capacity improvements they will assist my clients and improves my commute.</p> <p>Again, I strongly support approval of the Environmental Assessment Study and the proposed I-25 capacity improvements.</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: May 6, 2004 Name: Jim <u>Hart</u> Address: 8715 Rugby Court City: Colorado Springs State: CO Zip: 80920</p> <p>1. I believe the process of widening and enhancing I-25 is going in the right direction: It is needed and the improvements to interchanges and the two-lane system are good. 2. I believe the process is far behind what is necessary.</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: May 2, 2004 Name: George <u>Hart</u> Address: 15040 CloudCross CT City: Colorado Springs State: CO Zip: 80921</p> <p>I strongly recommend approval of the Environmental Assessment Study and the proposed I-25 capacity improvements. The assesment seems sounds and benefits the county. I strongly support the I-25 improvement plan. As a resident of Colorado Springs I am distressed with the difficulty traversing the city south to north and rapid transit access west to east, in particular to the Colorado Springs Airport. As a business person I run an office complex that drastically needs rapid access north-south, and east-west for our clients to meet their business needs. I also travel extensively for my business and require rapid access to the Colorado Springs Airport. I have the option of traveling to the Denver Airport from my home location. Presently, it takes roughly the same time to travel to either airport based on the traffic difficulties traversing Colorado Springs at certain times of the day. I prefer to use the Colorado Springs Airport and keep the revenue in our county. I need the county to make it possible for me to do so. Again, I strongly recommend approval of the Environmental Assessment Study and the proposed I-25 capacity improvements.</p>	<p>General support</p>	<p>Sent: April 17, 2004 Name: Paul G. <u>Hartman</u> Address: 3255 Blodgett Drive City: Colorado Springs State: CO Zip: 80919-4544</p> <p>Proceed as soon as possible with the proposed planned I-25 capacity improvements. Environmental impacts appear manageable. Project should have been done 10 years ago!</p>	<p>General support</p>
		<p>David <u>Harwood</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p>General Support</p>


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<p>Sent: May 10, 2004 Name: Anne <u>Hatch</u> Address: 1621 N. Nevada Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>I believe that the plans to expand I-25 are short-sighted and self-serving. While traffic is admittedly a big problem in Colorado Springs, expanding the freeway threatens to increase noise and environmental pollution while devaluing the most historic part of town. We must work together to preserve the reason people come to live (and visit) Colorado Springs -- quality of life and beauty of surroundings.</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise</p> <p>Historic resources</p>	<p>Sent: April 12, 2004 Name: Byron <u>Hays</u> Address: 6620 Walker Rd City: Colorado Springs State: CO Zip: 80908</p> <p>I think concur with the findings and fully support the plan to increase capacity on I-25. I am tired of the slowing, accidents, and overall frustration of the current limited highway.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: May 10, 2004 Name: Barbara <u>Hau</u> and Don <u>Marvel</u> Address: 2378 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>Please see comments under Don Marvel.</p>	<p>General Opposition</p>	<p>Sent: March 31, 2004 Name: William H. <u>Healy</u> Jr. Address: 1658 On Vincent Avenue City: Monument State: CO Zip: 80132</p> <p>I-25 is in desperate need of expansion. Even the most minor traffic accidents cause major backups which waste time and money for those forced to crawl through town at a snail's pace. In addition, I believe that the stop and go nature of traffic on I-25 is a major cause of the high accident rate. None of the problems listed in the environmental assessment should be allowed to delay this project.</p>	<p>General Support</p>
<p>Sent: May 10, 2004 Name: Mary <u>Hayden</u> Address: 1807 N. Nevada Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>I am concerned that the city has not taken into account the impact on the neighborhoods adjacent to I-25. The proposed widening would:</p> <ul style="list-style-type: none"> •Increase vehicle capacity by over 50% and accommodate growth up to 170,000 vehicles per day. •Build eight lanes through the heart of town and at least six lanes between Monument and South Academy Boulevard. •Build seven interchanges within the next few years and in the process relocate homes and businesses, remove 1000 trees and shrubs and build seven noise barriers at an expected cost of \$500 million. <p>This is unacceptable to maintaining the quality of life in the downtown area and preserving the historic district. Thank you!</p>	<p>General opposition</p> <p>Neighborhood impacts</p> <p>Historic Resources</p>		

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<p>Sent: April 14, 2004 Name: Wayne <u>Heilman</u> Address: 5226 Pinon Valley Road City: Colorado Springs State: CO Zip: 809192420</p> <p>The widening of Interstate 25 is absolutely critical. Without it, drivers like myself will be forced to speed (50 mph or more) through residential streets (the North End if necessary) to get to work. If the North End persists in fighting the widening, then can expect much more traffic at much higher speeds on Cascade, Nevada, Weber and Wahsatch. Drivers will take the route of least resistance.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">NEPA Process</p>	<p>Sent: April 15, 204 Name: Sheryl <u>Helms</u> Address: 7455 goldfield dr City: Colorado Springs State: Co Zip: 80911</p> <p>It is vital to our safety, economy, health and quality of life that the expansion is done on the I -25 freeway. It is ashame that it takes 45 minutes to travel 15 miles on I-25 Now!! Please use the 120K for this project.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: March 31, 2004 Name: James <u>Hejsek</u> Address: 19 S. Tejon St. City: colorado springs State: co Zip: 80911</p> <p>Raise the speed limit to 70MPH with a minimum of 60MPH. Finish the conctruction that is hampering driving conditions and causing untold accidents.</p>	<p style="text-align: center;">Transportation: Raise speed limit</p>	<p>Sent: April 24, 2004 Name: Ray <u>Hendershot</u> Address: 5525 Teakwood Terrace City: Colorado Springs State: CO Zip: 80918</p> <p>I would like to say I support this project 100% and think it should have been done 10-20 years ago. I would like to see Colorado in the planning and construction long before the crisis mode which this project is well qualified as late.</p>	<p style="text-align: center;">General Support</p>
<p>Sent: April 19, 2004 Name: Ealish <u>Helms</u> Address: 6729 Overland Drive City: Colorado Springs State: CO Zip: 80919</p> <p>All I have to say is keep the monies here. We have so many tourist who travel through Colorado Springs and we need the improvements bad. Colorado Springs city street planners are terrible, this should have already been done, they always wait till it is too late.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 22, 2004 Name: Lon <u>Hendrickson</u> Address: 7685 Safari Circle City: Colorado Springs State: CO Zip: 80920</p> <p>I feel strongly that the benefits of the project far outweigh the impacts listed. Please move ahead and get it done.</p>	<p style="text-align: center;">General Support</p>

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>HE HERBER</u> Address: <u>165 W Boulder St Colo Spgs CO 80908-3371</u> Representing: <u>myself private citizen</u></p> <p>COMMENTS</p> <p><i>As you integrate noise barriers with work and design I request the barrier on the south end of Rainbow Valley Park be high enough and have enough vegetation and go far enough south toward the Big Horn Bridge --- to integrate noise in the residential on Boulder St and Boulder Canyon and on the trail and in the park.</i></p> <p><i>There can only be a way through and wall some private. Barriers if want this project to proceed, you are helping us do it worthy.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson S Co. Attn: Cheryl Everett, 433 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT www.I25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>General Support</p> <p>Noise: Berms/walls</p>	<p>Sent: April 15, 2004 Name: Heath A. <u>Herber</u> Address: 2727 Glen Arbor Drive City: Colorado Springs State: CO Zip: 80903</p> <p>I have lived in Colorado Springs for 51 years and watched I-25 being built when I was a kid. It has been a transportation backbone of our community for 45 years. It must be widened and upgraded to keep pace with the realities of our city. The people who are complaining the loudest (my old paper route) are 45 years too late. I do not believe that we should spend tax payer's money pandering to this group of complainers. Let's move ahead as quickly as possible.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: May 12, 2004 Name: Nancy <u>Henjum</u> Address: 328 East Columbia Street City: Colorado Springs State: CO Zip: 80907</p> <p>Please see same comments under Carol Asfahl.</p>	<p>General Opposition</p> <p>NEPA Process</p>	<p>Sent: April 22, 2004 Name: Mike <u>Heritage</u> Address: P.O. Box 1455 City: Colorado Springs State: Co Zip: 80901</p> <p>We as a community cannot afford to delay our improvements on I-25. We have studied this issue enough. Let's move forward now on improvements to I-25 and not risk losing any funded \$\$\$s</p>	<p>General Support</p>

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<p>Sent: April 19, 2004 Name: Marcia <u>Hess</u> Address: 18595 Peaceful Pines Rd. City: Monument State: Co Zip: 80132 We definately need the expansion of I25. I have lived in CSP and Monument since 1986 and have seen a considerably increase in traffic among I25. Driving through Denver and seeing all of the work on I25 is great. I think it is time for CSP to recieve the tax money to increase the traffic capacity from Monument to CSP. It seems as if the EA Study was thorough and I do not see any problems.</p>	<p align="center">ISSUES</p> <p align="center">General Support</p>	<p>Sent: April 7, 2004 Name: John <u>Higgins</u> Address: 7990 Scarborough Drive City: Colorado Springs State: CO Zip: 80920 Study looks good. Improvements to I-25 are long overdue. I graduated from the Academy in 1971 and was stunned to find the onramp, southbound, at the Northgate had not changed when I returned to the area in 1992. The construction to date on portions of I-25 through Colorado Springs have been of great benefit and we look forward to the increased flow and modernized appearance of our infrastructure which this project will bring. Bottomline: Bring it on...Good Work!</p>	<p align="center">ISSUES</p> <p align="center">General Support</p>
<p>Sent: April 22, 2004 Name: Ralph <u>Hibbard</u> Address: 1506 Culebra Ave. City: Colorado Springs State: CO Zip: 80907 I have lived in the Old Northend neighborhood for over 55 years, many years before I25 was built. Every year the traffic and therefore the noise has increased. The noise is now so loud that we must keep our windows shut the entire year. Please consider some sort of noise barrier north of Uintah Street to protect our neighborhood and Monument Valley Park.</p>	<p align="center">Noise: Consider mitigation</p>	<p>Sent: April 15, 2004 Name: Lance J. <u>Hill</u> Address: 5237 Sand Hill Drive City: Colorado Springs State: CO Zip: 80919 I feel this issue is vital to our cities growth and ability to attack future businesses to Colorado Springs</p>	<p align="center">General Support</p>


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<p>Sent: May 12, 2004 Name: <u>Historic Preservation Alliance of Colorado Springs</u> Address: 710 North Cascade Avenue City: Colorado Springs State: CO Zip: 80903</p> <p>The Historic Preservation Alliance of Colorado Springs (HPA) was created in August 1999 in response to a community need to preserve and protect our built and natural environments. The Mission of the HPA is "to preserve our past for the present and the future." This letter is written on behalf of the Board of Directors and the members of the HPA.</p> <p>The fourth paragraph of the Historic Resources section of the EA (Monument Valley Park (5EP613), pages 3-115) states: "Since the construction of Interstate 25 in the late 1950s there has been gradual changes to the environmental setting and feeling of the park, including increased traffic and visual impacts such as adding acceleration and deceleration lanes and adding a sound wall on the west side of I-25 opposite from the park. The past action occurred in the 1990s when the park was considered not eligible to the National Register of Historic Places." The referenced "gradual changes" to the park, and historic Colorado Springs core, were not gradual. These significant changes which were completed approximately two years ago occurred in less than two years time. The changes were designed and incorporated by Wilson Engineering and CDOT, the same team responsible for the EA and the proposed continuing construction. The segmented projects which added additional traffic lanes and a sound wall were part of the overall project to increase capacity in the I-25 corridor. These segmented projects were done without the benefit of an environmental analysis. These segmented projects caused significant changes to the noise levels in and viewsapes from the park and neighboring historic communities.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition: Conduct EIS</p> <p>NEPA Process</p> <p>Historic Resources</p>	<p>These "safety improvement" projects were constructed under the "categorical exclusion" provision of the federal regulations. Unfortunately, this is an excellent illustration of why Federal Regulations require an Environmental Impact Statement for major federal actions and why segmentation into smaller projects for analysis is prohibited. By segmenting the I-25 project into several smaller projects, CDOT and Wilson Engineering were able to avoid compliance with the requirements (spirit and intent) of the Federal Environmental Regulations. The discussion of the Bijou Street Entrance Gate to Monument Valley Park (pages 3-15) is another example of inadequate analysis, engineering, and planning. Although these "gradual" changes to the character of Monument Valley Park appear to be minor when analyzed individually, the cumulative effect and impact to Monument Valley Park, and the historic core of the City, is significant. A detailed Environmental Impact Statement is necessary to identify and analyze the cumulative impacts to the park and historic neighborhoods and to avoid or mitigate these impacts. To state that past impacts, direct and indirect, caused by CDOT construction on I-25 have occurred gradually in the past is disingenuous and inadequate. The expansion of Interstate 25 has had and will continue to have significant negative impacts on the historic neighborhoods and parks of Colorado Springs and severely affects local quality of life, air and water quality, and our built and natural environment. CDOT should prepare an Environmental Impact Statement in order to fully identify and document the impacts that this construction project has and will continue to have on the Colorado Springs historic parks and neighborhoods. The Board of Directors and the members of the Historic Preservation Alliance of Colorado Springs recommend that CDOT conduct and prepare an Environmental Impact Statement for the Interstate 25 expansion project</p>	<p style="text-align: center;">ISSUES</p> <p>Cumulative Impacts</p> <p>Parks/Recreation</p> <p>Air Quality</p> <p>Water Quality</p>
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<p style="text-align: center;">THE HISTORIC PRESERVATION ALLIANCE OF COLORADO SPRINGS</p> <p style="text-align: right;">MAY 14 2004</p> <p>1-25 Project Office c/o Wilson & Company 455 East Pike Peak Avenue, SUITE 200 Colorado Springs, CO 80903</p> <p>Subject: Colorado Department of Transportation (CDOT) Environmental Assessment (EA), March 29, 2004</p> <p>710 North Cascade Avenue Colorado Springs, CO 80903 719.471.2454 www.hpaofcoloradosprings.org</p> <p>2004 Officers</p> <p>Executive Director Joyce N. Stivers</p> <p>President David M. Prater</p> <p>1st Vice President William D. Hamo</p> <p>2nd Vice President Jessie Karber</p> <p>Treasurer Joyce N. Stivers</p> <p>Secretary Judith Rice-Jones</p> <p>Board of Directors</p> <p>William D. Hamo Tom Shelding Patricia Decker Jessie Karber Thomas J. Larson Jeffrey Long Charles J. Magley Sherry L. Nason Judith Rice-Jones Joyce N. Stivers</p> <p>The Historic Preservation Alliance of Colorado Springs (HPA) was created in August 1999 in response to a community need to preserve and protect our built and natural environments. The Mission of the HPA is "to preserve our past for the present and the future." This letter is written on behalf of the Board of Directors and the members of the HPA.</p> <p>The fourth paragraph of the Historic Resources section of the EA (Monument Valley Park (SEP013), pages 3-115) states: "Since the construction of Interstate 25 in the late 1950s there has been gradual changes to the environmental setting and feeling of the park, including increased traffic and visual impacts such as adding acceleration and deceleration lanes and adding a sound wall on the west side of I-25 opposite from the park. The past action occurred in the 1990s when the park was considered not eligible to the National Register of Historic Places."</p> <p>The referenced "gradual changes" to the park, and historic Colorado Springs core, were not instant gradual. These significant changes which were completed approximately two years ago occurred in less than two years time. The changes were designed and incorporated by Wilson Engineering and CDOT, the same firms responsible for the EA and the proposed continuing construction. The segmented projects which added additional traffic lanes and a sound wall were part of the overall project to increase capacity in the I-25 corridor. These segmented projects were done without the benefit of an environmental analysis. These segmented projects caused significant changes to the noise levels in and viewscapes from the park and neighboring historic communities. These "safety improvement" projects were constructed under the "categorical exclusion" provision of the Federal regulations.</p> <p>Unfortunately, this is an excellent illustration of why Federal Regulations require an Environmental Impact Statement for major federal actions and why segmentation into smaller projects for analysis is prohibited. By segmenting the I-25 project into several smaller projects, CDOT and Wilson Engineering were able to avoid compliance with the requirements (scope and intent) of the Federal Environmental Regulations.</p> <p>The discussion of the Bijou Street Entrance Gate to Monument Valley Park (pages 3-15) is another example of inadequate analysis, engineering, and planning. Although these "gradual" changes to the character of Monument Valley Park appear to be minor when analyzed individually, the cumulative effect and impact to Monument Valley Park, and the historic core of the City, is significant. A detailed Environmental Impact Statement is necessary to identify and analyze the cumulative impacts to the park and historic neighborhoods and to avoid or mitigate these impacts. To state that past impacts, direct and indirect, caused by CDOT construction on I-25 have occurred gradually in the past is disingenuous and inadequate.</p> <p>The expansion of Interstate 25 has had and will continue to have significant negative impacts on the historic neighborhoods and parks of Colorado Springs and severely affects local quality of life.</p> <p style="text-align: center;"><i>"A nation that forgets its past has no future." Sir Winston Churchill</i></p>	<p style="text-align: center;">ISSUES</p>	<p>Sent: May 12, 2004 From: Steven F. <u>Hittle</u> Adventure Miniature Golf 6550 Corporate Drive Colorado Springs, CO 80919</p> <p>My name is Steven Hittle and I am owner of Adventure Miniature Golf & Batting Cages located at 6550 Corporate Drive in Colorado Springs. The closure of Corporate Drive at I-25 will have a negative impact on our business. We rely on both the northern access and the southern access to the interstate for our customers to patronize our business. If the Corporate Drive exit is going to be closed, we would strongly support having Corporate Drive connect to the new I-25 Nevada/Rockrimmon interchange for the following reasons:</p> <ol style="list-style-type: none"> 1. To ease congestion on Corporate Drive and Woodmen Road 2. To allow favorable traffic flow for all business on Corporate Drive 3. To allow for southern as well as northern access for safety reasons <p>We strongly advocate the simultaneous construction of the Nevada/Rockrimmon interchange with the connection of Corporate Drive.</p> <p>In conclusion, our business has already suffered from the construction at Woodmen and I-25 over the past several years. We fear the elimination of the southern access to I-25 at Corporate Drive could force us to ultimately close our business.</p> <p>Thank you for your time and consideration of our concerns.</p>	<p style="text-align: center;">ISSUES</p> <p>Transportation Resources</p> <p>Right of Way: Connect Corporate Drive to Nevada/Rockrimmon</p>
<p style="text-align: center;">THE HISTORIC PRESERVATION ALLIANCE OF COLORADO SPRINGS</p> <p>air and water quality, and our built and natural environment. CDOT should prepare an Environmental Impact Statement in order to fully identify and document the impacts that this construction project has and will continue to have on the Colorado Springs historic parks and neighborhoods.</p> <p>The Board of Directors and the members of the Historic Preservation Alliance of Colorado Springs recommend that CDOT conduct and prepare an Environmental Impact Statement for the Interstate 25 expansion project.</p> <p><i>Joyce N. Stivers</i> Joyce N. Stivers, Executive Director Historic Preservation Alliance of Colorado Springs</p> <p><i>This is a HANDCOPY of HPA COMMENTS THAT WERE SUBMITTED USING THE ON-LINE COMMENTS FORM AT HTTP://WWW.I25ENVIRONMENT.ORG/COMMENTSFORM.HTM. THE ON-LINE COMMENT WAS SUBMITTED TUESDAY, MAY 12 2004 AT ABOUT 9:00 A.M. LOCAL TIME.</i></p> <p style="text-align: center;"><i>"A nation that forgets its past has no future." Sir Winston Churchill</i></p>	<p style="text-align: center;">ISSUES</p>	<p>Sent: April 6, 2004 Name: Don <u>Hoeckle</u> Address: 7440 Neota Way City: Colorado Springs State: CO Zip: 80908</p> <p>I am for the proposed capacity improvements. The funding I am unclear on. Will it be bonding? The EA study seems thorough and well done.</p>	<p>General Support</p> <p>Alternatives considered: Funding for proposed action unclear</p>

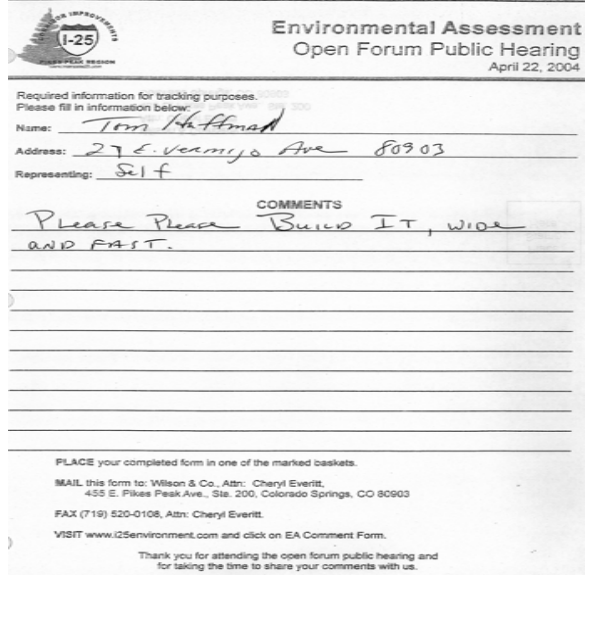
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<p>Sent: April 30, 2004 Name: Lana <u>Hofman</u> Address: 1730 Seclusion Point - C City: Colorado Springs State: CO Zip: 80918</p> <p>Better late than never - widen it!</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: April 14, 2004 Name: Karin <u>Hollohan</u> Address: 1980 Valley View Drive City: Woodland Park State: CO Zip: 80863</p> <p>I strongly support the proposed expansion of I 25 through Colorado Springs. Expansion of the current interstate is absolutely necessary to accommodate the current and projected traffic loads. While there are always some negatives associated with any highway construction project, those impacts on residents, businesses and the environment seem reasonable to me to be able to move forward with this project for the good of all regional residents. As a frequent traveler to the Denver area, I have discovered over the last year or two that the worst traffic congestion I experience is getting into and out of the Springs, and not in Denver. It will only get worse without this proposed expansion.</p>	<p>ISSUES</p> <p>General Support</p>
 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below.</p> <p>Name: <u>SAM HOLLMAN</u> Address: <u>94 Raven Hills Ct CS Co 80918</u> Representing: <u>Self</u></p> <p>COMMENTS</p> <p><i>FOR MANY YEARS IT HAS BEEN SUGGESTED THAT AN EASTERN BY-PASS BE CONSIDERED TO REDUCE THE TRAFFIC COUNT THROUGH THE CITY (POWERS BLVD AREA). IT IS NOW TIME TO GO FURTHER AND BUILD A BY-PASS EVEN IF IT WOULD BE A TOLL ROAD. I WOULD LIKE TO KNOW THE REASONING FOR NOT BEING CONSIDERATION FOR AN EAST BY-PASS. THERE ARE MANY CITIES IN THE WEST AND SOUTH THAT HAVE BY-PASSES AROUND THE OUTSIDE.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pike's Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>Alternatives considered: East bypass</p>	<p>TO: Colorado Department of Transportation FROM: Mrs Doug Holmes 1219 N. Tejon Colorado Springs, CO 80903 RE: Widening Interstate I-25</p> <p>MAY 11 2004</p> <p>As a resident in the Old Northend of Colorado Springs for 35 years I would like to speak to the proposal to widening the Interstate-25 on the west of where I live.</p> <p>The original plan to give a speedy by-pass to the city was proposed when Powers Blvd was made. It was built and then allowed to disintegrate into another Academy Blvd. No the new widening of I-25 is not enough and altho' the noise has increased, it is not considered "too bad" by those state and local officials who don't live near it.</p> <p>Certainly if it is to proceed plans could be made to either 1) pave it with recycled tires mixed with the paving material to cut down the noise or 2) place the barriers on the east side to direct the noise upward in the area where people live.</p> <p>Studies have been made and need to seriously consider these before approval is made.</p> <p><i>8 May 2004</i></p>	<p>Alternatives considered: East bypass</p> <p>Noise: Rubberized asphalt, noise barriers</p>

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<p>Sent: April 16, 2004 Name: Kim <u>Holmes</u> Address: 3708 Pacific Drive City: Colorado Springs State: CO Zip: 80910</p> <p>I like the idea of having more lanes, but I think an even better idea is a light-rail from Denver to Colorado Springs. I've heard that Douglas County is the obstacle, so hopefully, they can be convinced to allow it in the future. Thank you.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives considered: Light rail from Colorado Springs to Denver</p>	<p>Sent: May 4, 2004 Name: Scott <u>Hoover</u> Address: 5970 Vista Ridge Point, #201 City: Colorado Springs State: CO Zip: 80918</p> <p>I think the improvement plan for I-25 in Colorado Springs is great! It is long overdue and very needed.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: May 12, 2004 Name: Kady <u>Hommel</u> Address: 1737 Alamo Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>Please see the same comments under Carol Asfahl</p>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">NEPA Process</p>	<p>Sent: April 21, 2004 Name: David W. <u>Horne</u> Address: 6920 Heatherwood Circle City: Colorado Springs State: CO Zip: 80918-1108</p> <p>It sound like a good idea that needs to commence immediately. If the mouse is an issue just set traps them and send them to California. I-25 really needs to be modernized and if we don't move soon I believe it is a good bet we'll loose all the federal funding to some lower priority project.</p>	<p style="text-align: center;">General support</p>
<p>Sent: April 7, 2004 Name: Scott <u>Honea</u> Address: 7080 Platte River Pt City: Colorado Springs State: CO Zip: 80922</p> <p>no HOV lanes in Colo Spgs! Rather, use the space on the interstate for an extra general purpose lane for a total of 4 general purpose lanes in each direction.</p> <p>Light Rail, BRT and other alternate modes of transportation are a waste of money!</p> <p>We need Powers to become a freeway, the highway 24 bypass to be completed through to Powers and Woodman to be converted to a Freeway</p>	<p style="text-align: center;">Alternatives considered: Consider making other major roadways into freeways</p> <p style="text-align: center;">Transportation Convert HOV to general purpose lanes</p>	<p>Sent: March 31, 2004 Name: Jeff <u>Horton</u> Address: 1488 Lily Lake Drive City: Colorado Springs State: CO Zip: 80921</p> <p>I am a long time resident of Colorado Springs, drive the North Gate to Garden of the Gods I-25 route every day and have the following comments:</p> <ol style="list-style-type: none"> 1. The overview section of the document did not clearly state what sections of I-25 will be widened to 6 or 8 lanes. In fact the lower level documents were rather confusing on what was an alternative and what was a recommended change. 2. Figure 2-2- 8 lane really needs to be expanded up to Northgate at the North part of town versus all the way down to 24. If you listen to the road reports every morning the congestion on I-25 is really up from the Northgate to about Garden of the Gods roads. 3. I am skeptical that the on/off ramps would improve the congestion in the North section of I-25 in Colorado Springs. Maybe if I saw the lane expansion details more clearly documented in a picture in the overview section I would have a better understanding of the upgrade. 	<p style="text-align: center;">Alternatives Considered: Questions improvements for north end of I-25; which lanes will widen to 6 - 8 lanes</p>

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<p>Sent: May 7, 2004 Name: Peter <u>Horwitch</u> Address: 1505 N. Tejon City: Colorado Springs State: CO Zip: 80907 I have lived on Tejon St in 2 homes since 1983. The other night, in my new house I had to close my bedroom window due to the noise from the highway. It was amazing how loud it was. Maybe it was the wind. But I woke up that morning thinking maybe I should sell my home. I do feel the highway needs widening. However, something must be done to mitigate the noise. I would invite anyone to come to our room and listen. It is absolutely mind boggling.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Noise: Mitigation necessary</p>	<p>Sent: April 19, 2004 Name: Berry R <u>Huffman</u> Address: 17440 Charter Pines Dr City: Monument State: CO Zip: 80932 Please widen I25 from Monument through Colorado Springs. Traffic is heavy, dangerous, and increasing. This needs to be done ASAP.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 13, 2004 Name: Bill <u>Hubbard</u> Address: 5085 Kettle Glen Ct. City: Colorado Springs State: CO Zip: 80906 Would like to have 3 lanes on each side plus a lane on each side just for trucks. Another lane on each side will be needed in the future. We also think a toll road around Colorado Springs would be profitable.</p>	<p style="text-align: center;">Alternatives considered: Dedicated truck lanes, toll road bypass</p>	 <p>The image shows a form titled "Environmental Assessment Open Forum Public Hearing" dated April 22, 2004. It includes a logo for I-25 and a "Required information for tracking purposes" section. The form is filled out with the following information: Name: Tom Hubbard Address: 27 E. Veermya Ave 80903 Representing: Self COMMENTS: Please Please Build IT, wide and fast. At the bottom, there are instructions to place the form in a marked basket, contact information for Wilson & Co., and a thank you note for attending the public hearing.</p>	<p style="text-align: center;">General Support</p>
<p>Sent: April 15, 2004 Name: Rick <u>Hudnall</u> Address: 1830 Seclusion Pt Apt C City: Colorado Springs State: CO Zip: 80918 I am of the opinion that the proposed additional lanes to I-25 are LONG overdue. We have far outgrown our road system and we must make improvements as soon as possible. I am very please to see that the proposal is for 8 total lanes through the city. This improvement will make life in this city much more pleasant for the VAST majority of residents and for those visiting the city. Thank you for the opportunity to express my opinion on this matter.</p>	<p style="text-align: center;">General Support</p>	<p>(This cell is shared with the previous row and contains the same form image.)</p>	<p>(This cell is shared with the previous row and contains the same form image.)</p>


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<p>Sent: April 22, 2004 Name: Richard K <u>Huffman</u> Address: 1516 N Tejon St City: Colorado Springs State: CO Zip: 80907</p> <p>First, you do not have my permission to share my email address with anyone outside of your agency.</p> <p>I read the EA, and particularly noted the sections that dismissed the noise impact to neighborhoods adjacent to Monument Valley Park. In fact, I did not see where the noise impact to residential neighborhoods greater than 500 feet away from I-25 was addressed. The report positively concluded that some of these areas would experience noise levels greater than 66 decibels, but did not provide any recommendations at all for mitigation other than to suggest that these problems be addressed after the fact, and then with the caveat of a cost-benefits analysis.</p> <p>I am awakened many mornings by horrible traffic noise coming from the existing I-25. It is evident that not only are we experiencing direct traffic noise, but in addition we receive superimposed noise that has bounced off of the existing sound barriers on the west side of I-25.</p> <p>This project should be held up until a noise mitigation plan is in place that is acceptable to residents of the affected areas. I suggest that someone on your staff begin working with the affected neighborhood associations, such as the Old North End Neighborhood Association.</p> <p>Thank you for this opportunity to comment.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Mitigation needed, not addresses sufficiently</p>		<p style="text-align: center;">ISSUES</p>
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<p>Sent: May 10, 2004 Name: Richard K <u>Huffman</u> Address: 1516 N Tejon St City: Colorado Springs State: CO Zip: 80907</p> <p>In addition to my previous comments, let me add:</p> <p>The expansion of I-25 will have significant impacts on neighborhoods, parks, air and water quality, endangered wildlife, local quality of life and the environment. CDOT should prepare an Environmental Impact Statement in order to better understand the impacts from the largest highway construction project in the history of Colorado Springs. During the past ten years CDOT has been incrementally adding capacity to I-25 through so-called "safety improvements" that escaped scrutiny under the National Environmental Policy Act. Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. CDOT should have rigorously explored alternative pavement types to reduce noise levels and protect users of Monument Valley Park (the City's most used park) and the Greenway Trail. It was the intention of General Palmer that Monument Valley Park be a beautiful entryway into Colorado Springs. The proposed noise barriers continue the trend to cut off this view.</p> <p>CDOT failed to take a hard look at quieter alternatives to longitudinally tined concrete as a pavement type, such as rubberized asphalt—an alternative that is safer, durable, cheaper and more aesthetically pleasing than construction of more noise walls. Studies in Arizona and California continue to show that the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels. Rubberized asphalt could be used at a small fraction--less than 0.5%--of the total project cost; also, discarded tires would be used productively, a boon to the environment.</p>	<p>ISSUES</p> <p>General: Impacts are significant, requiring an EIS</p> <p>General: Past safety projects "escaped" NEPA process</p> <p>Noise, 4(f): Consider alternative pavement types</p> <p>Visual, 4(f): Barriers will obstruct view into Monument Valley Park</p> <p>Noise: Support for rubberized asphalt</p> <p>Neighborhoods</p> <p>Parks/Recreation</p> <p>Air Quality</p> <p>Water Quality</p>	<p>MITIGATION: CDOT has not looked at new, aggressive alternative solutions such as rubberized asphalt, except to say that it does not work in this climate (ignoring data in Flagstaff, AZ at 7000 ft. with an average of 100" of snow each year, among other colder areas) and the fact that this material, if properly processed and applied as an overlay, is a more cost effective solution over the long term, since it is a form of pavement preservation. Asphalt rubber preserves the concrete base of the roadway if reapplied every 10 to 12 years. There is ever-increasing new data taken from test projects across the US and Canada to substantiate this. CDOT has admitted to using old data (1990).</p> <p>According to the National Environmental Protection Agency (2001), a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County..The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement (EIS)."</p> <p>CDOT needs to do a more comprehensive job of studying the cumulative impacts of this project, including impacts to neighborhood stability and residential property values and the growth-inducing effects of expanding I-25's vehicle capacity by over 50%. CDOT should have considered the impacts of future growth made possible by the expansion and paid more attention to reasonable alternatives such as better mass transit or alternative routing</p>	<p>ISSUES</p> <p>Noise: CDOT needs to consider most recent data on rubberized asphalt</p> <p>General: EPA urged that an EIS be undertaken</p> <p>Cumulative impacts: More study needed</p> <p>Alternatives considered: Suggest mass transit or alternate routes</p>
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<p>Sent: April 19, 2004 Name: Jennifer <u>Hull</u> Address: 10695 Egerton Road City: Colorado Springs State: CO Zip: 80908</p> <p>I have only been informed of the planned I-25 widening via an engineer who spoke at our Rotary Club and via news media coverage. Though I do want to support the city and state in proceeding with the proper solution to our traffic and growth challenges, I want to also know, as a tax payer, that all possible solutions have been taken into consideration. The ever-increasing environmental/pollution problems and inevitable increase in population keeps me from agreeing that just increasing the size of the road will solve this problem. I want to know that alternative sources of traffic improvements will also be thought through via potential use of swing shifts, buses, some kind of community traffic management system, train, etc? I as a taxpayer just want to be sure we come up with the best method/s utilizing current resources in addition to whatever increases in road sizes we need. We can't even take care of the roads we already have. A better job needs to be done to inform t! axpayers of the true need for this before it will pass.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives considered: Traffic management, transit, swing work shifts</p>	<p>Sent: April 1, 2004 Name: Ken <u>Hunter</u> Address: 9642 Moorcroft Drive City: Peyton State: CO Zip: 80831</p> <p>It's terrific that there is a recommendation to add a lane in each direction throughout Colorado Springs. It's probably not enough to accomodate future growth, but at least it is something to work in the right direction. The decision to make the extra lane HOV during rush hour is crazy, though. In Denver, those lanes are rarely used near downtown, and during T-REX's days of having HOV, they were little used while gridlock ruled in the lanes immediate to the left of the HOV lanes. They primarily served as a cash cow for local police who would cherry pick single-occupant users of the HOV on a daily basis. And I know the Springs police would use them for the same purpose, but at triple the rate! HOV lanes are a waste of prime road real estate. I'm all for the lane expansions, though. Just eliminate the rush-hour HOV feature.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Transportation: Convert HOV to general purpose lane</p>
<p>Sent: April 15, 2004 Name: Joe L. <u>Humphries</u> Address: 7135 Montarbor Dr. City: Colorado Springs State: CO Zip: 80918</p> <p>I think the study is on the mark and the recommendation, expand I25 from Monument to South Academy, need to start immediately. It appears that the issues, noise, congestion, etc., have been studied carefully. In my opinion, if this expansion does not happen soon Colorado Springs will loose more than just an opportunity to grow.</p>	<p style="text-align: center;">General Support</p>	<p>May 12, 2004 MAY 13 2004</p> <p>This letter is being submitted to the CDOT regarding the future impact of the I-25 expansion.</p> <p>As a native of Colorado Springs, I can easily testify to the growth of this fantastic town. As a Garfield Elementary student, North Junior High student and a 1964 graduate of Palmer High School, I have watched our town expand in every possible direction. The growth has been rapid and for the most part, well calculated over the years.</p> <p>Growth will always have an impact on the neighborhoods, parks, wildlife, air and water quality, and direct influence on our local environment and quality of life.</p> <p>The I-25 expansion is already impacting air pollution, noise pollution and pollution runoff into our streams and parks. Take a walk in Monument Valley Park.</p> <p>As a young boy, I spent many a day catching snakes, frogs and insects in the Monument Valley park wetlands. Countless Indian/cowboy and army battles were staged in that creek.</p> <p>Our neighborhood gang, the "Tin-Can Alley Rats" ruled that creek from Bijou to Filmore. This was our sacred turf, our creek, our special world and our special environment. These adventures will not likely be documented in the history of Colorado Springs; however, they are documented as fond memories for all of us that lived in that creek.</p> <p>It is my understanding that the I-25 expansion will increase vehicle capacity to over 50% and accommodate a growth of over 170,000 vehicles per day. This expansion will necessitate the development of eight lanes through the heart of our town. Expansion will require the building of seven new interchanges causing the relocation of homes, businesses and the elimination of thousands of trees and shrubs...directly impacting our Monument Valley park and Greenway trail.</p> <p>As a homeowner in the old north end, I am concerned about the air, water and noise pollution...but I am even more concerned about the future of Monument Valley Park. Please take extra time to consider the fate of General Palmer's vision of Monument Valley Park.</p> <p>I sincerely hope that the "noise" of the people is louder than the noise experienced by I-25 at this time. Take some time to listen!</p> <p>Respectfully submitted,  Walt Hyatt Local business owner and former member of the "Tin-Can Alley Cats"</p>	<p style="text-align: center;">General opposition</p> <p style="text-align: center;">Parks and Recreation: Negative environmental impacts to Monument Valley Park</p> <p style="text-align: center;">Noise: Impact on Monument Valley Park</p>

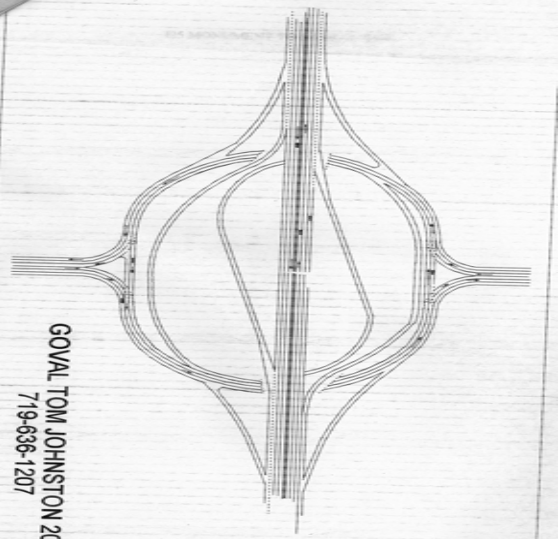
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<p>Sent: April 14, 2004 Name: scott <u>JAMES</u> Address: 10228 clovercrest dr City: colorado springs State: co Zip: 80920</p> <p>I-25 expansion through Colorado Springs is absolutely essential to the future growth of both the Springs and the region as a whole. Having lived in a totally congested city like Houston, TX I know full well the negative impact it has not only on the residents but, perhaps more importantly, future residents.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 6, 2004 Name: Espen <u>Jansen</u> Address: 6520 Red Feather Dr City: Colorado Springs State: co Zip: 80919</p> <p>Please synchronize traffic lights throughout Colorado Springs to reduce pollution and travel time.</p> <p>Synchronizing lights may have an impact on the flow of traffic on I-25 as well.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Air Quality: Synchronize Colorado Springs traffic lights</p>
<p>Sent: April 19, 2004 Name: Timothy <u>Jamison</u> MD Address: 2940 Phoenix Pointe City: Colorado Springs State: CO Zip: 80906</p> <p>Better interchanges and increased capacity along the I-25 corridor is essential, and must be done.</p> <p>Several of the current interchanges are terribly inadequate for the volume of traffic which uses them daily. I drive past the I-25 and highway 24 interchange daily, and I am concerned that there will be serious accidents if this is not improved. It is absurd that people have to stop to make a left hand turn in order to get onto I-25 at this location. People are stopping to try to get into the overflowing left turn lanes while the cars behind them and in the next lane are trying to speed up to "make the light"; and one day this will surely result in a major collision.</p> <p>What is needed is a "clover-leaf" style intersection so that cars can slow down in the right lane and go up onto I-25 WITHOUT crossing over the lanes of traffic moving in the other direction on highway 24.</p> <p>The intersection at Filmore also needs a major overhaul. There is a huge excess volume of traffic at this interchange also.</p> <p>If the city is going to issue a huge number of new building permits, (especially on the east side of the city), then road improvements are needed first. Major access corridors are badly needed to carry traffic to and from the east side of the city; and the first step in constructing such corridors will be to make interchanges on I-25 which can handle the volume.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: I-25/US 24 and I-25/Filmore interchange configurations</p>	<p>Sent: April 27, 2004 Name: Chris <u>Jaramillo</u> Address: 1938 Palm Drive City: Colorado Springs State: CO Zip: 80918</p> <p>I moved to Colorado Springs in June of 2002. Since then, this is the only public hearing / open house that I have been made aware of, for the I-25 project. Having traveled to many mid-sized cities across the country, I must say that the Colorado Springs transportation infrastructure is among the worst I have come across, for a city of its size. Poor planning and resistance to the ongoing high growth rate have contributed to a continually increasing traffic problem. Both the North/South and East/West infrastructure needs a serious review & redesign to accommodate for the rapid growth that has occurred over the last 10-20 years. Because of this, I am very pleased to see that the I-25 project has been working to address the need for improvements on the primary infrastructure artery in Colorado Springs.</p> <p>After reviewing the proposals, I solidly support all of the recommendations that have been proposed by the project team. I strongly encourage you to hold another open forum, but publicize it much more effectively. (I learned of the forum the morning of the event.) The Colorado Springs public will strongly support infrastructure improvements, as long as the improvements are clearly and concisely communicated to the community in an effective manner. I hope that as you are reviewing the public support you take into consideration that many of many newly transplanted individuals, such as myself, are accustomed to better roads and are willing to help you in your quest to deliver these needed improvements. If I can personally help in any way, please feel free to contact me.</p> <p>Thank you for all of your hard work!</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 22, 2004 Name: Thomas G. <u>Jeter</u> Address: 1560 Camel Drivers Lane City: Colorado Springs State: CO Zip: 80904</p> <p>1. I strongly support proceeding with the project, and do not feel the EAS provides any basis for delay. 2. To accomodate those concerned with noise, I recommend trying to reach a compromise whereby increased noise abatement walls could be included</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: Provide mitigation</p>	<p>Sent: April 21, 2004 Name: Martin D <u>Johnson</u> Address: 810 Broadview Pl City: Colorado Springs State: CO Zip: 80904</p> <p>I support the conclusions of the study for the expansion and improvements of I25 through El Paso County. I live in the interstate corridor, but I feel the negative impacts of the project are far outweighed by the benefits of easing the traffic flow and increased economic activity. This will definity increase the quality of life in the Colorado Springs area.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 6, 2004 Name: Alan D <u>Johnson</u> Address: 670 Popes Valley Drive City: Colorado Springs State: CO Zip: 80919</p> <p>I agree with the need for improved flow along the I-25 corridor. Population growth has made the argument for improvements to flow and safety moot. The overall impact of not completing the work far outweighs any environmental concerns.</p>	<p style="text-align: center;">General Support</p>	<p>May 10, 2004</p> <p>Robin E. <u>Johnson</u></p> <p>Please see same comments as Susan M. Dewey.</p>	<p style="text-align: center;">General opposition</p>
<p>Sent: April 21, 2004 Name: Donavon <u>Johnson</u> Address: 7660 Goddard Street, Ste. 200 City: Colorado Springs State: CO Zip: 80920</p> <p>I think its high time we widened and improved I-25 to handle the traffic in our community from Monument to the south end of Colorado Springs. Let's not make Colorado Springs another Denver with poor planning and response to the needs. Go for it!</p>	<p style="text-align: center;">General Support</p>		

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<p>I25 MONUMENT TO S COLO. SPGS.</p> <p>IT'S ALL ABOUT FLOW.</p> <p>GOOD TRAFFIC FLOW REDUCES, SMOG NOISE ROAD DUST ROAD RAGE ACCIDENTS CONGESTION LOSS OF VALUABLE TIME</p> <p>POOR TRAFFIC FLOW IS CAUSED BY, LACK OF CAPACITY RED LIGHTS LEFT TURNS ACCIDENTS INADEQUATE OPTIONAL ROUTES</p> <p>FACT!!!! THE 10 MOST DANGEROUS INTERSECTIONS IN COLO. SPGS. ARE MULTI-LANE AND TRAFFIC LIGHT CONTROLLED WITH DEDICATED LEFT TURN LANES. ELIMINATING LEFT TURNS AND RED LIGHTS WILL SAVE LIVES. THE PROPOSED DESIGN DOES LITTLE TO HELP THIS LOCAL PROBLEM.</p> <p>FULL FEATURED CLOVER LEAFS REQUIRE TOO MUCH SPACE TO BE USED ON THE COLO. SPGS. PROJECT. ANOTHER CONCEPT (TURN THE CLOVER INSIDE OUT) CAN MAINTAIN THE BENEFITS, NO RED LIGHTS, AND USE MUCH LESS SPACE. ONE EXAMPLE IS INCLUDED.</p> <p>A SYSTEM OF STREETS AND ROADS PARALLELING THE INTERSTATE WOULD REDUCE LOCAL TRAFFIC ON I25 AND WOULD PROVIDE OPTIONAL ROUTS AND DETOURS FOR ANY OF THE POTENTIAL I25 PROBLEMS. NEIGHBORHOOD EXITS AND ENTRIES (2 INTERCHANGES) SHOULD BE PART OF THE PARALLEL SYSTEM AND WOULD IMPROVE FLOW ON CONGESTED LOCAL STREETS.</p> <p>MOST CAR POOL LANES ARE UNDER USED. THE PUBLIC INVESTS BIG MONEY IN AUTOS FOR THE CONVENIENCE THEY PROVIDE. IT IS NOT CONVENIENT TO CONSTANTLY ADJUST YOUR SCHEDULE TO INCLUDE ANOTHER PERSONS NEEDS. ADDING A TRAFFIC LANE RATHER THAN A CAR POOL LANE WILL MOVE MORE VEHICLES FOR LESS MONEY. SOME CITIES HAVE CONVERTED CAR POOL LANES BACK TO TRAFFIC LANES.</p> <p>TOM JOHNSTON 745 PALOMAR COS 80906 719-636-1207</p> 	<p>ISSUES</p> <p>Alternatives considered: Eliminate lefts at interchanges, construct frontage roads and partial interchanges</p> <p>Alternatives considered: HOV lanes not needed</p>	<p>ISSUES</p>
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<p>Sent: May 10, 2004 Name: Beth <u>Vail Jones</u> Address: 1903 N. Tejon St. City: Colorado Springs State: CO Zip: 80907</p> <p>Please try hard to reduce noise, and to reduce the impact on existing neighborhoods and parks, during your decision-making regarding the expansion of I-25 through Colorado Springs. LESS NOISE, BETTER PLANNING, and careful attention to the concerns of neighbors will help make your project more successful.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Mitigation needed</p> <p style="text-align: center;">Neighborhoods: Minimize impacts</p> <p style="text-align: center;">Parks and Recreation: Minimize impacts</p>	<p>Sent: May 3, 2004 Name: Julie <u>Jones-Eddy</u> Address: 2356 Wood Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>I know that these improvements to I-25 are much needed for the traffic burden on this road. That said, I hope CDOT will be more sensitive to the noise that the increased lanes will generate. Already the noise in Monument Valley Park and the neighborhoods east of I-25 in the downtown corridor is significant. It has increased dramatically with the tined concrete surface recently added.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Impacts to Monument Valley Park and neighborhoods, rubberized pavement</p>
<p>Sent: April 1, 2004 Name: Diane <u>Jones</u> Address: 8110 Sawback Trail City: Colorado Springs State: CO Zip: 80919</p> <p>I have reviewed the materials and believe them to provide a thorough summary of the study. I fully support the enhancements to I-25 as outlined.</p>	<p style="text-align: center;">General Support</p>	<p>I know that there are plans for berms, landscaping, and noise walls to be added there, but given the placement of the walls, there will be little protection for the north end of the park and the neighborhoods north of Unitah Street. However, I am amazed that CDOT hasn't made a more extensive study of the impacts of dramatically increasing the traffic load on I-25 through the heart of downtown Colorado Springs. An Environmental Impact Study would provide far more extensive information on the impact of the increased noise and environmental impact to the air, water, wildlife, and quality of life along this highway.</p> <p>At the very least it seems apparent that CDOT should gather information from the state of Arizona concerning their federally funded study of the noise reduction provided by rubberized asphalt. There is a study section of highway in the Flagstaff area - which has wide ranges of temperatures similar to Colorado Springs. This process using recycled tires is relatively cheap. The dramatic growth experienced on the Front Range of Colorado in the past 20 years brings increasing problems for the quality of life in this area. I hope to see more attention paid to these issues in the future.</p>	<p style="text-align: center;">Air Quality</p> <p style="text-align: center;">Water Quality</p> <p style="text-align: center;">Wildlife</p> <p style="text-align: center;">NEPA Process: Conduct EIS</p>

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<p>Sent: April 23, 2004 Name: Jeff <u>Kaiser</u> Address: 501 N. Nevada Avenue City: Colorado Springs State: CO Zip: 80903-1105 I support the proposed actions to improve the I-25 improvements through Colorado Springs, without any additional delays.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: May 11, 2004 Name: Kenneth <u>Kassover</u> Address: 2001 N Cascade Ave City: Colorado Springs State: CO Zip: 80907 Something must be done to deal with the unremitting noise of the Interstate that now severely affects Monument Valley Park and the neighboring homes in the North End and downtown areas. This noise problem became noticable when the new concrete was installed and the West side wall was erected. With the increased noise I can no longer enjoy the park which I used to use for bicycling, walking and playing with grandkids. I consider myself fortunate that I did not buy a house closer to the park as I would now find living on Wood or Alamo, which were once beautiful streets with historic houses, completely unbearable. I know that others in the City feel the same way I do. Although arguments may be made that the park has not been significantly impacted by the increased noise, I can tell, without doubt, that the increased noise from the Interstate is aversive and severely detracts from the enjoyment park.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General opposition</p>
<p>Sent: April 23, 2004 Name: Konstantine <u>Kalandros</u> Address: 1705 Hercules Drive City: Colorado Springs State: Co Zip: 80906 It can't be done soon enough! Good work! The sound barriers are inadequate without trees to deaden sound. I live in Skyway and can hear traffic since the sound barriers went up. Large block building like Walmart against I-25 also relect sound up and over. I feel the addition of evergreen and deciduous trees and bushes would minimize the sound and decrease pollution through the CO2/O2 exchange of living plants. Cover the right of ways and medians with bushes and trees. Thank You.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: Barriers should be used with trees/bushes</p>	<p>I believe that any further expansion of the Interstate without taking major steps to reduce the noise would be a serious mistake. My understanding is that the road surface can consist of a rubberized asphalt which would help greatly. This would be well worth the initial increased investment given the importance of this park to the city. Without such a serious effort at mitigation I do not believe any attempts at further expansion of the Interstate should be supported. Thank you for doing everything possible to make sure that this problem is not ignored and proper steps are taken. I am afraid that without assurances that appropriate steps will be taken further projects involving the Interstate will be controversial and only lead to costly disputes and delays. Although I would rather not be involved in such disputes I feel it is my duty as a resident of Colorado Springs to do whatever I can to make sure this problem is being addressed and that positive proactive steps will be taken.</p>	<p style="text-align: center;">Noise: Mitigation to neighborhood and parks needed, rubberized asphalt</p>


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<p>Sent: May 5, 2004 Name: Michael <u>Kazmierski</u> Address: 480 Brandywine Drive City: Colorado Springs State: CO Zip: 80906 The EA is well done and we need to get on with I-25 as soon as possible! Also need to fix the mess at US.24 and I-25 as that is a serious safety hazard getting on the interstate from U.S. 24.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 17, 2004 Name: Pam <u>Keller</u> Address: 536 Chapel Hills Drive #150 City: Colorado Springs State: CO Zip: 80920 I fully support the recommendations presented in this report. We need to address the traffic issue on I-25 and can not afford to wait into the future. This is long overdue.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Lawrence <u>Keefe</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 12, 2004 Name: Dene <u>Kelly</u> Address: 25223 E. Plymouth Circle City: Aurora State: CO Zip: 80016 Improvements on I-25 to Colorado Springs are essential and way overdue. This should be a top priority especially considering the continued growth of South Denver and the Springs. I drive that corridor at least 2 days a week and the number of car accidents and the amount of traffic make it a constant source of stress and concern to me.</p>	<p style="text-align: center;">General Support</p>
<p>Sent: April 6, 2004 Name: Derek <u>Keenan</u> Ed.D. Address: 5340 Seven Oaks Drive City: Colorado Springs State: CO Zip: 80919 I would strongly encourage the immediate implementation of the plan presented. The need is clear and reasonable accommodation has been made to every possible negative impact on the corridor residents and animals. As one who travels the country virtually every week and drives in most of those places it is apparent that the upgrading of I-25 has been left for far too long and diminishes the quality of life that is so much a part of living here in Colorado.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 21, 2004 Name: Richard <u>Kelly</u> Address: 101 N Cascade Ave City: co springs State: co Zip: 80903 As a daily commuter on I-25 from Monument, CO to Colorado Springs, I am painfully aware of the need to immediately increase capacity on I-25. The collective number of "man hours" consumed as commuters sit in their cars on a daily basis is staggering, not to mention the safety hazards of all the congestion. Please widen the stretch of I-25 through Colorado Springs ASAP.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 22, 2004 Name: Phillip A. <u>Kendall</u> Address: 1915 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>As a resident who has lived on Wood Avenue for more than 25 years, I must state that the noise levels have increased significantly since the completion of I-25 widening to 6 lanes, the raising of the interstate, the resurfacing and the installation of the reflective sound wall on the west side of the interstate. As plans move forward to increase the lanes to 8 just west of Monument Valley Park, the noise will be even more impactful. A tall reflective sound barrier must be constructed on the east side of the interstate to protect this long established neighborhood and the historic and once peaceful park. No plans should move forward without including such a protective wall in the plans.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition</p> <p>Noise: Construct reflective sound barrier to mitigate impacts to park/neighborhoods</p>	<p>Sent: April 22, 2004 Name: Thomas <u>Kerwin</u> Address: 7118 Wintery Loop City: Colorado Springs State: co Zip: 80919</p> <p>I believe due to the current problems related to high volume on I-25 through Colorado Springs that the improvements are badly needed. The environmental assessment attempts to be sensitive to the needs of the individuals affected by creating sound barriers. My hope is once this project is undertaken that it will end the constant construction on I-25 that creates its own noise, pollution, and an unsafe driving environment. Adequate resources should be devoted to the project to insure that Colorado Springs is not disrupted for years due to the construction.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p>
<p>Sent: April 8, 2004 Name: TED D. <u>KERR</u> Address: 2005 TWILIGHT CANYON TRAIL City: COLORADO SPRINGS State: CO Zip: 80926</p> <p>The Environmental Assessment Study is important, but not significant enough to stop progress. This improvement to the Pikes Peak area must be accomplished if growth is to occur in a reasonable manner. Stoppage of this project will penalize future generations.</p>	<p>General support</p>	<p>Sent: April 22, 2004 Name: Robert <u>Key</u> Address: 2935 Bigfoot Court City: Colorado Springs State: CO Zip: 80917</p> <p>Agree with the need to expand the existing interstate. Also think much more should be done. We are the largest city in the United States without an interstate ring around the city. Until steps are taken to provide more interstate roadways and upgrade the US 24 link to I-70 this city will continue to suffer from traffic nightmares. PLEASE upgrade the interstate and PLEASE start to work on these other vital transportation issues.</p>	<p>General support</p> <p>Alternatives considered: Better connectivity needed throughout region</p>



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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Kipp</u></p> <p>Address: <u>711 Ellston St. CO/CO 80907</u></p> <p>Representing: <u>Self</u></p> <p>COMMENTS</p> <p><u>Sound barrier stepping at Ellston St - the sound barrier slopes down, how will the sound barrier be constructed to help the houses at the corner of Ellston & Chestnut. The houses nearby will still be affected by the noise because there is no barrier on the overpass or on the south side of Ellston.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 433 E. Pikea Peak Ave., Ste. 300, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>Noise: Concerns about noise on Ellston & Chestnut</p>	<p>Sent: April 29, 2004 Name: Vicky M. <u>Kipp</u> Address: 1618 Alamo Avenue City: Colorado Springs State: CO Zip: 80907-7306</p> <p>It needs to be done! We moved into our home on Alamo Avenue in December of 1970. There is no way anyone can deny the impact-increased impact- of I-25 on our lives. The thought of the escalating assault the widening will have is appalling. First it was the noise of the Coal Trains, then the 6-8 am smell from the traffic emissions, now it is the continual roadway noise of traffic that subsides briefly from 3:00am-5:00 am. Enjoying the former silence of our yard as well a restful summer sleep with wide open windows is no longer reality. I urge you to use all possible resources to research the impact of further I-25 expansion and mitigate it's noise as well as to figure a way to reduce the current unacceptable levels.</p>	<p>ISSUES</p> <p>Noise: Mitigate current and previous impacts</p>
<p>Sent: April 29, 2004 Name: Daniel <u>Kipp</u> Address: 1618 Alamo Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>As a 30+ year resident of the Old North End, I am very aware of the increased level and intrusion of noise originating along I-25. I encourage you to heed the City Council resolution which urges the Colorado Department of Transportation to use available materials, methods and practices to mitigate the negative impacts of the proposed I-25 expansion. In particular replacing scoured concrete with a rubber composite would be most helpful in reducing noise, particularly from Bijou to Filmore. Secondly, forget designating certain lanes only for HOVs. If they are going to be built, let them be used by all vehicles.</p>	<p>Noise: Rubberized asphalt mitigation</p> <p>Transportation: Convert HOV to general use lanes</p>	<p>Sent: April 28, 2004 Name: Summer <u>Kircher</u> Address: 1514 Wood Avenue City: Colorado Springs State: Co Zip: 80907</p> <p>Sound barriers to the old North End are essential for the quality of life. Please either successfully build earth berm or erect substantial sound barriers that contain the traffic noise and the reverberations from the west side barriers.</p>	<p>Noise: Berms/barriers needed</p>

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<p>Sent: April 28, 2004 Name: Tobias Kircher, M.D. Address: 1514 Wood Avenue City: Co Springs State: CO Zip: 80907</p> <p>I fully understand the need for added traffic capacity through Colorado Springs. The exploration of other options has been extremely cursory and dismissive of any options other than widening of I-25. The cost of other options is always cited as the deterrent and yet you propose to spend 500 million dollars--half a billion dollars--just to widen I-25. And you do this because the federal pipeline of funding encourages or enables this. Your assessment of sound impact on existing neighborhoods is inadequate and inaccurate. Homes on the east side of I-25 in the Old North End neighborhood have seen increased noise over the past years, paralleling the increase traffic volume. I have measured decibel levels at peak noise periods--5:30-7:30 a.m. and 6:00-8:00 p.m. and they have often exceeded the levels you say are acceptable. These measurements have been taken at my back door at our home on the west side of Wood Avenue, many streets away from I-25. The levels have worsened since the barriers were erected on the west side of I-25. Your sound assessment of a few years ago had many flaws in its methodology, not the least of which was your use of computer modeling to fill in the many holes in your actual monitoring of sound levels. Your selection of sound monitoring sites, the times of monitoring, and the use of the data all very nicely supported your foregone conclusion that noise was not a problem from I-25. It is this conclusion that then leads you to state that there is no need for sound mitigation on the east side for the neighborhood between Uintah and Fillmore.</p> <p>Your use of this Assessment Study to avoid doing a true environmental impact statement is a great disappointment, but again not surprising given how you have approached many issues related to I-25. Beyond the issue of noise, the effects of worsening air quality on the Monument valley park and on the many surrounding neighborhoods will never be truly evaluated. Your Assessment Study has don just what you wanted it to do--it has been window dressing for what you wanted and planned to do all along.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition: EIS needed</p> <p>NEPA Process</p> <p>Noise: Inaccurate data, flaws in modeling</p> <p>Air Quality: Impacts not adequately addressed on parks and neighborhoods</p>	<p>Sent: April 19, 2004 Name: charles kirschbaum Address: 5450 slickrock drive City: colorado springs State: co Zip: 80918</p> <p>With the increased amount of business traffic - commuters -one would hope to increase the number of lanes to accomodate the increase. DENver is a popluar city year around - travel up I-25 to reach other highways en route to ski resorts would also help. The day trip to Denver is becoming tougher - for sporting or cultural events - and the increase in lanes would help.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
<p>Sent: April 23, 2004 Name: Frank J. Klein Address: 3226 Muirfield Dr City: Colorado Springs State: CO Zip: 80907</p> <p>I'm not going to get into the technical details of it, but from a user standpoint it is definitely needed. The city is years behind is doing it. I've gone to Boulder on business twice a week for the past 11 years and have definitely seen a vast increase in traffic on I25. When I started I could make the one way trip in a little as 1 hr +37 minutes, door to door. Recently, it has taken me as much as 3 hrs and 45 min coming back on a Friday afternoon. After Mounment and north of Briargate traffic comes to a standstill. This city (its not a little town anymore) urgently needs this improvement</p>	<p>Air Quality: Impacts not adequately addressed on parks and neighborhoods</p>	<p>Sent: April 23, 2004 Name: Frank J. Klein Address: 3226 Muirfield Dr City: Colorado Springs State: CO Zip: 80907</p> <p>I'm not going to get into the technical details of it, but from a user standpoint it is definitely needed. The city is years behind is doing it. I've gone to Boulder on business twice a week for the past 11 years and have definitely seen a vast increase in traffic on I25. When I started I could make the one way trip in a little as 1 hr +37 minutes, door to door. Recently, it has taken me as much as 3 hrs and 45 min coming back on a Friday afternoon. After Mounment and north of Briargate traffic comes to a standstill. This city (its not a little town anymore) urgently needs this improvement</p>	<p>General Support</p>

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Boby Rose Kline</u></p> <p>Address: <u>2122 W Kiewit</u></p> <p>Representing: _____</p> <p>COMMENTS</p> <p><i>Our interest is in the bypass & bypass exit. From what we have seen & discussed with Doug & Janey, we are pleased with what is proposed. This plan would be a big improvement over what is there now.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: March 31, 2004 Name: Bill <u>Knapp</u> Address: 210 East Washington Street City: Colorado Springs State: CO Zip: 80907</p> <p>I am fully supportive of the proposed improvements and agree with the conclusions of the Environmental Assessment. I am a member of the Old North End Neighborhood and fully support CDOT's Project and applaud their hard work involved in this EA. I believe CDOT has made every reasonable effort to coordinate with not only my ONEN neighborhood, but all stakeholders along the corridor. This project is extremely important to not only the neighborhoods, but also the business community. I believe there are NO significant impacts associated with the proposed improvements.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 22, 2004 Name: Marj. <u>Kline</u> Address: 5126 Mira Loma Cir City: Colorado Springs State: CO Zip: 80918</p> <p>I would like to see the truckers who are going beyond Colorado Springs sent on a truck route. For me they are the biggest hazzard going through the city.</p>	<p>Alternatives considered: Truck bypass</p>	 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>MARCUS KOOSTIS</u></p> <p>Address: <u>1025 N. WALKER ST CO SPRINGS</u></p> <p>Representing: <u>SELF</u></p> <p>COMMENTS</p> <p><i>THE EA WAS A VERY COMPLETE STUDY I APPRECIATE ALL THE EFFORT BY CDOT. I THINK IT COMPREHENSIVELY AND FACTUALLY ADDRESSED THE ISSUES INVOLVED. I FEEL THAT THE IMPACTS OF THE BONDWAY ARE MINIMAL, AND INDEED, PRODUCE THE NEGATIVE EFFECTS THAT ARE INHERENT IN THE PREDICTED GROWTH THAT IS CONSISTENTLY SUPPORTED BY THE LOCAL POWER STRUCTURE I URGE ACCEPTANCE OF THE EA AND THE START OF IMPROVEMENTS.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>General Support</p>


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<p>Sent: April 8, 2004 Name: Jeff <u>Koeppel</u> Address: 185 Mountain View City: Monument State: CO Zip: 80132</p> <p>The EA study is complete and well done. I think the improvement of I-25 through El Paso county is long overdue, and statistics prove this fact. People living in El Paso county travel on the most dangerous stretch of I-25 in the state. Why Denver continues to get the bulk of state money is criminal, when El Paso county has a need for the safety of it's people. The capacity improvements will help immensely, and are long overdue.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 7, 2004 Name: Kurt <u>Kofford</u> Address: 2060 Mulligan Dr City: Colorado Springs State: CO Zip: 80920</p> <p>I believe the proposed improvements are absolutely necessary for our community and I support them strongly. The proposed additions are critical for the continued prosperity and quality of life of the city, its residents and citizens. I believe the study has done an excellent job of identifying and addressing the relevant issues. To not go forward with this project would be to put a stranglehold on our community that would be a travesty to our children and grandchildren in terms of the continued growth and prosperity of the region.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: May 10, 2004 Name: Karie <u>Kofford</u> Address: 2060 Mulligan Dr. City: Colorado Springs State: CO Zip: 80920</p> <p>I am very much in favor of the proposed widening of I-25 as indicated in the study. It is long overdue. I am concerned about what I have read in the paper about the North End Homeowners Association opposing this request. It seems like they are requesting special rules just for their group. It is not fair to hold up such an important project for our whole community because some one wants more stringent standards than what everyone else lives by. Of course they will be able to hear the Interstate from their homes. I can hear it from mine. And they were able to hear it when they purchased their homes, unless they have lived there for more than 50 years. It is not a new route, just a widening. Please don't allow a special interest group to hold the rest of county and state hostage on such an important issue!!!</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">NEPA Process</p>	<p>I understand that some residents are concerned about potential noise from improvements. However, we must not let a small group of self interested residents impact the progress for a whole region. After all, I-25 has been there for over 40 years, before most of these residents moved there. In other words, that is part of the choice they made to live where they live. The plan should address their concerns within reason, but not to excess or to the detriment of the community.</p> <p>It is unfortunate that it has taken this long to bring an overall solution to this problem, but please don't draw this out any further. Let's get to work on this!</p>	<p style="text-align: center;">NEPA Process</p>




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<p>Sent: April 22, 2004 Name: Richard <u>Kohl</u> Address: 1665 Moveen Heights City: Monument State: CO Zip: 80132 First, thank you for conducting this study and providing an opportunity to comment. I live east of Monument just north of Hwy 105. I did not see noise levels measured for the Hwy105/I-25 interchange. This area's noise levels have steadily increased in the five years I have lived here. Because of the terrain (monument hill), vehicles must add power to climb and trucks use downshifting to slow down...all adding to motor noise. This will only worsen when we go to six lanes as the interstate will creep even closer to homes and businesses and traffic volume increases as the area continues to grow. Please consider creating earthen berms that will block the interstate noise east and west from County Line Road to Baptist Road. Noise walls should be used where berms won't work. Also, I read an article not long ago which touted use of "noise reducing" asphalt. This material reduced tire noise significantly and was being used in high noise areas with success. Forgive me for not remembering specific details, but I am sure your experts are familiar with such paving advancements and developments. Also, adding trees along this route will help mitigate noise while beautifying the area. Thank you for this opportunity to comment.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Noise impacts not measured for Hwy 105/I-25, consider berms/walls/trees from County Line to Baptist Rd.</p> <p style="text-align: center;">Alternatives considered: "noise-reducing" asphalt</p>	<p>Sent: April 15, 2004 Name: Victor <u>Kovacs</u> Address: 6653 Pony Express Dr City: Colorado Springs State: CO Zip: 80918 I believe this construction is long overdue. This should have been done 15 years ago and any additional delays will just add to the congestion on I-25. Growth on the Front Range is inevitable and the rate at which Colorado Springs is growing makes this proposal a no-brainer. Growth will continue even without adequate infrastructure and it is the responsibility of our state government to make sure that they take the necessary steps to ensure smart growth. Smart growth is not limiting the number of projects but building projects in anticipation of need. For too long the state and county governments have been trying to play catch up with road improvement and construction. Let's get caught up and try to get ahead of the curve for once.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 17, 2004 Name: Dave <u>Kosley</u> Address: 7125 Iona Avenue City: Green Mountain Falls State: CO Zip: 80829-0233 The study seems complete. The improvements are needed!</p>	<p style="text-align: center;">General Support</p>	<p>Sent: May 11, 2004 Name: Duane <u>Kranz</u> Address: 950 Big Valley Drive City: Colorado Springs State: CO Zip: 80919 This is the most important improvement project that has been needed in this great city for way too long. I am looking forward to the speedy and successful completion of the EA that is right on target with the recommendations of upgrading I-25 to 6 lanes in Colorado Springs and El Paso County. It is needed for the continued growth and safety of our community and I applaud these efforts. We need this "mini-TREX" to put safety of our motorists in front of any individual special interests or inconveniences. Thank you for your efforts.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 20, 2004 Name: Jorgette <u>Krsulic</u> Address: 5425 Broadmoor Bluffs City: Colorado Springs State: CO Zip: 80906 Thank you - something needs to be done and quickly. Let's not forget to widen all of the bridges intown and not just the roadway and eliminate the bottlenecks... Looks like a great job! Best Wishes!</p>	<p>ISSUES</p> <p>General support</p> <p>Transportation: Remove bottlenecks</p>	<p>Sent: April 6, 2004 Name: Joann <u>Kuper</u> Address: 1715 Holmes Drive City: Colorado Springs State: CO Zip: 80909 Please do widen Interstate 25. That improvement is so badly needed that any negative environmental impacts listed in the study are insignificant by comparison. The present frequently congested condition of I25 is a nightmare and a real drawback to the otherwise enjoyable aspect of living in Colorado Springs. Widen, widen, widen!</p>	<p>ISSUES</p> <p>General support</p>
 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Charles L. Krushencky</u> Address: <u>11605 Dallas Rd. Falcon, CO 80831</u> Representing: <u>d&P</u></p> <p>COMMENTS</p> <p><u>I believe the Public mouse's extinction is an overreaction, and it is not worth spending the 100 dollars to prevent this worthless animal.</u></p> <p>_____ _____ _____ _____ _____</p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>Threatened/Endangered: Preservation of preble's mouse not needed</p>		


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<p> Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>MARCO KYPAL</u></p> <p>Address: <u>15936 S. Kay Dr Lakewood 80418</u></p> <p>Representing: <u>Self</u></p> <p>COMMENTS</p> <p>1) Need HOV+ bus lane before major construction starts - someone - might need to don't gain anything by taking bus lanes so HOV lane for it. It gets stuck on the same traffic & etc.</p> <p>2) When new subdivisions are considered, seems like no consideration is given to how these people will access road on I-25. i.e. Wadsworth - so many cars have been built out, & cause huge congestion at Wadsworth that backs up to Suncote - at Wadsworth What about meeting (light) at the exit/entrance ramps?</p> <p>3) How often do we create about raising these for roads - include a road area to be special to enter. The</p> <p>PLACE your completed form in one of the marked baskets.</p> <p>MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903</p> <p>FAX (719) 520-0108, Attn: Cheryl Everitt.</p> <p>VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>Alternatives considered: Build bus/HOV lane first</p> <p>Alternatives Considered: Add ramp meters</p> <p>Alternatives considered: Funding concerns</p> <p>General support: More capacity needed</p>	<p> Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>MARCO KYPAL</u> P. 3</p> <p>Address: _____</p> <p>Representing: _____</p> <p>COMMENTS</p> <p>Deadline for Comments May 12, 2004</p> <p>1) The mouse is a rodent. It will reproduce despite any efforts to snuff it out or protect it.</p> <p>2) Need to get the window streets thru first as possible. Need city officials who can't back down because a word will go thru their neighborhood. It was already planned on the books build it!</p> <p>PLACE your completed form in one of the marked baskets.</p> <p>MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903</p> <p>FAX (719) 520-0108, Attn: Cheryl Everitt.</p> <p>VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>Threatened/Endangered: No protection of preble's mouse needed</p>
<p> Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>MARCO KYPAL</u> P. 2</p> <p>Address: _____</p> <p>Representing: _____</p> <p>COMMENTS</p> <p>people in the center of the city don't really care if it's congested by Interstate. If I remember correctly, a while ago years back only went to city residents - if course if got deflected.</p> <p>4) We need to catch up on the rest of cities our size - Denver for many years had had many more lanes of Interstate thru the city, even the Boulder & CO. even about the same size. Had a car wash finally leaving it.</p> <p>5) I left one job more city after 13 yrs because the commute was so long. I live on top of Monument Hill & commute to downtown CO. I live about every 10-15 minutes. I have to leave at 7:30 because of the 7:45 train because of the same reason!!</p> <p>PLACE your completed form in one of the marked baskets.</p> <p>MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903</p> <p>FAX (719) 520-0108, Attn: Cheryl Everitt.</p> <p>VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>			


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<p>Sent: May 11, 2004 Name: Margaret <u>Lane</u> Address: 1535 Culebra Ave City: Colorado Springs State: Co Zip: 80907</p> <p>I strongly feel that the CDOT needs to do a more through study of the implications that the current plan will have on the existing neighborhood and Monument Valley Park. I strongly urge them to look into alternative paving that has been proven to reduce the noise level.</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise: Mitigation using rubberized asphalt, reduce impact to park and neighborhoods</p>	<p>Notes</p> <p>MAY 11 2004 DEAR SIRs, I LIVE IN THE HISTORIC OLD NORTH END (WEST COLUMBIAS) AND AM AGAINST THE PROPOSED I-25 EXPANSION. MY CHIEF CONCERNS ARE - • NOISE • INCREASED SMOG • DECREASED AIR QUALITY</p> <p>THANKS FOR YOUR CONSIDERATION OF MY VIEWS AS A RESIDENT.</p> <p><i>Jeri Turk</i> 14 WEST COLUMBIAS</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise</p>
<p>Sent: April 21, 2004 Name: Frances Ann <u>Lang</u> Address: 14605 Pine View Road City: Larkspur, State: CO Zip: 80118</p> <p>I think the study shows a responsible approach to alleviating the traffic congestion and hence, pollution, problem along the I-25 corridor. It is something long overdue and I encourage a sooner, rather than later approach.</p>	<p>General Support</p>	<p>Matt <u>Larson</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "Jennifer Beck."</p> <p>Sent: March 31, 2004 Name: Greg <u>Lasecki</u> Address: 8134 Cooper River Drive City: Colorado Springs State: CO Zip: 80920</p> <p>Well done. Mitigate the environmental and noise impacts as best you can within reason. Let's get all the proposed improvements done as quickly as possible. Approved!</p>	<p>General Support</p> <p>General Support</p>

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<p>Sent: April 2, 2004 Name: Theresa <u>Laugesen</u> Address: 7280 Brixham Circle City: Castle Rock State: CO Zip: 80108-8872</p> <p>The Environmental Assessment Study is a thorough, beautiful piece of work - I never recognized so many components to the projects. I know you have had this comment many times before, but just to weigh in. Heading South approaching Woodmen on I-25, there is a perception that the construction interruption is over when you reach the top of the hill. The traffic tends to speed up going down the hill, but the interruption has only begun. The traffic feeding onto I-25 from Woodmen is too much volume to handle in peak times. Check the number of accidents in the last year. I was also a little disappointed that after all that interruption, we still only have two lanes and the traffic feeding onto I-25 from Woodmen is still dangerous during peak times. Thanks for the concern and good work.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives considered: Concern about current Woodmen interchange</p>	<p>Sent: April 22, 2004 Name: Doug <u>Leavy</u> Address: 751B Columbine Village Drive City: Woodland Park State: CO Zip: 80863</p> <p>I think this is a LONG over due project. It is only adding to the frustration of others, accidents by those that get frustrated and then a frustration by those who have to sit there for 1-2 hours while things get cleaned up. (The Woodmem Expansion is a PERFECT example)</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 19, 2003 Name: Michael B. <u>Law</u> Address: 1215 Dream Lake Ct City: Colorado Springs State: CO Zip: 80921</p> <p>I am impressed that the study show minimal environmental issues. This is an excellent project and should be completed as soon as possible.</p>	<p style="text-align: center;">General Support</p>	 <p style="text-align: center;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Ronnal Lee</u> Address: <u>524 W. Pikes Peak Ave.</u> Representing: <u>Self</u></p> <p style="text-align: center;">COMMENTS</p> <p><i>The conam I have is mostly during the reconstruction of the bridge over Colorado Ave I live within a block of this proped and I am concerned about the noise and dust and the length of time it will take to complete this proped. I am hoping some sort of sound mitigation during this process will be implemented. I am not so concerned about traffic noise after completion but the noise of construction.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p style="text-align: center;">Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">Transportation: Concern about noise/timeframe during construction</p>


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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below.</p> <p>Name: <u>Steve Lapina</u> Address: <u>7505 Gillon Road</u> Representing: <u>Self</u></p> <p>COMMENTS</p> <p><i>I have 2 comments 1. I am directly affected by the new sound wall at Wadsworth & I-25. The new wall has lowered noise levels considerably and we appreciate the wall and its benefits. The wall helps the houses to the south but the noise still comes streaming in from the north where the barn was destroyed on US-25 road with expansion the Highway I am concerned that the fact that the barn will override the benefits of the new wall. 2. Are there local or state laws regarding engine brake use on semi-trucks? Is this the jurisdiction of C-Dot or Check States?</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>Noise: New sound wall at I-25 is great, will it's positive impact be negated without construction of berm of USAFA land? Question regarding regulation of truck braking</p>	<p>Sent: April 22, 2004 Name: Regina <u>Limozaine</u> Address: 2647 Emerald Ridge Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I believe the environmental impact will be minimal compared to the advantages gained by improving traffic flow through Colorado Springs. Our roads are long over due for improvement. Our community has grown so quickly, we must address the traffic problems. Let's maintain a quality of life for those of us traveling on & around I-25</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: April 19, 2004 Name: George r <u>lewis</u> Address: 4461 Drummond south City: colorado springs State: CO Zip: 80906</p> <p>hi there at the nice people at cdot..i have heard talk about these proposed changes. as you know .. everything "changes" here in colorado springs.. but.. when it comes to transportation.. well.. it another deal.id say..on the I-25.. way..i believe that the state come and look at the options involved like.. carpool and vanpool lanes .."not just"car lanes at that 7 lanes .impossible..needs light rail""baD"!!!!on the i-25 corridor..why is this possible you asked??we have a mentality to go in our s.u.vs...and drive.. till the "oil" is gone in 2-5 yrs...this is an viable option to look at and to complete. here in colorado springs please call me if you can at 719-576-0407 thanks george lewis..see ya at the "interstate"..</p>	<p>Alternatives considered: Light rail</p>		


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<p>Sent: April 22, 2004 Name: Debra <u>Linster</u> Address: 955 War Eagle N City: Colorado Springs State: Co Zip: 80919-1638</p> <p>This is a much needed project. Do NOT make HOV lanes - they do not work. The purpose of this project is not to change human behavior - only make commuting better based on behavior as it is. Plus, Colo Spgs does not have any meaningful public transportation available to the masses so these HOV lanes will be more unused than the ones in Denver. If you make these extra lanes to be added during peak volume in one direction open to all commuters, traffic flow will be much improved. Also, it is discrimination to penalize people who must drive solo due to circumstances such as job schedules, personal events during work that require transportation, and inadequate public transportation. Please keep the focus on improving traffic flow. You are not behavioral specialists and your role is not to change public behavior. It is to improve traffic flow.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Transportation: Convert HOV lanes to general use</p>	<p>Sent: May 10, 2004 Name: Robert D. <u>Loevy</u> Address: 1712 North Tejon Street City: Colorado Springs State: CO Zip: 80907</p> <p>As a resident of the Old North End Neighborhood and a former President of the neighborhood association (1976-1980), I am vitally concerned about the proposed expansion of I-25 and the damaging effects it will have on our neighborhood. I thought the days when Interstate highways were put through without regard to the effects on surrounding neighborhoods and residents had gone out with the 1950s. I urge you to address in depth the effect of your proposed I-25 expansion on the Old North End and propose honest and forthright "real" options for mitigating the impact on the neighborhood.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Reduce impacts to neighborhoods through noise mitigation</p>
<p>Sent: May 3, 2004 Name: David <u>Lobeck</u> Address: 740 Derry Pl. City: Colorado Springs State: CO Zip: 80918</p> <p>My wife and I have lived in this house for two years. We both feel that the noise levels are too loud and that we would benefit greatly from a noise barrier wall. At times the noise is so bad we have to talk extremely loud to hear each other. We've heard plans of a wall being built and we were wondering when this might happen, and if there are any updated plans other than the ones from 2002 on your web site? Thanks,</p>	<p style="text-align: center;">Noise: Wall mitigation needed</p>	<p>Sent: April 25, 2004 Name: Nicole <u>Lofye</u> Address: 3618 Mesa Grande Drive City: Colorado Springs State: CO Zip: 80918 Telephone: 719-559-1926</p> <p>I believe that I-25 needs to be expanded-there are cities that are smaller and do not have such a high growth ratio that have 3-4 lanes. I also think that it should only expand to three lanes, not four-but three lanes all the way through. If this expansion does happen, I would hate to see the El Paso County emissions program be eliminated like I am hearing from numerous sources in the auto business. I think air pollution is a concern here-especially considering our beautiful surroundings and the importance the tourism industry has here. If I-25 is expanded, the emissions program should definitely stay. I don't want to live in another Denver or Chicago-even worse-Los Angeles. Thank you.</p>	<p style="text-align: center;">General support: Three lanes but not four</p> <p style="text-align: center;">Air Quality: Emissions program in El Paso county should stay if project commences</p>


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<p>Sent: April 27, 2004 Name: Marlene <u>Loomis</u> Address: 2608 Glen Arbor Drive City: Colorado Springs State: CO Zip: 80920</p> <p>Yes, it should be done. After moving here 4 years ago and seeing so much growth in such a short amount of time I think COS is going to continue to grow enormously.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 24, 2004 From: Mary <u>Loreto</u></p> <p>In 1961, my family and I moved to Colorado Springs and in 1968, we purchased the property at 615 West Fontanero, CSC 80907. At that time, of course, the city was considerably smaller. Several years later, the talk started that the city would destroy our home and extend Centennial Blvd. through that neighborhood. Off and on over the years, the talk resurfaced. Several of our neighbors sold their property to the city, several more had their homes moved to other areas and even more, moved to other parts of the city or country.</p> <p>We decided to hang in and see what would happen. Last year we decided to allow friends of ours to use that property. We are still unclear if there is ever going to be any impact by the city on that property. The new ramps to enter and exit on Fontanero seem to be an indication that they would eventually attach to a expanded road at that location.</p> <p>Back to the issue of I25. It is obvious to me that there needs to be some solution to this traffic problem. Traveling the Interstate as it currently is causes frustration, loss of time and patience, and wear and tear on the cars.</p> <p>Please count my vote as a positive for expansion of the Interstate through Colorado Springs.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: May 5, 2004 Name: Rusty <u>Lorenz</u> Address: 6835 Ashley Dr City: Colorado Springs State: CO Zip: 80922</p> <p>After skimming your analysis, I was surprised to find an absence of traffic safety considerations. This is one of the primary concerns of I-25 and expanded capacity. Limited capacity, dangerous on-ramp/off ramp traffic, and long commute times are a catalyst to aggressive driving; a precursor to increased accident rates. I strongly urge you to implement this plan, if only for safety reasons and accident reduction.</p>	<p style="text-align: center;">Transportation: Safety not addressed</p>	 <p style="text-align: center;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>William Lewis</u> Address: <u>45 Tierra Cien Dr., Peñon, CO 81005</u> Representing: <u>Self</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>Excellent plan! Expansion I-25 through El Paso County is indispensable for the continued prosperity of the Pike Peak region and all of Colorado.</u> <u>Thanks for the opportunity to comment.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p style="text-align: center;">Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">General Support</p>

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Jay Lowery</u></p> <p>Address: <u>1119 Cooper, C.S. 80905</u></p> <p>Representing: <u>resident</u></p> <p>COMMENTS</p> <p><i>Why not have a traffic light system that warns a potential freeway user about to enter whether or not there's a traffic stoppage? With the current express design with solid walls, one can't see the traffic flow before entering. Also this could be tied into ramp metering.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80904 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.I25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>Alternatives considered: Ramp metering, ITS warning of freeway backups</p>	<p>Sent: April 16, 2004 Name: Carol <u>Lubell</u> Address: 1975 Oak Hills Drive City: Colorado Springs State: CO Zip: 80919</p> <p>My only comment is that this city desperately needs a better, more effective transportation system. It is wonderful that studies have been done at great expense but I think someone is going to have to take charge and deflect and mediate all the complaints and refocus people's issues into the common good of the community. I, personally, detest the noise abatement walls and it seems, from many years of reading negative comments from the very neighborhoods they were supposed to protect, that in addition to being visually ugly, give the "taggers" new canvasas, trapping all manner of trash along the sides and providing a nice area for many varieties of weeds, they don't work. I would certainly hope that some concessions can be made to keep people prevent drivers from one lane from crossing easily to another while you're at it. We have some very irresponsible people on our roads. Thanks for the report and hopefully, work can proceed in time for me to see a little bit of it:).</p>	<p>ISSUES</p> <p>General Support</p> <p>Visual Resources: Noise walls ugly</p>
<p>Sent: May 12, 2004 Name: George and Catherine <u>Lowis</u> Address: 2346 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>As residents of Wood Avenue, we are concerned that the expansion of I-25 will have a significant noise impace on our neighborhood. We respectfully suggest that a quieter, cheaper, and more aesthetically pleasing alternative to noise walls is the use of rubberized asphalt.</p> <p>Thank you for your consideration</p>	<p>Noise: Use rubberized asphalt instead of noise walls</p>	<p>Sent: April 13, 2004 Name: Charles <u>Lucy</u> Address: 9740 Old Settlers Trail City: Conway State: CO Zip: 80908</p> <p>As a daily commuter on I-25, I travel from Black Forest to downtown Colorado Springs almost every day. In the 5 years I have lived at my current address, I have watched commuting times increase steadily, despite the "improvement" at the Woodman interchange. I-25 needs a comprehensive solution which includes more lanes, better interchanges and an additional commuter lane. I whole heartedly support the CDOT expansion plans for I-25 in Colorado Springs</p>	<p>General support</p>



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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Jack Lundberg</u> Address: <u>530 Buckeye Drive C/K 80919</u> Representing: <u>SELF</u></p> <p>COMMENTS <u>Look very good. I would like to see the</u> <u>city of CS encouraged to develop a west</u> <u>side Frontage Rd from Fillmore to Bijou</u> <u>and to extend Centennial to the Fontaneros</u> <u>interchange as a comprehensive solution to some</u> <u>major traffic problems.</u></p> <p><u>I look forward to this proceeding ASAP - without</u> <u>further G.I.D.</u></p> <p><u>Thanks!</u></p> <p><small>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>ISSUES</p> <p>General support</p> <p>Alternatives considered: Frontage roads from Fillmore to Bijou, extend Centennial to Fontanero</p>	<p>Sent: April 6, 2004 Name: Rod <u>Lusey</u> Address: 14770 Pristine Dr. City: Colorado Springs State: CO Zip: 80921</p> <p>I live 3,750 feet east of I-25 in Gleneagle. I can see and hear the traffic now. I read your piece. START DIGGING NOW! Any further procrastination is unthinkable. Our north-south corridor needs urgent upgrading and expansion.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 19, 2004 Name: John <u>Lundberg</u> Address: 530 Buckeye Drive City: Colorado Springs State: CO Zip: 80919</p> <p>The approach is reasonable and I support the proposed design as presented.</p>	<p>General Support</p>	<p>Sent: April 22, 2004 Name: Rick <u>Lynch</u> Address: 920 N. Meade Ave City: Colorado Springs State: co Zip: 80909</p> <p>More highway lanes = more growth = more congestion. Powers or other eastern route should be the priority, plus better alternative transportation like Front Range train.</p>	<p>Alternatives Considered: East bypass, front range train</p>

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<p>Sent: May 11, 2004 Name: Sherry <u>MacDonald</u> Address: 1141 Dark Pine Court City: Monument State: CO Zip: 80132</p> <p>Some are very reasonable but a new on ramp at the weigh station in Monument is a very dangerous proposition and a hazard to all who have to merge into the far left lane to accommodate trucks merging onto the freeway. There is no space and no time to do so without distracting a driver and leads to a possible accident. The off ramp to the city of Monument is so far out of the way that it surprises that any business is alive with the amount of traffic/business they must be losing.</p>	<p>ISSUES</p> <p>Transportation: Safety/Economic concerns about Monument interchange</p>	<p>Sent: May 11, 2004 Name: Jan and Tom <u>Mahony</u> Address: 1730 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>We believe that not nearly enough study has been done, particularly with respect to the use of rubberized asphalt to reduce the noise and other detrimental effects of this huge increase in traffic through the core of Colorado Springs. We feel CDOT is giving lip-service to our complaints and wants to ram the highway through as it wants. CDOT is not doing "all possible planning to minimize harm" as it is required to by the 1966 Transportation Act. CDOT has been very short sighted in planning for I-25 as it impacts Colorado Springs. Highway money seems to all be spent in and around Denver. We have lived in this neighborhood for 26 years and can attest to the noise, dirt, bad air and ill effects that have greatly increased along with increased vehicle numbers and tined concrete. You say it isn't so bad. It IS bad and it needs to be mitigated.</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise: No mitigation offered, rubberized asphalt should be considered</p>
<p>MAY 13 2004</p> <p><i>Wendy</i></p> <p>126 West Curamillo Street Colorado Springs Colorado 80907 719-634-2230</p> <p><i>To Whom It May Concern,</i> <i>I have lived in the Old North</i> <i>End over 30 years. My parents and</i> <i>grand parents also lived in this</i> <i>area. The noise and pollution from</i> <i>I-25 have had a major impact and</i> <i>anyone who says otherwise doesn't</i> <i>live in this neighborhood. This</i> <i>small historic area is truly a treasure</i> <i>for Colorado Springs and I would</i> <i>like to see it remain the jewel that</i> <i>it is. Please do all you can to</i> <i>protect our environment, our way of</i> <i>life and our way of life by pursuing any</i> <i>and all alternatives to concrete and</i> <i>asphalt. I speak for a wonderful</i> <i>neighborhood - lets work together to</i> <i>keep it. Thank you</i> <i>Wendy Pollock</i></p>	<p>General Opposition</p> <p>Noise</p> <p>Air Quality</p>	<p>Sent: May 5, 2004 Name: Kenneth <u>Majerus</u> Address: 3720 Cranswood Way City: COLORADO SPRINGS State: CO Zip: 80918</p> <p>I travel the I-25 corridor between Woodman and Lake every day. The traffic congestion and hazardous conditions seem to get worse each day. We must do something and, based on the report, adding an additional lane makes the most sense to me. I support this measure 100%.</p>	<p>General Support</p>

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<p>Sent: April 23, 2004 Name: Mark S. <u>Malone</u> Address: 2715 Dristol Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I strongly support the effort to increase the capacity of I-25 by widening it to 6 lanes. In fact, the State of Colorado should actually be planning to widen I-25 to 8 lanes -- population and traffic are only going to increase in the future. I've lived in the Springs from 1991-93 and from 1998 to the present, and have seen the increase in congestion personally. When the improvements to I-25 were completed in downtown Colorado Springs, the driving environment improved markedly, and continues to be much better than in the past. The new 6-lane I-25 will provide similar positive results. In terms of construction, I strongly recommend closing some interchanges entirely if that will decrease the construction time, so as to avoid another 3-year headache like the Woodman interchange project. Thanks for taking my inputs. Hopefully we can move forward with these I-25 improvements shortly.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 24, 2004 Name: Dale <u>Marich</u> Address: 831 Skyway Blvd. City: Colorado Springs State: CO Zip: 80906</p> <p>I was born and raised in Colorado Springs and have seen incredible growth in the area. The widening of I-25 should have been done many years ago. The interchange at Cimarron and I-25 is a major problem, especially in the summer during the tourist season, and the North-bound on-ramp there is treatorous to say the least. Given the size of our community, it is imperative that everthing needs to be done to push through the red tape required to make the necessary and long overdue improvements to I-25.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>To Whom It May Concern:</p> <p><i>30/04</i> APR 08 2004</p> <p><u>Yes I do agree that I-25 needs to be widen. I think we are already behind. I have some thoughts to give to you. I think that a HOV and carpool lane would be a waste of precious driving lane. You need to see during rush hour that there is only 1 person in the car. You need to know what the town is made up. We have families that play soccer have band practice or play in other activities. They need to get home to drive kids around. I think that not too many people would be carpooling. Then there or others that are going to night school that needs to get to class. This town is spread out. Its not like Denver where you have a big down town. I think that having 4 lanes of driving would be that best thing. Then we would be ready for more traffic to come. I do know that monies are not there to get 4 lanes. I drove up to Denver Last weekend. Now I know where the money is going to, I think that El Paso County needs to get there fare share of money. I think that doing it all at once would make more sense.</u></p> <p><u>I think that building a new interchange at the end of Briargate Blvd. Would help elevate the big rush at Woodmen Avc. and Research Pkwy. I would do more shopping in the area. Woodmen is just a mess. The road is not big enough to handle the traffic.</u> <i>Down where gamers sport is</i></p> <p><u>I do think a loop around the east would be perfect. To bypass the town, its too late for Powers to be that. Its already Academy Jr. There is so much being built out east. I know I live out here. The loop will be a great access to the east.</u></p> <p><u>There is one thing that can be change right now. The painted lanes at Bijou exit going south are very bad. The yellow lines need to be extended out. Then painted arrows need to be painted to designate the lanes to go.</u> <i>WHAT IM TRYING TO SAY THE TURNING LANES MUST BE ESTABLISHED MUCH SOONER</i></p> <p>Thank you Cheryl Marchand</p> 	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives Considered: East Bypass</p> <p style="text-align: center;">Alternatives considered: Build new interchange at Briargate, convert HOV to general use lanes</p> <p style="text-align: center;">Transportation: Striping needs to be repainted at Bijou exit</p>	<p>Recorded April 22, 2004 Dale <u>Marich</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">Alternatives considered: Third lane needed between Monument and Castle Rock</p>
<p>Thank you Cheryl Marchand</p> 	<p style="text-align: center;">Transportation: Striping needs to be repainted at Bijou exit</p>	<p>Sent: April 17, 2004 Name: Barry <u>Martin</u> Address: 1825 Paseo Del Oro City: Colorado Springs State: CO Zip: 80904</p> <p>I believe the Study was careful thought out. I am for the proposed capacity improvements. Our community continues to grow, as it should, and the improvements will greatly improve the quality of life for all citizens.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 23, 2004 Name: Jere <u>Martin</u> Address: 1718 N. Tejon Street City: Co. Springs State: Co Zip: 80907 We need better noise protection then we have now for the historical north end neighborhood and the park both of which have become far less enjoyable because of the constant noise from the highway. The noise is bad now and when you increase the lanes I can't imagine what it will be like. A quiet, family neighborhood has been greatly impacted by what has been done.....please remedy this!!</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition</p> <p>Noise: Mitigation needed</p>	<p>Sent: April 27, 2004 Name: Sara W. <u>Martin</u> Address: 831 E. Boulder Street City: Colorado Springs State: CO Zip: 80903 Please move ahead immediately to commence and complete this project of critical importance to Colorado Springs and The Pikes Peak region. The safe and efficient movement of traffic through our city is vital to our economic survival, and the need for timely commencement of this project cannot be over-emphasized. The growth and development of a human community cannot help but affect the surrounding landscape. The prairies have been impacted by the growth of Colorado Springs for well over 100 years, but there remain wetlands, parklands, and other areas for wildlife and plant life. It's been studied enough. Build it! Anyone who has moved to the "historic North End" since the 1960's has only himself to blame if the potential impact of the already existing interstate wasn't a consideration. Freeway and train traffic are music - the commerce that keep our city alive. Build it!</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>NEPA Process</p>
<p>Sent: April 22, 2004 Name: Ron <u>Martin</u> Address: 1718 No. Tejon City: Colo. Springs State: CO Zip: 80907 I am very supportive of the maximum noise barriers possible being installed along the east side of I-25 between downtown and Fillmore, especially along Monument Park. The noise level has increased dramatically since the installation of barriers on the westside of I-25 for 6 lanes of traffic. With the proposed increase to 8 lanes, the noise would be unbearable for park users and residents all the way to Nevada if these new noise barrier are not built almost immediately. The historic downtown and historic residences are close to being destroyed by the noise levels that currently exist because of I-25 expansion. As a former president of The Historic North End Homeowners Association, I can tell you that this highly vocal organization will not sit by and see this area be finished off.</p>	<p>General opposition</p> <p>Noise: Mitigation (barriers) needed to minimize impact to parks and neighborhoods</p> <p>Historic Resources</p>	<p>Sent: May 10, 2004 Name: Barbara <u>Hau</u> and Don <u>Marvel</u> Address: 2378 Wood Avenue City: Colorado Springs State: CO Zip: 80907 We live in the HISTORIC Old Northend Neighborhood of Colorado Springs. Our property borders on Monument Valley Park developed by General Palmer to be a BEAUTIFUL gateway to Colorado Springs. The current plan to enlarge I 25 through the heart of a primarily residential residential area and immediatly adjacent park will destroy any fragment of residential, park like quality envisioned by any past, current, or future residents of the area who have been stewards of this rare remnant of historic Colorado Springs for more than a century. We do not want MORE noise, air and water pollution, litter, etc. Why are there not more "buffer" trees along the current interstate. Please wise up and put future transportation \$ toward a "rail" using current tracks or an eastern TOLL road to facilitate "through" traffic along the front range, rather than further destroying the residential and park like areas of our communities. Sincerely from people who CARE!!!</p>	<p>General Opposition</p> <p>Historic REsources</p> <p>Noise: Impacts to park and neighborhoods, buffer trees needed</p> <p>Alternatives considered: Eastern bypass toll road, rail options</p>

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<p>Sent: April 14, 2004 Name: Lon <u>Matejczyk</u> Address: 31 East Platte Suite 300 City: Colorado Springs State: CO Zip: 80903</p> <p>There are no options; this project should have been started years ago. The transportation issues when resolved, will have a profound impact on our economic development and business recruitment. The quality of life in the area will be improved, making CS an even better place for businesses and families. The changes also will make the area safer and decrease road rage. There might even be an economic impact from employees being more productive because they get to work earlier and have more time with their families.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 15, 2004 Name: Darcie <u>Maurer</u> Address: 929 High Road City: Manitou Springs State: co Zip: 80829</p> <p>We definitely need expansion of I25. Traffic between Denver and Colorado Springs is congested and dangerously crowded. It is a primary corridor that needs attention.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: May 10, 2004 Name: Jim <u>Matson</u> Address: 1323 N Weber St City: Colorado Springs State: CO Zip: 80903</p> <p>I am concerned about the proposed expansion of I-25 through the heart of Colorado Springs. The rise in noise levels on the east side of the freeway in recent years, notably in Monument Valley Park but also in adjacent residential areas, significantly diminishes the quality of life in the Old North End. Please consider all possible avenues of noise abatement, including rubberized asphalt, in your expansion plans.</p>	<p style="text-align: center;">General opposition</p> <p style="text-align: center;">Noise: Consider all mitigation methods incl. rubberized asphalt</p>	<p>Sent: April 19, 2004 Name: Shaun <u>McCarthy</u> Address: 3355 Orion Drive City: Colorado Springs State: CO Zip: 80906</p> <p>PLEASE, PLEASE move forward as quickly as possible with the proposed capacity improvements. It is long overdue and critically important for the long term viability of our region. Also, it is just as critically important for the safety of the travelers on I25 through our region.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 22, 2004 Name: susan <u>mcconnell</u> Address: 6240 Viewfield Heights City: Colorado Springs State: CO Zip: 80919</p> <p>I think the study seems to have covered the most important bases and that in general, the recommendations are on target.</p> <p>In particular, I live in the southern part of the Rockrimmon neighborhood and am glad to see that the I-25/Rockrimmon/Nevada interchanges will be improved and connected. I especially like the potential of heading east to Nevada without having to detour south to Garden of the Gods Road first. I also am in favor of extending the interchange connection to meet Corporate Drive. All of this should greatly enhance travel on and off the interstate to/from my home, as well as within the immediate community.</p> <p>One issue of concern about the rerouting of local roads/ramps is the issue of lighting/illumination. Presently, it's kind of creepy taking the northbound exit for Rockrimmon at night---traveling under the highway in a completely unlit area. I don't always feel safe. I would hope that better lighting is part of the improvement package.</p> <p>Looking at the larger picture, I am somewhat skeptical (but open-minded) about the use of HOV lanes throughout the I25 corridor through the city. But if they can be easily switched back and forth as traffic congestion dictates, I imagine they might help. Just haven't really observed that up in Denver and elsewhere.</p> <p>I have some level of concern regarding aesthetics. Since the highway is going to become larger and hence more visible, I am wondering what steps will be taken to ensure that medians and side landscaping design is topnotch--and to the extent possible, requiring minimal maintenance--utilizing combinations of stone or tile work, rock and xericscape.</p> <p>Also, I have understood that Confluence Park is in part intended to serve as an attractive, viewable city component from the highway---so that visitors as well as residents traveling through the city, and especially passing downtown, will have a pleasant view and positive perception of the community. Will the section of I-25 passing the park employ sound and/or decorative walls? I hope that special attention is paid in that particular area.</p> <p>Overall, since I-25 is our only major highway through town, and it has become increasingly crowded and now backs up continuously throughout weekdays and weekends, I'm in favor of the expansion to additional lanes to improve mobility.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Lighting at interchanges, effectiveness of HOV lanes</p> <p style="text-align: center;">Visual Resources</p> <p style="text-align: center;">Parks and Recreation: Confluence Park</p>	<p style="text-align: center;">Comments on I-25 Expansion 22 April, 2004</p> <p>I do not support an expansion of the current I-25 roadway. It seems to me that it would be much better to create a new artery on the EAST side of town. I do not have a multimillion dollar survey to back up any of my points, BUT It Seems To Me that:</p> <ul style="list-style-type: none"> - The population center of Colorado Springs has moved considerably east since I-25 was built and will continue to move east, probably at an increasing rate, in the future. - The people living on the east side of town have no good north-south throughway. (Powers is being degraded continuously by more traffic and more lights) - There are no good east-west throughways other than the Martin Luther King bypass. - We are not serving our eastern living citizens well as far as north-south traffic ways go. - I question whether, in fact, <u>only</u> 15,000 vehicles would currently be taken off I-25 by an eastern route. If traffic volume were lower on an eastern route I bet more and more motorists would use that highway as would thru traffic if it connected on the south end of town. In any case, a very high percentage of the increased traffic (60,000 cars by 2025) would use an eastern artery. - Adding a third lane to I-25 is certainly the cheapest way to go today. However, any future modification of I-25 will be very expensive (as will the current modification). There are a lot of terrain problems and most of the adjacent property is developed. Buying up adjacent property is both expensive and hard on people. On the east the terrain is flat and open right of ways can be bought up early on. - Adding more and more traffic right up against the mountain/hillsides produces ever more pollution and noise, particularly as the traffic comes to almost a standstill as it will when traffic builds (probably faster than is predicted). Against the mountains it seems to stay trapped whereas on the plain it can dissipate much more easily. <p style="text-align: right;"><i>Worth McCarr 412 Summit Cliff etc</i></p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Alternatives considered: East bypass</p> <p style="text-align: center;">Air Quality</p>
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<p>Sent: April 12, 2004 Name: John A. <u>McDevitt</u> Address: 18485 Lazy Summer Way City: Monument State: CO Zip: 80132</p> <p>The expansion of I-25 to handle both current and projected traffic loads is critical. Currently, I-25 is at, or exceeds, capacity for the majority of daytime travelling. It becomes even worse during the summertime, when out-of-state vacationers increase the traffic load, the increased presence of RVs and camping trailers aggravate the situation even further. Given the ongoing growth in northern El Paso county, the I-25 expansion from Briargate to Monument should be configured/built as a 8 lane section, with only 6 lanes available, now. If not, then there will be a need to expand to 8 lanes as soon as this project concludes - let's build in growth from the beginning. Currently, the use of I-25 to commute to/from the northern edge of El Paso county to the southern part of Colorado Springs forces one to experience extensive delays, increasing incidents of aggressive driving, accidents, etc.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Over the past 5 years, more and more commuters exit I-25 and use Powers Blvd or Academy Blvd as alternate commuter routes - creating a traffic situation that exceeds the traffic capacity of these streets. One suggestion for the Baptist Road improvement project: Eliminate Struthers Road all together, especially its intersection with Baptist Road. Re-direct north-south traffic to the new Jackson Creek Parkway. Use the funds for improving the Struthers-Baptist Rd intersection to improve the capacity of Jackson Creek Pkwy. Another suggestion is to connect Jackson Creek Parkway south to NorthGate Road all the way until it connects with Voyager Parkway. An alternative N-S road would reduce the Interstate congestion. - Suggestion for the Woodman Rd to Rockrimmon Blvd section of I-25: Extend the on-ramp from Woodman so that it intersects I-25 south of the Nevada off-ramp, also eliminate the Commerce Center Drive on-ramp. If nothing else, build a traffic barrier along the left edge of this on-ramp to prevent any traffic from trying to merge onto the Interstate and then immediately exit on Nevada - currently creating a very dangerous 4 lane change maneuver in less than a few hundred feet. The current configuration of an on-ramp from the right and an off-ramp to the left creates too many dangerous lane changes - resulting in a high accident area. Suggestion: Install metering lights on all on-ramps (North & South) from S. Academy Blvd through Briargate. Suggestion: Do not make the Car Pool lanes separate from the main roadway. They need to be available for use, in both directions, during weekends and holidays to handle the extra vacationer traffic. Maybe they could be used as a dedicated Tractor Trailer, RV and Trailer thruway - all Tractor Trailers, RVs and trailers would be required to use these lanes vice using the other 3 lanes of directional traffic.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives considered: Make 8 lanes from Briargate to Monument, Woodmen/Nevada Interchange, install ramp meters, do not barrier separate HOV lanes</p>
<p>Sent: May 3, 2004 Name: Michael <u>McDevitt</u> Address: 9025 Rochester Drive City: Colorado Springs State: CO Zip: 80920</p> <p>It is extremely important that we expand and improve I-25, in areas where it is needed. Without doing this now, we run the risk of turning a morning and evening commute into an experience that our residents will not want to endure any longer. We have watched this scenario play out in other cities around the U.S., where they were unwilling to invest in the roadways, and they are paying the price now! We do not want that to happen here --- and there is still time to address it, if we act now</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>I think its ironic to look back at the decision in the 1950s to route the interstate though what is likely the most difficult area of the city (to keep the highway near downtown) when the best option would have been along the present route of Academy Blvd, likely the some of the same homeowners who wanted to route the highway on its present course are not some of the people who think it's "too loud" to expand further.</p> <p>Having travelled throughout a number of major US metro areas, I find it almost saddening that we live in a community of over 500k people (metro) and we have one 4-lane interstate going through the city, and a 2 mile spur road (US 24 Bypass) to move traffic through the area, limited access. It is obvious that other areas of the country with much smaller populations and equivalent densities have had the transportation purse-strings to themselves over the past decades, including the billion dollar TREX project in Denver Metro. It's time Colorado</p>	<p style="text-align: center;">ISSUES</p>

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<p>Sent: April 21, 2004 Name: Justin P. <u>McDonald</u> Address: 560F Autumn Crest Circle City: Colorado Springs State: CO Zip: 80919</p> <p>I have reviewed the I-25 Environmental Assesment as time permitted over the past few weeks. I find that CDOT and the project engineers have put together a comprehensive and well thought out proposal to bring our sole local freeway up to 21st century standards. I know from past reading that CDOT has been trying for over 20 years to begin work on this extremely congested portion of I-25. It it probably good in some respects that the improvements have been put off unitl now, as all the new environmentally friendly engineering and construction techniques should have little impact on an already disturbed area. I do think that the concerns of the "North-Enders" should be considered, if it takes putting up more sound wall to please them, I think this should be considered so that this project is not depayed futher, at which point we would likely see total grid-lock on this freeway.</p>	<p>General support</p> <p>Noise: Provide noise walls</p>	<p>Springs gets what it needs before it starts impacting econmic development directly. It is known that their are saftey issues with the current design, now approaching 50 years old, so for even that reason alone, the project as proposed should move forward while the funding (at least partial) is available.</p> <p>My last comment would be to make sure that interchange designs are going to be adequate for the future. I have concerns that the now 3 year project at Woodmen Rd is at best a "half-effort", traffic is still backing up on the southbound turn lanes from westbound Woodmen to I-25 (when all lanes are open), which I believe was once proposed to be a southbound flyover, much like the flyover that Parker and I-225 got on its (more rapid) reconstruction. With the volume that Woodmen has now, and will surely increase as the city expands north and eastward, I am concerned that this situation will need to be addressed well before the end of the new interchange's design life. It is my sincere hope the the Nevada -Rockrimmon and Cimmaron - Bijou interchanges have been planned such that they are not only better than today's interchanges, but prepared for the future. Then again, almost anything is better than what we have at Nevada - Rockrimmon now!</p> <p>Well, that's my "say", thanks for letting the public comment on this, again I think it is well thought out and I look forward to the finished product...we'll get there!</p>	
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<p>Sent: May 6, 2004 Name: Michal L. <u>McDowell</u> Address: 1441 High Chateau Rd. City: Florissant State: CO Zip: 80816</p> <p>I cannot empahsize enough the importance to the whole community that the completion of this project is. We seem to be in the mode of letting a few people who have strictly their own special interests i.e. environmentalism, no growth, too much traffic in my neighborhood, and on and on and on ad infinitum control what is good for the whole community. If this project is not completed as soon as possible Colorado Springs metro area is going to suffer a great deal. The traffic will still come and we will literally be gridlocked. We are now at certain times of the day. If this happens it will severly impact our economic development and this failure will trickle down to affect the well being of many in this community. Lets not let a few selfish individuals ruin the good things we have in Colorado Springs for the majority of sensible citizens who know this highway needs to be expanded for economic and safetys sake.</p>	<p>ISSUES</p> <p>General support</p> <p>NEPA Process</p>	<p>MAR 30 2004 03-29-04 Wilson & Company Colorado Springs Office</p> <p>WILSON & CO This is in response to the GAZETTE Article on 28 March: Widening 1-25 to six lanes, at a cost of \$500 million. is the worst idea anyone has come up with in a very long time. How many more vehicles will our mere lane accomodate? and how many more can we expect in the next 15-20 years? and wont adding a lane there just add more congestion to the already bedimed road south of there? Why not do it right? So just and build a six or eight lane highway and if you only complete six lanes than, build it so additional lanes can be added without redooing all the interchanges. - Plan ahead. It will not cost as much to do it right now as it will to redo it in the future. Several years ago we were told of a plan to go east with a bi-pass road, but that plan was cancelled, they said, because the federal government would pay for widening 1-25, but</p>	<p>ISSUES</p> <p>General opposition</p> <p>Transportation: Capacity concerns</p> <p>Alternatives considered: East bypass</p>
<p>Sent: April 22, 2004 Name: Jim <u>McElroy</u> Address: 2260 Cape Pine Way City: Col Spgs State: CO Zip: 80919</p> <p>support the expansion of I25 as proposed.</p>	<p>General support</p>	<p>03-28-04</p> <p>the state would have to pay for a bi-pass road. -- So what? its all tax payers money and it matters little which pocket it comes from. Even if you widen 1-25 now, we will have to have a bi-pass in the near future. So- lets put that \$500 million into a road that will serve us for many years to come.</p> <p>Respectfully Submitted Curtis McEaha</p> <p> Curtis D. McEaha 4120 Anita Cir. Colorado Springs, CO 80918</p> <p>719 598-9121</p>	


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<p>Sent: April 23, 2004 Name: Thomas <u>McGhghy</u> Address: 1180 W. Bella Casa DR City: Pueblo West State: CO Zip: 81007 As I drive this stretch of the road between Pueblo and Denver very often as a commuter. it will be very nice to see the roadway improved for more capacity and allowing traffic to move more freely. The sooner the better that this is accomplished.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>William F. <u>McKenna</u> continued The result is traffic backing up the I-25 exit ramp. I have seen mornings where the traffic is backed out onto I-25 causing a dangerous situation. Rusina should be closed. The traffic for Rusina can take one of the connecting streets which intersect it to the west. The island which separates the west bound and east bound Garden of the Gods entrance should be extended west down G o'G's solidifying the merge lane. Thanks for the venue to provide input.</p>	<p style="text-align: center;">ISSUES</p>
<p>Sent: April 9, 2004 Name: T.J. <u>McGinty</u> Address: 1215 West Bijou City: Colorado Springs State: CO Zip: 80904 Read the report and want to say thank you for your carefully considered approach to the project. It's nice to see people committed to do things to the best of their ability.</p>	<p style="text-align: center;">General support</p>	<p>Sent: April 17, 2004 Name: Iris <u>McKenzie</u> Address: 4123 Sunny Vista Heights City: Colorado Springs State: co Zip: 80918 I think that the work to increase the capacity on I-25 needs to be done as soon as possible to relieve some of the congestion. The funds allocated for it need to be devoted to it so that the problems can be taken care of as soon as possible.</p>	<p style="text-align: center;">General support</p>
<p>Sent: April 7, 2004 Name: William F. <u>McKenna</u> Address: 4359 Morning Glory Rd City: colorado springs State: co Zip: 80920 My comments are directed towards capacity improvement. Taking the west bound exit off I-25 onto Garden of the Gods Rd there is an intersection for a north bound road named Rusina St. The exit for Rusina is perhaps 50 - 100 ft from the beginning of the merge lane for the west bound Garden of the Gods traffic. It is so close to the merge lane that many, many motorists are tentative (some are intimidated) about entering Garden of the Gods even though the merge lane is for them.</p>	<p style="text-align: center;">Alternatives considered: Access management issues at Garden Of The Gods ramps, close Rusina</p>	<p>Sent: April 5, 2004 Name: Jack <u>McNelly</u> Address: 320 Scrub Oak Way City: Monument State: CO Zip: 80132 I commute daily from Monument to I-25 and Circle Dr.. I look forward to the improvements. I am concerned that, for the majority of the vehicles, the interstate will be constricted to two lanes in each direction during the high volume periods when we need the additional lanes most. My observation, though unscientific, is that the HOV lanes in Denver are under-utilized and a huge waste of capacity. The priority for this project should be traffic congestion relief, not social engineering. I eagerly await your response.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives considered: Convert HOV to general purpose lanes</p>

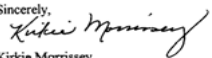
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<p>Sent: April 9, 2004 Name: Beverly <u>Menzner</u> Address: 1206 1/2 N. Cascade Ave. #3 City: Colorado Springs State: CO Zip: 80903 I wholeheartedly am for all improvements. Please let us continue efforts to assist the people of the area in commuting safely and quickly. I feel we are behind the times offering additional methods of travel.</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: April 28, 2004 Name: Joe <u>Mihelich</u> Address: 7830 Lindsey Drive City: Colorado Springs State: CO Zip: 80920 The ESA is well prepared and, I believe, addresses all aspects of the proposed improvements. I strongly support the improvements to I25. As a Northside resident I have commuted for many years on the I and have been involved in many stop-and-go scenarios. If these improvements are delayed there is a very strong possibility that neighborhood streets will be negatively impacted for many years to come. Businesses will suffer as neighborhood shopping will affect the I-25 corridor to only doing business with locals in the area. Any further delays will adversely affect North/South travel throughout the corridor.</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: April 7, 2004 Name: Steve <u>Merritt</u> Address: 3215 Hollycrest Drive City: colorado springs State: co Zip: 80920 Increase of capacity is necessary to continue safety and to provide adequate transportation routes. The updates to I25 should be completed as soon as possible.</p>	<p>General support</p>	<p>Sent: April 3, 2004 Name: Donald <u>Miles</u> Address: 3815 Schoolwood Ct City: Colorado Springs State: CO Zip: 80918 The assessment is quite thorough. The project is much overdue. However, I do question the installation of HOV lanes. While these lanes do provide a benefit in many areas, I personally do not believe the population and work centers in the area would yield the proper cost benefit. Instead of segregated HOV lanes, I would recommend two non-HOV lanes.</p>	<p>General support</p> <p>Alternatives considered: Convert HOV to general purpose lanes</p>
<p>Sent: March 28, 2004 Name: Rob <u>Meyers</u> Address: 6650 Dream Weaver Dr. City: Colorado Springs State: CO Zip: 80918 I am all for the expansion project. I was particularly happy the see that an additional expansion of a 4th lane was being considered on the norht half of town. With the vast majority of the growth occurring on the norht side of town, the traffic on I-25 continues to get worse each year. The only thing that I feel is being overlooked is the addition of a third lane going each direction between Monument and Castle Rock. A 3rd lane here would most likely reduce traffic accidents on this stretch of highwaa along with make it much easier for the poeple who live here to travel between Colo Spngs and Denver.</p>	<p>General Support</p> <p>Add third lane from Monument to Castle Rock</p>	<p>Sent: April 17, 2004 Name: Dawn <u>Miller</u> Address: 560 lindstrom dr City: cs State: co Zip: 80911 No HOV lanes . Four general purpose lanes in each direction. Add an additional free way as an alternate to I-25. I.E.(powers)</p>	<p>Transportation: Convert HOV to general purpose lanes</p> <p>Alternatives Considered: East bypass in addition to 8 lane I-25</p>


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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>LANCE MILLER</u> Address: <u>6110 Hidden Marsh Rd Monument</u> Representing: <u>Self</u></p> <p>COMMENTS</p> <p><i>Proceed as soon as possible!!!</i> <i>Do not let noise abatement / possible</i> <i>noise issues delay this critical</i> <i>activity</i> <i>HOV lanes aren't likely to be used</i> <i>→ have proven (in Calif) to be</i> <i>counter productive to congestion</i> <i>relief</i></p> <p><small>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 435 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>ISSUES</p> <p>General Support</p> <p>Alternatives considered: HOV lanes don't relieve congestion</p> <p>NEPA Process</p>	<p>Sent: May 3, 2004 Name: Richard <u>Miskho</u> Address: 2680 Black diamond Terrace City: Colorado Springs State: co Zip: 80918</p> <p>I think that the economic future of Colorado Springs relies on an infrastructure that not only supports our current needs, but takes a forward thinking approach, as well. The negative impacts to the surrounding neighborhoods and spaces, seem to be minimal. Dollar cost of this undertaking, while sizable, is only a percentage of the local economic growth that expansion will allow. I lived in the Northwest and was subjected to the pain of late action in regards to highway expansion. Travelling I-5 north into Seattle, a drive that started as a 35 minute commute, took nearly 90 minutes when I left in 1998 and currently takes nearly 120 minutes now. Washington moved to expand, but the plans were only enough to bring flow levels back to 1979 standards. Acting too late has long resounding repercussions.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 21, 2004 Name: Randal <u>Miller</u> Address: 3307 Birnamwood Dr. City: Colorado Springs State: co Zip: 80920 Please accept and the Environmental Assessment Study without any further delay!</p>	<p>General Support</p>	<p>Sent: March 31, 2004 Name: Henry <u>Mitchell</u> Address: 14180 Gleneagle Dr. City: Colorado Springs State: CO Zip: 80921</p> <p>Capacity improvements are great, albeit too late. North Gate is too close to housing for major interchange dumping Powers traffic. As study stated, improvements to Powers, and an east-west thoroughfare are desparately needed. Also needed is a bypass (was going to be Circle, was going to be Academy, was going to be Powers, was going to be Mark Sheffle. Give us some hope that something will be done!</p> <p>Lack of thoroughfares is the biggest negative in Colorado Springs other than mismanaged growth, and they seem to go together.</p>	<p>General support</p> <p>Alternatives Considered: East bypass</p> <p>Alternatives considered: Concerns with Northgate/Powers & I-25 interchanges</p>
<p>Paul <u>Millet</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON"</p>	<p>General Support</p>	<p>Lack of thoroughfares is the biggest negative in Colorado Springs other than mismanaged growth, and they seem to go together.</p>	

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<p>Sent: April 13, 2004 Name: Kateri <u>Montemayor</u> Address: 331 Oklahoma Rd City: Manitou Springs State: CO Zip: 80829</p> <p>I think it is great but maybe we should also think about alternative forms of transportation. What about a train system from the south end of town to the north. I currently drive from Manitou to Glen Eagle everyday and I am tired of the traffic. If there is an accident on the interstate I have to go east to go around and then back to the west. There is no alternative route to the west until you get to Woodmen.If there was another way for me to get to work I would sure use it.</p> <p>I also think that rubberized asphalt should be considered.From the studies I saw it is not more expensive, and you will be recycling tires. Not to mention it is alot quieter than concrete.</p>	<p style="text-align: center;">ISSUES</p> <p>Alternatives Considered: Train system</p> <p>Noise: Rubberized asphalt</p>	<p style="text-align: right;"><i>Sorry and Kirkie Morrissey</i> 1510 Alamo Avenue Colorado Springs, Colorado 80907 719-635-6688</p> <p style="text-align: right;">MAY 10 2004</p> <p>May 5, 2004</p> <p>I-25 Project Office c/o Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, Colorado 80903</p> <p>As concerned citizens of Colorado Springs, my husband and I would like to address some specific concerns regarding the expansion of Interstate 25 through our town as well as the material used on this highway.</p> <p>Traffic noise is a major concern. As a result of the lanes added to I-25 in recent years, along with the noise barriers erected on the west side of the highway, the increased volume of traffic noise through the city itself, Monument Valley Park, and surrounding communities has greatly intensified. For us personally, this has resulted in the disruption of sleep at night, as well as the enjoyment of our home and yard during the day. Understandably, this has been very upsetting. We initially purchased our home desiring a quiet neighborhood, and until now have always enjoyed grilling outside and visiting with family and friends out on our deck. Since the existing expansion, we have found it difficult to even carry on a conversation in our backyard! Often we are having to raise our voices to be heard over the sound of cars and trucks on the highway, and often have to retreat indoors and close all windows to be able to talk. This is very disconcerting, as we have loved our yard and desire to enjoy it.</p> <p>Also, my husband and I enjoy walking together and with friends, but frequently now people no longer want to come to the downtown area due to the noise. Our peaceful community has been damaged. Monument Valley Park used to be a favorite for hikers and runners, but now it is often avoided. The expanded highway is negatively affecting the quality of life in Colorado Springs. Because this has already been disruptive and upsetting, we understandably have increased concern over plans to possibly expand the Interstate by another 50%!</p> <p>A second area of concern is the material used in the current expansion. The ribbed concrete has increased the high-pitched whine of tires. It's very annoying to say the least. One positive alternative is improved rubberized asphalt. This option has many benefits, and we feel this material was not adequately considered when widening the highway.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition</p> <p>Noise: Impact to neighborhoods and parks, consider use of rubberized asphalt</p>
<p>Sent: April 12, 2004 Name: Jami <u>Moore</u> Address: 524 Calle Conejos City: Fountain State: CO Zip: 80817</p> <p>I think this study is very informative and well researched. We all know that I-25 needs improvements and it is about time there is a plan in place to make these improvements. I think that traffic congestion is the number one complaint among the citizens. I think the most congested areas are the Cimarron, Woodmen, Fillmore, and Exit #132 areas. We need to concentrate on those areas first. However, I think the whole highway should be expanded from the South to the North End of Colorado Springs to accommodate more traffic.</p>	<p style="text-align: center;">General Support</p>	<p>In Flagstaff, Arizona, this material has been used with great success. That city is of comparable altitude and has a much greater snowfall average than ours. (They generally receive 100" of snow each year.) The rubberized asphalt has been found to hold up well. In addition, it has proven to be safer, less expensive, and last longer than concrete. In fact, it actually preserves the base. AND, it provides a way to rid our land of all the old tires desecrating our landscape and creating a dangerous fire hazard. Since tires will always be wearing out, they will always be available. It makes good sense to use them in a positive way for the sake of our environment.</p> <p>In addition, the improved rubberized asphalt reduces the traffic noise dramatically--by 4 to 6 decibels. One friend, recently driving through Arizona, dramatically noticed the contrast between the two surfaces. When driving on concrete, the noise hurt the ears of those riding in the car and made conversation difficult. When they would enter an area where rubberized asphalt was used, they breathed a sigh of relief as the noise quieted and they could enjoy a pleasant conversation with one another. Truly, rubberized asphalt is a smart alternative, and does need to be explored for our picturesque city nestled at the base of majestic Pikes Peak.</p> <p>If the lanes on the Interstate are increased to eight through town, multiplying noisy traffic by 50%, our quiet community will be destroyed and the quality of living greatly compromised. Our environment will be damaged as trees and shrubs are removed, and wildlife driven away. Due to increased noise we have already experienced fewer and fewer birds. For years my husband has fed the birds and built houses for them, but now we have fewer and fewer coming. We miss their singing and cheerful presence.</p> <p>Our neighborhoods, park, and community are suffering due to the present expansion. To increase that by 50% will greatly harm our quality of life in Colorado Springs. Please reconsider the proposed expansion and evaluate other options such as mass transit and an alternate route of a by-pass, or truck route, east of Colorado Springs. The citizens and tourists will thank you! And so do we.</p> <p>Sincerely,  Kirkie Morrissey</p> <p>cc: The Old North End Neighborhood Homeowners Association</p>	

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Patrick Mulligan</u></p> <p>Address: <u>99 W. Boulder St.</u></p> <p>Representing: <u>Colo. Spgs CO 80903.</u></p> <p>COMMENTS</p> <p><u>Bern vs. WALL near B1304?</u></p> <p><u>PLEASE REEVALUATE - think of</u></p> <p><u>the people who live on the front in</u></p> <p><u>that area. A wall on the E</u></p> <p><u>side of the r.r. tracks would</u></p> <p><u>be better in my opinion.</u></p> <p><u>Same as near the children park!!</u></p> <p><small>PLACE your completed form in one of the marked baskets.</small></p> <p><small>MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903</small></p> <p><small>FAX (719) 520-0108, Attn: Cheryl Everitt.</small></p> <p><small>VISIT www.i25environment.com and click on EA Comment Form.</small></p> <p><small>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>ISSUES</p> <p>Noise: Noise wall</p>		<p>ISSUES</p>
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<p>Sent: May 10, 2004 Name: Catherine A. <u>Mundy</u> Address: 2100 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>Thank you for the opportunity to let you know of my grave concerns regarding the Environmental Assessment (EA) for I-25.</p> <p>First, I object to both the process used and your assumption that there are no significant impacts with a project of this magnitude. The Categorical Exclusion designation which was used to segment the entire project, was improper if not illegal. An Environmental Assessment is also inappropriate for the size of this project. The length of time taken to prepare the EA (5 years) signals this was a project complex enough to demand an Environmental Impact Statement (EIS). In addition, allowing just 45 days for the public to respond is calculated, in my opinion, to insure that sufficient comments will not be made. . As you well know, foreseeable direct, indirect and cumulative impacts of the complete project should be assessed and disclosed for public input and decision-making, following NEPA guidelines [40 CFR 1508.7], to provide for informed public decisions about the project and its environmental, social and economic impacts. Such an approach would have provided for identification and evaluation of a broader range of transportation alternatives that can be used to plan for the long-term transportation needs of Colorado Springs and adjacent communities.</p> <p>Widening an interstate highway in an already congested area will have significant impacts on public health and safety. "Significant" is defined in NEPA with a consideration of both "Context" and "Intensity". The context for the I-25 widening project is a rapidly-growing urban area with many sensitive natural and human environments. The context requires environmental analysis to consider; "...several contexts such as society as a whole (human, national), the affected region, the affected interests and the locality..Both short- and long-term effects are relevant." [40CFR 1508.27a] "Intensity" refers to the severity of the impact. (see [40 CFR 1508.27b]).</p> <p>Since impacts are likely to be significant and severe, CDOT and FHWA should have proceeded directly to an EIS before any of the work on I-25 was begun. The need for an EIS is no less now. The following direct, indirect and cumulative environmental impacts are detailed below:</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition: EIS needed</p> <p>EA Section 5-12: Public comment period inadequate</p> <p>NEPA Process</p>	<p>DIRECT IMPACTS: CEQ (Council on Environmental Quality) regulations [40 CFR 1508.20] require that environmental mitigation planning should first avoid environmental impacts altogether.</p> <p>Environmental Impacts</p> <ul style="list-style-type: none"> • Animals - direct impacts and the disruption of habitats should be noted. • Stream pollution - runoff both from the interstate (oil, gas and other contaminants) and future construction should be monitored and recorded. • Parkland - protection for Monument Valley Park is of primary importance. • Wetlands - Tejon St. wetlands, Roswell Neighborhood wetlands and all wetlands in the I-25 corridor are sensitive environments and require protection. • Alteration of surface and groundwater flow patterns - the effects of the construction process, disruption of drainage patterns, maintenance of machinery, snow and ice controls, highway chemicals - all have a negative effect on Monument Creek. • Maintenance and construction impacts - traffic delays, dust, dangerous driving conditions in construction areas and restrictions to local business access should be considered. • Air quality • EA documents should illustrate and disclose an air emissions inventory representative of the I-25 corridor today and compare it to emissions forecasts for a sequence of years appropriate for analysis. According to the National Transportation Research Board, there is considerable evidence that walls themselves increase pollution along roadways, especially where there are walls on both sides of the roadway. • additive and cumulative impacts to air quality from expected growth and emissions in Colorado Springs should be noted. • there should be discussion and public disclosure of toxic air constituents that are emitted with "no build" and "build" alternatives. Residents living near the highway need information about health concerns associated with highway expansion as well as dangers associated with chemical spills, the hauling of toxic waste products and other factors relating to interstate construction and growth in a highly urbanized area where there are few or no alternative routes in case of emergency. 	<p style="text-align: center;">ISSUES</p> <p>Wildlife</p> <p>Water Quality</p> <p>Parks and Redcreation</p> <p>Transportation: Construction impacts</p> <p>Air Quality</p>
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<p>Social Impacts</p> <ul style="list-style-type: none"> • There should be consideration of development patterns and rates for those neighborhoods on both sides of I-25. There should be information provided that details drops in property values and neighborhood viability. • Quality of life issues should be addressed. • Presidential Executive Order 12898 (Environmental Justice) issues should be examined for lower income areas. • There should be an examination of the effects of the division of Colorado Springs by an ever widening interstate. • Noise <ul style="list-style-type: none"> • Existing and anticipated land uses near proposed I-25 and the number of people affected by noise should be disclosed. • Noise abatement measures that will be used both for completed project and noise generated during construction must be documented. • Alternative methods of noise mitigation such as paving with more quiet materials such as has been used in many progressive states and countries should be explored. Lack of knowledge about such materials—such as asphalt rubber—should not be used as an excuse. • The location and number of residences and businesses where noise has exceeded mandated thresholds should be noted. • Effects of roadway noise on motorists should also be considered. <ul style="list-style-type: none"> • Facilities that will not be protected by noise abatement measures and impacts on those occupants must be documented. • Where Monument Valley Park is concerned, it is imperative to look at its use patterns and the effect of a freeway at its flank. How use has diminished because of Interstate noise should be documented. • Noise Mitigation <ul style="list-style-type: none"> • Natural resources impacts should be addressed for comprehensive mitigation planning by local, County, State and Federal decision-makers. The best available mitigation should be used over the life of the project (not just the developments that are currently approved or projected). Berms and quieter road surfacing should be employed. • Good engineering practices are available and should be used; for example most European countries are no longer paving in residential areas with concrete. In 1500 miles of driving in England in April, we encountered no concrete roadways. Motorways are mostly bermed and none carved their way through the heart of a community. 	<p>ISSUES:</p> <p>Socioeconomics</p> <p>Environmental Justice</p> <p>Land Use</p> <p>Noise: Alternative paving methods, berms</p>	<p>INDIRECT IMPACTS/ INDUCED DEMAND</p> <p>Council of Environmental Quality (CEQ) regulations for implementing the procedural provisions of NEPA state that the environmental consequences section of an EIS should include "Indirect effects and their significance" [40 CFR 1502.16b]. According to [40 CFR 1500-1508], the environmental impacts assessment should look beyond the life of the action to evaluate its indirect and cumulative impacts, as well as its direct impacts. Those indirect impacts can include growth-inducing effects on the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" [40 CFR 1508.9(b)]. Because Wilson & Co. and CDOT have provided a document of the length and type of an EIS, it seems reasonable to raise questions that will be addressed by such a process.</p> <p>The CEQ regulations also indicate that an Environmental Assessment should include "means to mitigate adverse environmental effects" [40 CFR 1502.16(h)]. The regulations do not distinguish among impacts, and this provision applies to indirect and cumulative effects as well as direct effects. Because of the certainty of induced changes in land use and growth rates in the I-25 corridor, these indirect impacts need to be assessed.</p> <ul style="list-style-type: none"> • Induced development. Various plans and approvals at different points in time can be compared to actual development and the associated environmental impacts. Long-term projections of growth are difficult to make, but at a minimum existing projections of reasonably foreseeable growth in the area should be revealed, including, but not limited to, approved and planned developments. New highway construction that improves traffic flow and eliminates congestion increases access and contributes to induced residential, commercial, and industrial growth. <ul style="list-style-type: none"> • Induced and Increased Travel In a 1995 report entitled "Expanding Metropolitan Highways: Implications for Air Quality and Energy Use," the Transportation Research Board concluded that, "The evidence from the studies reviewed here supports the view that highway capacity additions can induce new trips, longer trips, and diversions from transit." • Indirect Environmental Impacts: <ul style="list-style-type: none"> • water quality; floodplains and wetlands; vegetation; wildlife and their habitats; air quality; regional and community growth; land use; property values; employment and tax revenues and other social and economic impacts on affected communities and groups must all be considered. • The amount of development that is likely to take place with and without highway capacity expansion should be addressed. Alternatives should be explored. 	<p>ISSUES:</p> <p>Land Use</p> <p>Transportation: Induced traffic</p> <p>Indirect Effects</p>
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<p>CUMULATIVE IMPACTS AND CONNECTED ACTIONS Cumulative impacts are those that result from the incremental impact of an action when added to past, present, and reasonably foreseeable future actions... [40 CFR 1508.7] The environmental impacts analysis should include the incremental, cumulative impacts on future highway infrastructure that will be needed in the reasonably foreseeable future as a result of widening I-25 to eight lanes. The need for additional capacity that will follow when congestion occurs in the future should be discussed, because the induced traffic and growth related to I-25 are likely to create the need for additional capacity, as projected in the materials already prepared by the contractor, Wilson & Co. Those impacts should be compared with other alternatives to highway widening. Balancing of benefits and costs associated with increased growth and development should include full consideration of public input and participation regarding highway capacity improvements and further development of mass transit. The environmental impacts of certain high-cost alternatives (e.g. mass transit and lane widening) can be compared in a way such that their ability to resolve the project's purpose and need (to resolve congestion and capacity problems) will be balanced against their overall environmental impacts. Evaluation of all transportation improvement alternatives can help to avoid or minimize adverse environmental impacts. An EA is appropriate, according to Federal Highway Administration's NEPA implementing regulations at [23 CFR 771.115(c)], for "actions in which the significance of the environmental impact is not clearly established." The potential direct, indirect, and cumulative impacts to wetlands, water quality, and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an EIS. Since you have chosen an inappropriate tool for evaluating a project of this size, EA, the conclusions you reach do not match the reality of the situation. In summary, expansion of I-25 will have significant impacts on neighborhoods, parks, air quality, water quality, wildlife, local quality of life and the environment. CDOT should prepare an Environmental Impact Statement in order to better assess mitigation measures and understand the full impacts from the largest highway construction project in the history of Colorado Springs. During the past ten years CDOT has been incrementally adding capacity to I-25 through so-called "safety improvements" that escaped scrutiny under the National Environmental Policy Act.</p>	<p align="center">ISSUES</p> <p align="center">Cumulative Impacts</p>	<p>Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. CDOT should have rigorously explored alternative pavement types to reduce noise levels and protect users of Monument Valley Park (the gift and legacy of William Jackson Palmer) and the Greenway Trail. In addition, best practices also suggest the use of berming wherever possible. CDOT failed to take a hard look at quieter alternatives to longitudinally tined concrete as a pavement type, such as asphalt rubber--an alternative that is durable, cheaper and more aesthetically pleasing than construction of noise walls. Studies in Arizona and California have proven that the use of asphalt rubber can significantly reduce noise levels. Asphalt rubber could be used at a fraction of the total project cost. CDOT needs to do a more complete job of studying the cumulative impacts of this project, including impacts to neighborhood stability and residential property values and the growth-inducing effects of expanding I-25's vehicle capacity by over 50%. CDOT should have considered the impacts of future growth made possible by the expansion and paid more attention to reasonable alternatives such as better mass transit or alternative routing. I await your response to each of the issues I have raised.</p> <p>Duplicate letter submitted by Catherine Mundy on May 4, 2004.</p>	<p align="center">ISSUES</p> <p align="center">EA Sections 5-12: Section 4(f)</p> <p align="center">Alternatives considered: Mass transit Alternate routing</p>
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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Jann Dancer</u> Address: <u>6930 Spurwood Dr. CSC 80908</u> Representing: <u>Self</u></p> <p>COMMENTS</p> <p><i>My concerns are as follows:</i> <i>1. Disrupted wildlife migration routes. Ability of wildlife to move across I-25 from foot hills to Baptist Rock (eventually Palmer Park) is so dangerous & restricted that the genetic viability of existing wildlife in isolated areas is at risk. The ability of wildlife to move about safely improves the health of the species. More overpasses would help wildlife.</i> <i>2. Aesthetics: the I-25/606 overpass is rather ugly. Will I-25/Woodmen & future overpasses be just as unsightly??</i></p> <p><small>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Sta. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>ISSUES</p> <p>Wildlife: Migration disrupted</p> <p>Visual Resources: Ugly interchanges</p>	<p>Sent: April 22, 2004 Name: Beaty <u>Nelgestuen</u> Address: 216 E Fontanero City: Colorado Springs State: CO Zip: 80907</p> <p>I agree that I 25 needs to be wider to alleviate some of the traffic congestion in this city. I wish there was another way to accomplish that, but I think your research shows this to be the most effective method. But I do have concerns about the noise increases in the Old North End Neighborhood. I would feel much more comfortable with the project if it included some sound mitigation for this neighborhood. It is a historic neighborhood and we work hard to preserve it's character and charm. I would hate to see this wonderful area become louder as a result of this project and therefor a less pleasant place to live in. This neighborhood is one of the few that was here before I 25 ever existed and I think that earns it a special consideration. Thank you for your thoughtful consideration of this problem.</p>	<p>ISSUES</p> <p>General Support</p> <p>Noise: Mitigate near Old North End neighborhood</p>
<p>Sent: May 3, 2004 Name: Karen Rooks <u>Nauer</u> Address: 620 Struthers Loop City: Colorado Springs State: CO Zip: 80921</p> <p>Please expand I-25 to four lanes ASAP. Three lanes from Castle Rock to the southern edge of the Springs will not be enough to handle the volume. Please place sound walls from Monument to the existings walls recently added. We live near I-25 and Baptist and the noise is very loud from I-25. Excellent EA - Thanks for your work!</p>	<p>General Support</p> <p>Transportation: 4 lanes for entire length needed</p> <p>Noise: Walls from Monument to downtown needed</p>	<p>Sent: April 20, 2004 Name: Sam <u>Nelson</u> Address: 5411 Gardenia Cir City: Colorado Springs State: CO Zip: 80918</p> <p>Excellent at least 10 years overdue, start work asap, if denver gets trex etc. at the very least co spgs and the surrounding area deserves this.</p>	<p>General Support</p>

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<p>Sent: May 11, 2004 Name: KAREN J. <u>NELSON</u> Address: 1422 ALAMO AVE. City: COLORADO SPRINGS State: CO Zip: 80907-7302</p> <p>Realizing that I can have no effect in urging you to make a by-pass to the east - which most "towns" our size have, I will confine my comments to the current I-25 (which should be business I-25).</p> <p>Colorado Springs depends a great deal on tourists. Tourists come here to enjoy the mountains and the atmosphere of our town. This town used to have a small town feel, but that is being eroded daily. One of the most damaging things recently has been the highway. Not only does the wall eliminate a great deal of scenery (which people come to see) but the noise is more than apparent all over downtown area making our town sound like the big city. Many tourists come here and many people live here to leave that behind. the sound needs to be mitigated. I know CDOT has said that it is not so bad that it is mandatory but there is nothing that says mitigation can't be done anyway. I believe that it is mandatory to to all that can be done to preserve the historic neighborhoods - and that should include the historic downtown and certainly must include our park land. The noise has increased considerably and is close to the limits now. As I understand it there is to be a large increase in traffic in the next few years. Perhaps then it will be mandatory to mitigate, but I fear that the base line sound level will be taken at this new level rather than that of the Pre-wall time - a vast difference. Once we heard birds outside. Now we see them but cannot hear them - only traffic. The change has been dramatic in spite of the "official" numbers.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>EIS needed</p> <p>NEPA Process</p> <p>Noise:</p> <p>Earth Berms</p> <p>Mitigation needed</p> <p>Historic Resources</p> <p>Parks/Recreation</p>	<p>We need a proper Environmental Impact Statement taking into account all of the so called safety improvements that CDOT has undertaken over the past several years to see what the cumulative change has been and will be. We also need mitigation. I feel certain that some berm or 4ft.center wall would help although I'm told that for some reason we cannot have them. There is no reason however not to use the rubberized asphalt! It does reduce noise considerably, should work fine in this climate it is successful in (Arizona)and even recycles some of the old tires that are littering the land. This highway expansion is an unfortunate project. It brings more traffic to the lowest part of town increasing the air pollution problem and in the long run it will be unlikely to suffice. What we really needed was to spend the many millions toward putting I-25 to the east and designate this portion as Business I-25 with a reduction of the speed limit on this section to 45. Tourists would still come to see the wonderful town and scenery and our downtown, parks and historic neighborhoods would not sound like Chicago. They do not need to -- please don't ignore the impact this has on the community. Please don't do the minimum that is absolutely required.</p>	<p style="text-align: center;">ISSUES</p> <p>Noise: Rubberized asphalt</p> <p>Reduce speed limit</p>
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<p>Sent: April 15, 2004 Name: Mike <u>Nemeth</u> Address: 1717 North 7th Street City: Colorado Springs State: CO Zip: 80907</p> <p>I live just one block west of I25 between miles 144 and 145 on the hill, the noise is not that bad for the convenience. I travel I25 2 to 4 times a day. I have a business off the new Tejon, Nevada interchange it is great and well worth the inconvenience. I believe the study is very good, complete, and answers the questions that need to be answered. The enlargement is needed and well thought out and takes most everthing in consideration. As soon as the money is ready it needs to get started. Please don't let the noise of a few stop or slow the needs of the many who drive I25.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">NEPA Process</p>	<p>Sent: May 10, 2004 Name: Susan <u>Nishida-Harvey</u> Address: 1346 North Weber St City: Colorado Springs State: CO Zip: 80903</p> <p>Significant negative impact on quality of life/air/water/wildlife; need to prepare environmental impact statement; alternative pavement type to minimize noise?; damage to wetlands, water quality, and human environment/resources more significant than "studies" make it; more comprehensive by unbiased professional in order to make a good decision that everyone can work with.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General opposition: Complete EIS</p> <p style="text-align: center;">NEPA Process</p> <p style="text-align: center;">Noise: Alternative pavement</p> <p style="text-align: center;">Air Quality</p> <p style="text-align: center;">Water Quality</p> <p style="text-align: center;">Wildlife</p> <p style="text-align: center;">Wetlands</p>
<p>Sent: May 3, 2004 Name: Cara <u>Newman</u> Address: 510 N. Prospect ST. City: Colorado Springs State: CO Zip: 80903</p> <p>The overall study seems to make sense. Expansion of the number of highway lanes and adding noise barriers is a necessity. Light rails SHOULD be incorporated into the plan. As it stands, existing public transportation in Colorado Springs is sub-par (due to lack of funding). Denver's light rail system is an example of a successful public transportation system. I, personally, don't worry about the Jumping Mouse. We've been spending way too much time and money on a varmit that will move its home if forced to. Although north I-25 is seriously conjested and will only increase in time, creating a highway that leads to Powers just south of the AFA will greatly reduce that. Also, I-25 on the south side of town will become more conjested within the next 5 years. Fountain, Pueblo and other towns south of the Springs are becoming more and more populated since it is more affordable to live there. Expansion on that end needs to be considered as well. Thank you!</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives Considered: Light rail</p> <p style="text-align: center;">Expand number of lanes</p> <p style="text-align: center;">Noise: Add barriers</p> <p style="text-align: center;">Transportation: Capacity issues at north and south end of study area</p>	<p>Sent: May 3, 2004 Name: Robert <u>Nolette</u> Address: 6220 Wilson Rd City: Colo Springs State: CO Zip: 80919</p> <p>I think the assessment is well thought out, and I fully support it. I think excellent consideration for the end result as well as the actual construction phases took place in it's preparation. As a commercial real estate owner and broker I am on the Interstate in the Springs and Denver at least 25 times per week. Something MUST ne done ASAP, And I fully support this plan. If it is run as well as TREX, it will be much more painless than people think. Please let me know if I can help further.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: May 11, 2004 Name: Lisa <u>Noll</u> Address: 1428 Alamo Ave. City: Col. Springs State: CO Zip: 80907</p> <p>As a resident of the Old North End Neighborhood of Colorado Springs I am concerned about the increasing noise levels from I-25 and about plans for further highway expansion with inadequate noise mitigation. I have lived on the west side of Alamo Ave north of Columbia for 14 years. At times I hear loud highway noise even in the middle of the night, and some evenings it is difficult to have a quiet conversation in our backyard.</p> <p>As part of a middle school science fair project in early 2002 my daughter took sound readings on our back porch (west side of Alamo) during the evening rush hour. (She used a recording digital sound level meter which integrated the readings over a 180 second period and provided an "average" as well as a minimum and maximum decibel measurement.) Average readings ranged from 52 - 67dB; more that half of the maximum readings were greater than 70dB.</p> <p>I urge that CDOT provide the most effective possible means for noise mitigation along the I-2 corridor.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Effective mitigation needed</p>	<p>Sent: April 22, 2004 Name: Brian <u>Norton</u> Address: 2500 N. Circle City: Colorado Springs State: co Zip: 80909</p> <p>We need to expand that puppy. We have already gone way too long without taking the necessary steps to improve it by widening the lanes.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: March 28, 2004 Name: Allen B. <u>Norris</u> Address: 829 N Circle Dr City: Colorado Springs State: co Zip: 80909</p> <p>I concur with the results and recommendations of the I-25 EA. I believe it's way over due for widening I-25.</p>	<p style="text-align: center;">General support</p>	<p>Sent: April 16, 2004 Name: Jerry <u>Novak</u> Address: 1750 Colgate Drive City: Colorado Springs, CO State: CO Zip: 80918</p> <p>I have reviewed the study and concur with its findings. I believe that CDOT should proceed with the proposed improvements as soon as possible.</p>	<p style="text-align: center;">General support</p>

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<p>Sent: April 22, 2004 Name: Paul <u>Novak</u> Address: 5449 Jessica Court City: Colorado Springs State: CO Zip: 80917 Colorado Springs must continue a growth path in all areas if we are to become a major convention and transportation locale. We need to offer all the advantages of large cities in these areas. We have beautiful scenery, outdoor sports, many tourist sites, great weather, etc. These are advantages some major convention cities right now don't have. The potential revenues in tax dollars are unlimited. We must draw this business to the Springs. Maintaining an up-to-date transportation route through the city is a necessity to accomplishing that. Those who visit here to view the city as a convention site, or as their home, must see that our transportation system is superior to others. Look at all major cities in the U.S. You see multi-lane expressways in other cities our size. I realize this will inconvenience a few regarding noise pollution but it is a great advantage to the entire city and that is a larger good. However, the city should be responsive to their citizens concerns however and offer sound barriers.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: Provide sound barriers</p>	<p>Sent: April 19, 2004 Name: Elena E. <u>Nunez</u> Address: 1003 N. Foote Avenue City: Colorado Springs State: CO Zip: 80909</p> <p>I was present at the April 6, 2004 Citizens Transportation Advisory Board meeting where the I-25 EA was presented. I would like to commend all the folks who have worked on this project. It was apparent that the public process was thorough, sound, and fair. Significant efforts were made to accommodate citizen concerns and still maintain the integrity of the project. Both my husband and I are in full support of the proposed capacity improvements recommended in the EA. Our only request is that the improvements be implemented as soon as possible. The growth in our community has increased demand for advanced roadway systems and we have already waited far too long to address these needs. Also in speaking with others, be assured the vast majority of people rely on the expertise of professionals to implement the safest and most cost efficient improvements that are appropriate for our climate and future use. If residents of the Old North End neighborhood want special improvements, they always have the option to establish a taxing district to address their specific neighborhood concerns. Please do not allow this single issue-focused minority to impact the progress of this project that benefits the tens of thousands of traveling public daily. Once again, thank you for the opportunity to provide input and for the extraordinary effort.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 25, 2004 Name: Pam <u>Nuenke</u> Address: 8055 Chancellor Dr City: Colorado Springs State: CO Zip: 80920 There has been much time and money spent to get this far-something must get started! The years of research has been well thought through but a decision must be made to move ahead. The longer we wait the more congested AND unsafe our highway becomes. The effects on land, environment and business is minimal considering the number of people it effects for the benefit of the entire city. Please move forward NOW! It is way overdue.</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: March 25, 2004 Name: Michael R. <u>Oakes</u> Address: 1999 Copper Creek Drive City: Colorado Springs State: CO Zip: 80910-1843</p> <p>I believe the I-25 proposed capacity improvements are extremely limited at best. The I-25 corridor should be 3 lanes from Castle Rock to Monument, 4 lanes from Monument to south of Fountain and 3 lanes from Fountain to south of Pueblo. A center guard rail through-out the I-25 corridor is mandatory for public safety. The expansion of the lanes will also increase public safety. If these changes are made today we will not have to pay for the changes at the inflated price of future construction. This will save tax payer monies and will provide badly needed jobs, tax revenue, and a boost to the local economies. This task should be tackled by several construction companies to facilitate a quick change. Please feel free to contact me for additional comments and ideas about this project. Please feel free to use my comments as a part of the process. Let me again state the importance of putting people to work as soon as possible. This will broaden the tax base and give unemployed or under-employed people the opportunity to pay their bills as well as spend money within the local economy. This type of attitude (putting people to work) is badly needed for the local and national economy. Thank you.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives Considered: Capacity improvements from Castle Rock to Pueblo</p> <p style="text-align: center;">Transportation: Guard rail along entire median for safety</p>	<p>Sent: May 3, 2004 Name: Frank <u>O'Donnell</u> Address: 22 1/2 S. Tejon St., Ste 8 City: Colorado Springs, State: CO Zip: 80903</p> <p>The EA is acceptable to me, it addresses all the major issues which were of concern to me, especially the issues of air quality and noise mitigation which I believe are important to the downtown and close in neighborhood areas. I grew up in the old north end and this is an excellent effort to buffer the impacts along Monument Creek, Downtown and the nearby Westside, I think it is an excellent design and will work for all parties concerned, my compliments to the CDOT staff and all the others who have worked to accomplish this necessary expansion of I-25</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
		<p>Sent: April 8, 2004 Name: Brett <u>Ogden</u> Address: 3235 Brunswick Dr City: Colorado Springs State: CO Zip: 80920</p> <p>I think the capacity improvements are well warranted.</p> <p>I believe, however, that one area that desperately needs to be addressed in this county is a public education campaign in "how to merge". Everyday I getting on to the freeway during rush hour I watch the majority of vehicles reach the top of the on ramp and then STOP. The public needs to be taught that a proper merge requires your vehicle to be moving at the speed of the traffic on the freeway. Ramps and merge lanes are of sufficient length but a majority of people do not use them as they are intended. This creates a tremendous amount of slowing at key intersections (N. Academy, Woodmen, Garden of the Gods to name a few). If freeway merging habits in the county could be improved it would go a long way to easing traffic congestion (and would have to be cheaper than building additional lanes).</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: May 11, 2004 Name: Charles L. <u>Oliver</u> Address: 1551 Culebra Ave. City: Colorado Springs State: CO Zip: 80907 I live less than one-half mile east of I-25 and traffic noise levels are noticeably higher. Our concern is that with further roadbed expansion noise levels will rise even higher. We hope CDOT will further consider the use of rubberized asphalt as an alternative roadbed surface. The Asphalt Institute and Arizona DOT (ADOT) offer more up to date research in this area than CDOT's older materials. Tined concrete "sings" with tire noise. Additional inquiry and research is needed into the inmpact upon property values as the incursion of road noise and extra particulate fallout increases. I am a multiple property owner in the Old North End and am unwilling to suffer a "taking" of my property's values by the enlargement of this major traffic corridor.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Noise: Rubberized asphalt</p> <p>Socioeconomics: Property value impacts</p>	<p>Sent: April 20, 2004 Name: David <u>Olson</u> Address: 6334 Pulpit Rock Drive City: Colorado Springs State: CO Zip: 80918</p> <p>In general, it makes sense to me. Thanks for your thoroughness. My thought about design of the North Nevada interchange is: PLEASE DESIGN IT IN SUCH A WAY THAT NEVADA WILL ALSO CONNECT DIRECTLY WITH VINCENT, thus somewhat reducing traffic at Woodmen and conveniencing many drivers to and from the vicinity of Pulpit Rock Park. Please let me know whether this is seriously considered.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Transportation: Connect Nevada to Vincent</p>
<p>Sent: April 10, 2004 Name: Margaret <u>Oliver</u> Address: 1551 Culebra Ave. City: Colorado Springs State: CO Zip: 80907 In considering a 26 mile segment, please prioritize bridges and construction in the areas closest to town, and then radiate outward as the project progresses. I agree that we need a HOV lane added to our freeway. Consider rubberized asphalt overlay surfaces for noise mitigation for the entire length of the project. I have driven on these surfaces in Phx and notice a marked difference in sound in the car. AZ is utilizing this surface on 53 percent of their highways. With adequate space, berms are effective. Lowering roadbeds also helps with sound when space is adequate. We have noticed an increase in freeway noise since the wall went up on the west side of the freeway adjacent to our neighborhood and Monument Valley Park, much to our disappointment. Would a berm or wall be a possibility on the east side of the freeway?</p>	<p>Proposed Action: Construction staging</p> <p>Noise: Rubberized asphalt, berms, lowering roadbeds, walls</p>	<p>Sent: May 10, 2004 Name: Kathy <u>O'Neal</u> Address: 1332 N. Cascade City: Colorado Springs State: co Zip: 80903</p> <p>This neighborhood is already impacted by highway noise the addition to the interstate will make this once beautiful historic neighborhood a thing of the past. This neighborhood has been in existence far longer than the freeway and should be protected from noise and air pollutants. In addition the mitigation proposed does not come close to what is needed to protect the homes near this project and an environmental impact study not and EA should be done.</p>	<p>General opposition: EIS needed</p> <p>Noise: Impacts to old north end neighborhood</p> <p>NEPA Process</p>



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<p>Sent: May 12, 2004 Name: M.S. <u>O'Neill</u> Address: 107 Cerrito Pt. City: Colorado Springs State: CO Zip: 80906</p> <p>The assessment study sounds very thorough, and the recommendations sound good. There is a great need for relief of the congestion in our city. There is no mention of time to complete this project, or alternate routes of traffic during construction. There was mention of the W PA wall, that is almost mid way in Monument Valley Park. Are we losing that much of the park? Another item of interest is mass transit from Colo. Spgs. The rail system in Chicago stops at other villages en route to Chicago. This would be helpful. At this time I do think, it is a good idea. M.S. O'Neill</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Alternatives Considered</p> <p>Proposed Action: Construction staging, time</p> <p>Parks and recreation: Impact to Monument Valley Park</p> <p>Alternatives considered: Rail to Chicago</p>	<p>Recorded April 22, 2004 Janelle <u>Ormsby</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">ISSUES</p> <p>Visual Resources: Noise walls impair views into Monument Valley Park</p>
<p>Sent: April 21, 2004 Name: John C. <u>Onstott</u> Address: 3113 Breckenridge Drive W. City: Colorado Springs State: CO Zip: 80906</p> <p>I have reviewed the Environmental Assessment Study for the widening of I-25 in Colorado Springs. In my opinion, the project needs to be done as quickly as possible as the traffic and congestion are becoming unacceptable. All of the "homework" has been done with all relevant issues being considered. The need is clear to start now on the project to secure the quality of life and prosperity that we should have in Colorado Springs.</p>	<p>General Support</p>	<p>Sent: April 15, 2004 Name: Edward <u>Osborne</u> Address: 3950 Hermitage Drive City: Colorado Springs State: CO Zip: 80906</p> <p>I strongly support the proposed changes and think there has been adequate planning.</p>	<p>General Support</p>
<p>Sent: May 3, 2004 Name: Ronald L. <u>Ostop</u> Address: P.O. Box 2437 City: Colorado Springs State: CO Zip: 80901</p> <p>I believe the I-25 Environmental Assessment Study is a comprehensive summary of the natural and social environmental resources and potential impacts of the proposed capacity improvements for I-25 in El Paso County. These capacity improvements are essential to the functionality of I-25 not only as the main transportation corridor for the county and the City of Colorado Springs, but also for the transportation of people and goods for the Rocky Mountain Region as a whole from Mexico to Canada. It is also essential for a vital transportation connection to our major National Defense Network in Colorado. I fully support the proposed capacity improvements detailed in the Environmental Assessment.</p>	<p>General Support</p>	<p>Sent: May 3, 2004 Name: Ronald L. <u>Ostop</u> Address: P.O. Box 2437 City: Colorado Springs State: CO Zip: 80901</p> <p>I believe the I-25 Environmental Assessment Study is a comprehensive summary of the natural and social environmental resources and potential impacts of the proposed capacity improvements for I-25 in El Paso County. These capacity improvements are essential to the functionality of I-25 not only as the main transportation corridor for the county and the City of Colorado Springs, but also for the transportation of people and goods for the Rocky Mountain Region as a whole from Mexico to Canada. It is also essential for a vital transportation connection to our major National Defense Network in Colorado. I fully support the proposed capacity improvements detailed in the Environmental Assessment.</p>	<p>General Support</p>

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<p>Dick <u>Oursler</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON"</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 25, 2004 Name: Tiffany <u>Overholser</u> Address: 4176 Cherryvale Drive City: Colorado Springs State: CO Zip: 80918</p> <p>We can either be proactive or reactive to the traffic demands. The last 20 years we have been reactive and it seems as if we are always 10 years behind in the way of demand. Widen I25 all the way from Colorado Springs through to Denver! thank you,</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
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<p>Sent: April 16, 2004 Name: Chris <u>Page</u> Address: 7310 Delmonico Drive City: Colorado Springs State: CO Zip: 80919</p> <p>I hope this is that last study the taxpayers will have to pay for. It does not take a study to realize there is a capacity issue on our I-25 interstate. Please consider this statement a vote in favor of improving north-south traffic. All I ask is that the project, when complete, will be able to handle traffic growth for the next 15 years. The above comment is in response to the work completed at woodmen. Looks nice and I am sure somebody is happy with their work but the people driving I-25 every night see little impact on actual drive time. I can only hope all that work was not a waste of money to satisfy some EA study.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p style="text-align: right;">MICHAEL PAYNE PALMER 1535 Northfield Road Colorado Springs, CO 80919 719.599.8681</p> <p style="text-align: right;">MAY 13 2004</p> <p>May 10, 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: PUBLIC REVIEW OF I-25 ENVIRONMENTAL ASSESSMENT</p> <p>Gentlemen:</p> <p>I want to go on record as a supporter of the I-25 Environmental Assessment and making the capacity improvements to this highway.</p> <p>On a front-page article in <i>The Gazette</i> on May 7, 2004, our city now rates first in having the worst traffic in the nation. As one who lives north and travels to the Central Business District to my office, I find the worst traffic rating totally unacceptable. I think CDOT has completed a very thorough and exhaustive study of I-25. It is time to move forward without delay on the improvement project.</p> <p>Sincerely,</p> <p> Michael Payne Palmer</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 1, 2004 Name: Wynne H. <u>Palermo</u> Address: 1835 Cantwell Grove City: Colorado Springs State: CO Zip: 80906</p> <p>We absolutely need to have I-25 improved for the well-being and continued quality of life in Colorado Springs! If this project is put off into the future, the costs rise and our success as a city fades and deteriorates. Colorado Springs cannot afford to let that happen any more than it has. There are always negative impacts, but the overall good is far greater for the community than any of the negative impacts. We need it NOW!</p>	<p style="text-align: center;">General Support</p>	<p style="text-align: right;">PAMELA PALMER 1535 Northfield Road Colorado Springs, CO 80919 719.599.8681</p> <p style="text-align: right;">MAY 13 2004</p> <p>May 10, 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: PUBLIC REVIEW OF I-25 ENVIRONMENTAL ASSESSMENT</p> <p>Gentlemen:</p> <p>I am writing as a concerned citizen about the unacceptable traffic conditions on the I-25 corridor.</p> <p>I am pleased that CDOT has completed the I-25 Environmental Assessment and would like to go on record as a supporter of the proposed capacity improvements.</p> <p>As the mother of young children living in the northwest quadrant of the City, I have a concern that emergency vehicles have difficulty using I-25 during the rush hour gridlock. Although I have never had the need arise, I am deeply concerned that I could not get to a hospital reasonably fast during peak traffic periods. This needs to change.</p> <p>Thank you.</p> <p>Sincerely,</p> <p> Pamela Palmer</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: May 12, 2004 Name: Ronald J. <u>Butlin</u> Address: <u>Palmer Village</u> Vice President Elite Properties of America, Inc. Palmer Village owns the assets located at 6385 Corporate Drive (Classic Headquarters), 6325 - 6357 Corporate Drive (Apria Health Care) and 6255 - 6275 Corporate Drive (Springs Spas). As one of the landowners on Corporate Drive, we have been following the CDOT plans with intense interest. As we have expressed on numerous previous occasions, closing access to Corporate Drive from I-25 will have an adverse impact on our operations and on those of the general Corporate Drive businesses. We are pleased that the EA study identifies the need for Corporate Drive to retain access at its southern terminus and appreciate it's inclusion in the overall EA study as an important component to the North Nevada/Rockrimmon reconfiguration. Construction of the Corporate Drive connection to the proposed interchange will be an important step to protecting the commercial viability of the businesses on Corporate Drive and to the continued safety to those working, shopping and residing along Corporate Drive via two viable emergency access points. As noted, the EA in section Socioeconomic Impact, page 3-17 states that "the existing substandard southbound off and on ramps at Corporate Drive (Exit 148B) will be closed but access to the adjacent business area ("Furniture Row" and others) will be replaced by a new connection to North Nevada Avenue."</p>	<p style="text-align: center;">ISSUES</p>	<p>The Neighborhood Impact section page 3-35 also confirms the necessity of maintaining southerly access to Corporate Drive in that it states "access to businesses on Corporate Drive will be provided by a new bridge connecting Corporate Drive to the reconfigured I-25 Nevada Rockrimmon Interchange." We are pleased that the importance of the Corporate Drive connection has been affirmed in the EA analysis however; we continue to be concerned with regard to timing. While we understand that Exit 148B will need to be closed early in the construction process, it is imperative that the Corporate Drive connection be constructed simultaneous to the interchange. Business will be negatively impacted during construction but so long as the connection is assured and under construction, we believe net long-term benefit is worth the short-term detriment. Hopefully the FHWA will make a finding of no significant impact and the project can move forward. Please continue to keep us informed as the progress and we are more than willing to be involved in any way necessary to see this project become a reality.</p>	<p style="text-align: center;">ISSUES</p> <p>Proposed Action: Minor I-25 Modifications- Build Corporate Drive Extension when reconstructing Nevada/Rockrimmon</p> <p>Proposed Action: Access to businesses during construction</p>
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<p>Sent: April 6, 2004 Name: Mark <u>Pannell</u> Address: 2044 Coldstone Way City: Colorado Springs State: CO Zip: 80921</p> <p>The proposed capacity improvements look good. My biggest concern is the HOV lane. I realize there is a desire to encourage people to share rides, but for most people it is impractical. It simply does not make sense for them to carpool or ride a bus given their individual circumstances. Providing a HOV lane will not change that. An HOV lane simply does not solve the logistical problems that prevent people from carpooling or bus riding in the first place. I think it is quite unrealistic to believe that a significant number of people will start sharing rides just because they get the benefit of an HOV lane. There is already a financial benefit to carpooling and bus riding, adding another benefit simply won't make much difference. Even should a significant number of people use the HOV lanes, it still seems unreasonable to limit their use to vehicles containing two or more persons. The purpose of widening roads should be to allow them to carry more traffic so that everyone benefits, not to provide those few people who are fortunate enough to be able to carpool or ride busses with the added advantage of a faster trip. The lane space designated for HOV use would be more beneficially used to ease the congestion of the other lanes by opening it up for general-purpose use.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Convert HOV to general purpose lanes</p>	<p>Sent: April 23, 2004 Name: Christine <u>Pareso</u> Address: 7320 Franconia Drive City: Fountain State: CO Zip: 80817</p> <p>I am satisfied that the EA accurately assessed the impact and current and future impacts of the widening vs. not widening. I believe the detrimental effects due to no action, of traffic congestion and correspondent stress associated with the current insufficient capacity more than outweigh any detrimental effects of widening. On a separate, but related topic: As a user of the I-25 at Nevada and Tejon improvement, I find it to be an improvement, but would like to see right hand turn lanes added at all opportunities at the two cross streets to reduce congestion due to the inability to proceed to a right turn due to no lane availability. Is there any possibility of this happening?</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: Nevada/Tejon interchange</p>
		<p>Sent: April 15, 2004 Name: W. Bosier <u>Parsons</u> Address: 5520 Wilson Rd. City: Colorado Springs State: CO Zip: 80919</p> <p>The EA Study seems thorough and acceptable. The need to do this is long overdue. As a Colorado Springs resident since Fall, 1991, I have seen the incredible growth of the I-25 corridor and greater metropolitan area, and I can personally attest to the dangerous driving conditions that exist in rush hour and non-rush hour conditions on I-25. There are too many cars and too few lanes, and you feel like you could die at any moment based on any number of driving errors that could be made by yourself or thousands of others. This is a serious issue and CDOT needs to spend the money to address our problem, and not continue to pump money into Denver based on the larger population of their city. At least Denver has 4 or 5 other major freeway traffic corridors. Also, I am aware of mis-appropriated funds that were designated for El Paso County and were mysteriously routed to Douglas or Jefferson Counties over this past year, which obviously are non-recoverable. This project needed to start 4 years ago!!!</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 20, 2004 Name: James R. <u>Passaro</u> Address: 2649 Hatch Circle City: Colorado Springs State: CO Zip: 80918</p> <p>Believe the capacity improvement is NECESSARY to ensure quality of life of C-Springs residents in the future. Traffic is a major concern of all residents in any city, especially one growing at the rate we are. This project has my highest endorsement! Thanks for the opportunity to comment.</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: March 29, 2004 Name: ROSS <u>PAYNE</u> Address: 13421 MOONSHADOW LN. City: FOUNTAIN State: CO Zip: 80817</p> <p>ALL LOOKS GOOD. GET ON WITH IT AND FINISH BEFORE IT GETS ANY WORSE.</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: April 12, 2004 Name: Candace <u>Patterson</u> Address: 2415 W Dale ST. City: Colorado Springs State: CO Zip: 80904</p> <p>I agree with the proposal and think that something needs to be done as soon as possible. I-25 is a mess and too many people are losing there lives because we have not updated our roads to meet the demand and volumn.</p>	<p>General support</p>	<p>Sent: April 21, 2004 Name: Brendan <u>Peirce</u> Address: 6148 Del Paz Dr City: Colorado Springs State: CO Zip: 80918</p> <p>This is something that the city needs badly. The traffic on I25 is ridiculous - the sooner this gets done the better for the entire city.</p>	<p>General support</p>
<p>Sent: April 19, 2004 Name: Howard R. <u>Patterson</u> Address: 6399 Delmonico Drive City: Colorado Springs State: CO Zip: 80919</p> <p>Well thought out and workable. Congratulations to all involved. Dissension should now be limited only to those few with indefensible agendas that are contrary to majority opinion. This is a must-do project for the continuing well-being and prosperity of this community and further inevitable growth of the front range and the State of Colorado. The pending reversal of the "mouse" debate will allow even more citizens to accept this outstanding plan to take us well into the new century.</p>	<p>General support</p> <p>NEPA Process</p>	<p>Sent: May 2, 2004 Name: Michael <u>Perini</u> Address: 1150 Spruce Ridge Lane City: Woodland Park State: co Zip: 80863</p> <p>I believe that this effort is long overdue. As you proceed i recommend you make every effort to let the public know what you are doing as to meeting the construction timelines as well as any daily closures. Also, noise considerations should be addressed for those living along the construction route. Additionally, i recommend that as this project proceeds that due consideration be given to a I-25 by-pass before development makes this effort unfeasible and cost prohibitive. thank you</p>	<p>General Support</p> <p>Transportation: Construction detours</p> <p>Alternatives Considered: East bypass</p>

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<p>Sent: April 21, 2004 Name: Bill <u>Perry</u> Address: 4121 Little Crown Lane City: Colorado Springs State: CO Zip: 80906</p> <p>This improvement is critical to moving traffic in Colorado Springs, the growth is going to continue this is a must for the safety and welfare of our community. Don't let the special interest groups dictate regarding the future of Colorado Springs. I believe it important to move this improvement along and not be delayed by the prebbles mouse, the mouse will be delisted.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>NEPA Process</p>	<p>Sent: April 19, 2004 Name: Eugene A. <u>Pinter</u> Jr. Address: 214 E Monroe St. City: Colorado Springs State: CO Zip: 80907</p> <p>Colorado Springs has one Interstate Highway and we are way behind the growth curve for expanding capacity and improving safety. Expand I-25 as wide as possible! Six lanes in each direction (one enter & exit lane, four traffic lanes and one HOV Lane for northbound and for southbound) You heard me... 12 lanes wide! While we're at it, create impact barriers for bridge ends, multi lane exit ramps, a concrete vehicle reflecting barrier wall between north and south sides of the system, sound reflecting walls on both sides of the right-of-way from Cimmaron to North Academy, underpasses that do not flood, higher and wider overpasses for interchanges, integrated electronic highway signage for traffic guidance - road conditions - driver advisories, massive overhead lighting, pop-up spiked steel tire shredders and extreme pulse warning light systems to prevent wrong way entrance into on-coming traffic lanes, stop half-sighted upgrades and build a realistic interstate system with state of the art interchanges, safety features, lighting, drainage and signage.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>Alternatives considered: Suggested system improvements</p>
<p>Sent: May 3, 2004 Name: Clyde <u>Pikkaraine</u> Address: 344 Kenady Circle City: Colorado Springs State: CO Zip: 80910</p> <p>I think that the Environmental Assessment document is thorough and complete. As a regular commuter on I-25, I have experienced the congestion on I-25 first hand. I agree that something needs to be done to increase the capacity of I-25 as outlined in the Environmental Assessment document. It needs to be done as soon as possible.</p>	<p>General support</p>		
<p>Sent: April 22, 2004 Name: John and Rosalyn <u>Pinkerton</u> Address: 906 B Fontmore Road City: Colorado Springs, State: CO Zip: 80904</p> <p>We feel that since an environmental study has already been completed and approved by the Federal Highway Administration, no further environmental study is necessary. Additional study would be redundant and expensive. We think it would unnecessarily delay the project. We are concerned that funds may not be available if the project is delayed. This project is already long overdue, and further delay will only complicate matters.</p>	<p>General support</p>		

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<p>Sent: April 25, 2004 Name: Gene <u>Pinter</u> Address: 214 E. Monroe St. City: Colorado Springs State: CO Zip: 80907</p> <p>Forget the preebles jumping mouse and the bad science that, wrongfully, placed it on the endangered species list. Plan to maximize the I-25 corridor and open the Eastern By-pass from Fountain to Denver. Expand the Interstate to 3 lanes northbound plus 3 lanes southbound from Pueblo to Fountain, then increase to four lanes in each direction from Fountain to Colorado Springs, then at S. Academy grow to six lanes northbound and six more southbound to Briargate Parkway, then reduce to four lanes in each direction to Monument (Hwy 105), now back to 3 lanes north and 3 lanes south to Castle Rock, expanding to 4 lanes in each direction to Highlands Ranch. While we're at it , lets incorporate improved interchanges, add computerized real time message displays into the overhead directional signs, increase safety barriers plus add sound barriers as needed, improve drainage along the route, and create a system of warning horns + flashing lights + pop up spiked tire shredders to prevent wrong way entrance into on coming traffic. Instead of HOV lanes, we should have a pair of high speed toll lanes going in each direction from S. Academy to Briargate with appropriate Toll Booth Stations along the way, and reduce to one toll lane in each direction for the segments of interstate from Briargate to Monument Colorado. Plan for the future then build for the future!</p>	<p style="text-align: center;">ISSUES</p> <p>Threatened/Endangered: Don't consider Preble's mouse</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Eastern bypass</p> <p style="text-align: center;">Transportation: Expand freeway from Denver to Pueblo, suggested improvements, toll lanes instead of HOV lanes</p>	<p>Sent: May 10, 2004 Name: Libby <u>Pitman</u> Address: 1221 Wood Ave City: Colorado Springs State: CO Zip: 80903</p> <p>The study ,in my view, was slanted. The impact on the neighborhoods was not addressed. Piecing the studies up is the way CDOT avoids having to deal with the real impact of not planning for alternative routing or pavement studies. Planners and authorities in our past have warned about putting thr most major highway in the state in the middle of our city but our city planners refused to look at or act upon the alternative of another way through the city - east of the city - years ago. Now, without much thought, they are just wanting to exacerbate the problem. We need have that other highway and another pavement option before it is too late - or is it?</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Alternative paving methods</p> <p style="text-align: center;">Alternaties considered: Alternative route</p>
		<p>Sent: April 22, 2004 Name: Russell N. <u>Pitts</u> Address: 1750 Coyote Point Dr. City: Colorado Springs State: CO Zip: 80904</p> <p>I approve wholeheartedly with the Environmental Assessment and STRONGLY support capacity improvements. The need for these improvements is essential and urgent. They should have been planned and funded years ago as population increases were forecast and realized. Recommend approval.</p>	<p style="text-align: center;">General support</p>

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<p>Sent: April 7, 2004 Name: Gerard <u>Place</u> Address: 272 S Academy Blvd City: Colorado Springs State: CO Zip: 80910</p> <p>This is something that will benefit commerce and residents travel time through the city. We should move forward with this as soon as possible.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Tarrah Smith <u>Pollaro</u> Address: 3764 Riviera Grove City: Colorado Springs State: CO Zip: 80922</p> <p>Rather than widen i-25, the money should be used to create a high-volume east-west corridor for Colorado Springs. Currently, there is no easy way to get from the east side of town to downtown.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives considered: East-west route through Colorado Springs</p>
<p>Sent: April 21, 2004 Name: Charles <u>Pocock</u> Address: 910 Forest View Road City: Monument State: CO Zip: 80132</p> <p>The Study is fine, but now is the time to get busy and do the highway widening. Any delay for another study will not only cost more money due to inflation but also cost more in injuries, death and property damage due to the overcrowded highway. It will also jeopardize the money presently set aside for the project and who knows when additional funds may become available---if ever.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 15, 2004 Name: George J. <u>Popovich</u>, Jr. Address: 3160 Maverick Dr. City: Colorado Springs State: CO Zip: 80918</p> <p>All the data supports the need for the proposed I-25 improvements. Failing to provide the improvements would be a gross disservice to all residents in the area. As with any major construction project there are many concerns and variables that need to be addressed. The environmental assessment is well thought out, and details actions that will minimize any negative repercussions to individuals, businesses and the environment.</p>	<p style="text-align: center;">General Support</p>
<p>Sent: April 21, 2004 Name: Marlene <u>Pocock</u> Address: 910 Forest View Road City: Monument State: CO Zip: 80132</p> <p>It's time to start acting and stop talking. We have heard about the preble's mouse for years, and I wonder what is more important the safety and lives of people or the mouse. I believe ninety-nine per cent of the people in the Monument area would say that people are more important. Let start getting our interstate widened for the safety of all.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 23, 2004 Name: Robert C. <u>Popovich</u> Address: 4642 Purcell Drive City: Colorado Springs State: CO Zip: 80922</p> <p>I support this much needed improvement project.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 15, 2004 Name: Dan <u>Potter</u> Address: 18910 Archers Drive City: Monument State: CO Zip: 80132</p> <p>I-25 desperately needs to be three (preferably) lanes from the South Academy exit up through the north El Paso county line. The environmental impacts are not significant, especially when viewed with the terrible gridlock. Also, the loss of human life because the corridor is so overwhelmed now would surely lessen because of the improvements. WIDEN I-25 ASAP!!!!</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: April 22, 2004 Name: linda <u>prater</u> Address: 2053 austrian way City: colorado springs State: co Zip: 80919</p> <p>I think that selling out our beautiful downtown with wonderful parks and our air quality for the best "economic value" is very short sighted. We need to move to a progressive future in transportation alternatives whether they are perfect or not. City bi-passes are needed before any irreversable damage is done close to our city and. Drawing more and more auto traffic through the center of our city and its' heavily overused exit roads that all funnel east is causing claustrophobic congestion in the central-west portion of our city already. We need to funnel that traffic away. We also need the light rail-monorail-alternate transportation to eventually be able to hook up to the Denver system. Please look to the future and don't saddle this city with a short term "fix." Be proud and kind to our wonderful city.</p>	<p>ISSUES</p> <p>Parks and recreation</p> <p>Air Quality</p> <p>Alternatives considered: Rail, east bypass</p>
<p>Sent: April 22, 2004 Name: Don <u>Powers</u> Address: 6374 Firestar Ln City: Colorado Springs State: CO Zip: 80918</p> <p>The widening is sorely needed. The benefits far outweigh the negative impacts as summarized in the study. Too much emphasis is given to the Preble Mouse habitat.</p>	<p>General support</p>		
		<p>Sent: March <u>29</u>, 2004 Name: Sue <u>Prieve</u> Address: 7315 Sneffels St City: Colorado Springs State: CO Zip: 80911</p> <p>I think a lot of study has been put into this project. What I really like is that the "carpool" lanes will be open to general traffic at times other than rush hour so there is not wasted lanes just sitting there. I question whether there really is a need though to designate a carpool lane--there is not enough mass transit systems to accomodate the commuters in the Springs to warrant such a lane.</p>	<p>General support</p> <p>Transportation, Supports HOV lane, concerned about it's usage</p>

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<p>Sent: May 11, 2004 Name: Jan <u>Prowell</u> Address: 1824 N. Royer St. City: Colorado Springs State: CO Zip: 80907</p> <p>I am writing to express concerns regarding the EA and the further expansion of I-25 as proposed. I feel it has significant impact on Monument Valley Park, as well as on the community as a whole. For this reason, I find that more study and information is needed in several areas. First, I am concerned about the impact to the entrance to Monument Valley Park (the Park) off Bijou St. There will be a great deal of work in that area that could adversely impact the entrance during construction, both generally and structurally. In addition, there will be a permanent affect on the setting of the entrance. I feel that more information needs to be provided on why it needs to be raised, and raising Bijou street should be avoided, so that the entrance is not below grade, with steps leading down to it. I believe there are alternatives, such as keeping Bijou at a lower level. The entrance is one historic resource in the park that has stood in tact for almost 100 years. I am also very concerned about the increase in noise in the park, and I am find 66 decibels much too high and unacceptable for a park that was originally designed to be a peaceful respite from urban living. I also think that the design of the sound walls bears further discussion. As proposed the walls are not designed to aesthetically contribute to the park, and the least that can be done is to provide a design that is compatible with the historic stonework in the park. Since landscaping has been cut back based on lack of maintenance funds from the city, additional money must be available for better design and noise mitigation. It seems also to make sense to consider asphalt rubber as noise mitigation that would require less massive walls and therefore less visual impact.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Parks and recreations: Construction and other impacts to Monument Valley Park</p> <p style="text-align: center;">Noise: Impacts to park, mitigation other than walls needed</p>	<p>In summary, it is a shame to have to wall off the park, creating an unpleasant view both from the park and toward the park, rather than continuing to have nice views into and out of the park. The park curr! ently creates a beautiful entrance to the downtown area, and the loss of that will affect the aesthetics of the downtown. I am also a little confused about the design speed being established at 70 MPH. Is 70 going to be the posted speed? I feel that the rationale for a higher speed limit than 55 is greatly lacking. As I read the EA and other information, increases in speed increase noise. I can't see any justification for posted speeds higher than 55 through the downtown area. Last, the EA discusses the goal of the project to improve the aesthetics related to the highway (Page 4-21), throughout the 26 miles of the project. I don't feel enough attention has been given to what the aesthetic is that is being proposed. Has there been analysis of Colorado Springs to establish what aesthetic would be in keeping with the City as a place that stands out from other places? Or is typical highway design to be used? I would hope that there is to be some sort of aesthetic treatment that will differentiate Colorado Springs from anywhere USA. Please clarify this for me. I don't find that making all the bridges the same will be a great improvement in aesthetics. I learned a great deal from reading the EA, and while I don't agree that there is no significant impact from this project, I appreciate the level of study and detail that has gone into the report thus far. I also very much appreciate the design including an HOV lane(s). I don't feel that enlarging highways is the only solution to traffic problems and therefore I hope that the HOV lane will get used, once traffic builds to the point that commuters see the benefit to using it. Thank you for this opportunity to comment.</p>	<p style="text-align: center;">ISSUES</p> <p>Visual Resources: Noise wall impacts</p> <p>Transportation: Speed limit concerns</p> <p>Visual resources: What makes this project different from other highways visually?</p> <p>Transportation: HOV lanes a good addition</p>
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<p>Sent: April 23, 2004 Name: nathaniel <u>Pulsifer</u> Address: 19 e. willamette st ste a City: colorado springs State: co Zip: 80903</p> <p>I think the widening of the highway is essential for colorado springs. It is imperative to get more lanes in town, improve interchanges, and extend the additional lanes at least to Monument. The environmental issues appear to be reasonably addresses, and in the interests of continued growth of the city and quality of life for current residents, please voice my full support for the widening.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>		<p style="text-align: center;">ISSUES</p>
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<p>Sent: April 5, 2004 Name: Gary <u>Rackov</u> Address: 8136 Fort Smith Road City: Peyton State: CO Zip: 80831 The I must be increased to support the flow of traffic. Those who live by must realive they live by the biggest Interstate in the state and as such we should not hamper it's flow just because of a few minor drawbacks. Volume will not increase because of the widening, the flow will be better and C.S. will benefit greatly from it's expansion. In my opinion there should be no debate, the capacity MUST be increased - the results from not doing this will be more catastrophic.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 19, 2004 Name: Gwen <u>Reese</u> Address: 5470 Villa Cir City: Colorado State: CO Zip: 80918 As we all know the Colorado State highways are not up to par. As Colorado Springs grows it will only get worse for everyone trying to travel from the Southern States ---North. Plus our city is gaining more people every year and needs to have a safe and reliable route through the City. Now is the time to get things done. Thank you</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 17, 2004 Name: Sandra L. <u>Rech</u> Address: 4843 Evening Sun Lane City: Colorado Springs State: CO Zip: 80917 Telephone: 719-574-4799 As a Colorado Springs resident since 1982 and a Realtor since 1986, I have seen/lived/and experienced the growth of our fair city personally EVERY DAY! Any improvement to our I-25 corridor would be a much needed improvement - long overdue. Please, please, let's get it done!! Our quality of life and living depends on it.</p>	<p style="text-align: center;">General Support</p>	<p>Recorded April 22, 2004 Don <u>Reichert</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">NEPA Process</p>
<p>Thomas <u>Rees</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 19, 2004 Name: Michelle Grove <u>Reiland</u> Address: 5110 Langdale Way City: Colorado Springs State: co Zip: 80906 I would like to vote to continue the improvements on I-25. Delaying action will only worsen the situation. Proceed with improvements. Thank you.</p> <p>Sent: March 31, 2004 Name: Jason <u>Reinhardt</u> Address: 130 E. Kiowa City: Colorado Springs State: CO Zip: 80903 Yes, please add lanes to I-25, we can't possibly continue with the limited lanes and daily congested travel routes. Sorry if you wanted more detail.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">General Support</p>

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<p>Sent: April 5, 2004 Name: Larry <u>Reisinger</u> Address: 1118 War Eagle Ct. City: Colorado Springs State: co Zip: 80919</p> <p>As an alternative to more lanes for more cars, I suggest you consider looking at offering incentives to city and county governments to zone and develop in a manner such that people can live near where they shop and work. It has been demonstrated elsewhere that such planned communities reduce (or eliminate) commuting costs and improve the quality of life for their residents. Productivity goes up and the negative impacts of commuting great distances via single occupancy vehicles is reduced. I know this is a radical idea to suggest that CDOT and FHWA promote such an alternative, but please consider it and "think outside the box". I haven't "run the numbers" but if your talking of \$25,000,000 per mile as a justifiable cost for some alternatives (like more lanes), I've got to believe that promoting planned communities can be a cost effective option to more lanes following more cars following more lanes, etc. Please understand that I'm not suggesting that we not build roads; hopefully, just not as many or as quickly as otherwise would be the case.</p>	<p align="center">ISSUES</p> <p align="center">Alternatives considered: Planned development communities</p>	<p>Sent: April 5, 2004 Name: Larry <u>Reisinger</u> Address: 1118 War Eagle Ct. City: Colorado Springs State: CO Zip: 80919-1520</p> <p>1. Move the Santa Fe Trail westward from near its planned closest encounter with the North Gate/Powers Blvd. Interchange (i.e, the portion of the Santa Fe Railroad Grade nearest the proposed interchange). In this area, move the trail into the pine forest to the west to restore a more rural, natural experience for trail users and, at the same time, reduce the amount of noise that trail users will be subject to. 2. To promote alternative modes of transportation east-west from the heavily populated residential areas west and north of the Garden of the Gods road but south of the Air Force Academy (e.g., Mountain Shadows, Rockrimmon, Peregrine subdivisions), add a trail crossing under or over I-25 for bikers/pedestrians near Pine Creek or Woodmen road and make it accessible to the Santa Fe Trail.</p>	<p align="center">ISSUES</p> <p align="center">Parks and recreation: Move Santa Fe Trail, add trail on north end to connect to Santa Fe trail</p>
<p>Sent: April 29, 2004 Name: Larry <u>Reisinger</u> Address: 1118 War Eagle Ct. City: Colorado Springs State: CO Zip: 80919-1520</p> <p>Please ensure that appropriate migration corridors are installed along the project length of I-25 north and south of Colorado Springs. It is important for the survivability of native animal populations that such pathways be established and maintained. In addition, providing such corridors will help minimized animal-vehicle strikes and make I-25 safer for both humans and animals. Please see the article at http://www.discover.com/issues/mar-04/departments/ecology-of-roadkill/?page=1 for recent successes in minimizing accidents and promoting animal mobility and survivability.</p>	<p align="center">Wildlife: Preserve migration corridors</p>	<p>Sent: April 6, 2004 Name: John <u>Rendek</u> Address: 3608 Windflower Circle City: Colorado Springs State: CO Zip: 80918</p> <p>I think that you have the basic idea but are missing the mark on the proposed capacity improvements. I-25 is bottled up in the proposed improvement section, however that section needs to be extended to Garden of the Gods from S. Academy or there need to be another lane added on each side for HOV from S. Academy to Garden of the Gods. Since the study has been completed I do not expect my voice to be heard. I doubt this will even be read. You may want to think a little further out than 5 years as well. Consider Chicago they improve for 5 years only to hit max capacity again. They then start all over. Think outside the box a little and add a commuter train to denver that links up with the light rail. I would rather take that on my commute than drive then you probably would not need to do it all over again in 5 years and bring this up again. I bet a friend of mine 100.00 that we will need to address this issue again in less than 7 years. So do not fail me make the wrong decision today!!</p>	<p align="center">Transportation: Capacity from Garden of the Gods to S. Academy.</p> <p align="center">Alternatives Considered: Rail</p>

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<p>Sent: April 15, 2004 Name: Mark <u>Reyner</u> Address: 511 North Tejon City: Colorado Springs State: CO Zip: 80903</p> <p>I think that for Colorado Springs to compete in any way with other communities around the country, I-25 NEEDS to be improved. Our EDC and the overall Quality Community Group work much too hard at attracting quality businesses to the Pikes Peak Region to have yet another obstacle put in the way. Not to mention improving the quality of life for our existing residents. This work has been needed for a very long time, if we don't act now I'm afraid that our community will suffer the consequences for a very, very long time to come.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 15, 2004 Name: Karen joy <u>Reynolds</u> Address: PO Box 1504 City: Palmer Lake State: CO Zip: 80133</p> <p>I feel that expanding the I25 to 6 lanes from south Colorado Springs to Monument is long overdue. In fact I believe 8 lanes in high-traffic areas will encourage carpooling and is also an idea long overdue. El Paso County's infrastructure has failed in keeping up with the fast pace of growth. I believe this issue should have been addressed 10 years ago.</p> <p>Expanding the number of lanes, will not increase traffic (with the exception of construction times) - especially if carpooling lanes are introduced. I feel it will decrease traffic and the number of accidents. This gives those individuals who insist on driving 90 miles an hour(or as fast as possible keeping only a distance of 2 car lengths between them and the car ahead of them) the space to do so with harming others. A larger presence of Hwy patrol would be greatly appreciated for the afore mentioned, although you probably have nothing to do with that. In any case, I will feel safer with more lanes to choose from.</p> <p>Of course building walls in highly populated areas will decrease noise pollution and I feel this is necessary. Increasing the number of lanes will probably decrease air pollution. Where there is less sitting in traffic for extended periods of time, there is less smog going into the air. Again, a carpool lane would be wise for the same reason. Keeping the amount of inconvenience down for the driver is the biggest challenge during construction. Thank you for your time and good luck with this project!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Noise: Include noise barriers</p>
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<p>Sent: May 9, 2004 Name: Mark Reynolds Address: 2324 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>The expansion of I25 will have significant negative impacts on neighborhoods and parks, as well as on the habitats of Endangered Species. It will affect the quality of air, water, and life along its entire corridor. The largest construction project in the history of Colorado Springs deserves - no, demands - the preparation of an Environmental Impact Statement to properly address these effects and to comply with section 4(f) of the 1966 Transportation Act that requires "all possible planning to minimize harm" to parks and historic places. Previous CDOT projects during the past 10 years have incrementally added I25 capacity under the guise of "safety improvements", thereby avoiding the environmental scrutiny required under the National Environmental Policy Act. These changes have already negatively affected the noise environment in both Monument Valley Park and the Greenway Trail. Given that Monument Valley Park is both a park and an historic place (the gift and legacy of Colorado Springs' founder William Jackson Palmer), these previous projects should have rigorously explored alternatives that would have complied with both the spirit and letter of section 4(f). Instead CDOT chose to employ longitudinally tined concrete as a pavement type rather than seriously considering other mitigating solutions, such as rubberized asphalt and/or the construction of noise barriers.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition: Conduct EIS</p> <p>NEPA PROCESS</p> <p>Neighborhoods</p> <p>Parks and recreation</p> <p>Threatened/Endangered</p> <p>Air Quality</p> <p>Water Quality</p> <p>Noise: Rubberized asphalt</p>	<p>Rubberized asphalt has been studied in both Arizona and California and been shown to significantly reduce noise levels (4 to 6 decibels), and its use would comprise only a small fraction (less than 0.5%) of the total project cost. Noise barriers would provide mitigation of tire noise as well as engine noise. Because these previous effects were incremental, each was judged to be below the threshold that would require mitigation. In my view, it is likely that the additional incremental effects from the proposed expansion will be argued to be more of the same. However, the cumulative effects of these projects have had and will continue to have profound effects on those living within the I25 environmental zone. It is these cumulative impacts that should be the focus of an Environmental Impact Statement. In addition, an EIS should also address impacts to neighborhood stability and property values, as well as indirect effects such as how increasing the I25 capacity by over 50% will effect future growth within Colorado Springs and the possible future use of other transportation alternatives such as mass Transit</p>	<p style="text-align: center;">ISSUES</p> <p>Noise: Provide noise barriers</p> <p>Cumulative impacts</p> <p>Alternatives considered: Mass transit</p>
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<p>Sent: May 12, 2004 Name: Judith <u>Rice-Jones</u> Address: 1615 N. Wahsatch Avenue City: Colorado Springs State: CO Zip: 80907 Please consider this an objection to your finding of no significant impact in the Environmental Assessment for the proposed widening of I-25 through Colorado Springs. The factors which make this finding incorrect are as follows: CAPACITY ALTERNATIVES. As one who travels at least once a week to Denver for a meeting for work I do not believe that the installation of a transit alternative—light rail or rapid bus transit would not significantly decrease the number of single-occupant vehicles on I 25. Everyone I would prefer a similar option for driving north or south in the Front Range corridor. BARRIER EFFECT. I do not find this issue discussed in the EA other than to dismiss any concern about dividing neighbors by saying that this issue is not relevant as the freeway is already there. There is a significant difference between crossing a four-lane interstate and an eight-lane one. Further, there used to be two pedestrian underpasses and one overhead pedestrian bridge. The three options have been collapsed into one. The barrier exists for wildlife as well. Jackson, S.D. 2000. Overview of Transportation Impacts on Wildlife Movement and Populations. Pp. 7-20 In Messmer, T.A. and B. West, (eds) Wildlife and Highways: Seeking Solutions to an Ecological and Socio-economic Dilemma. The Wildlife Society. Abstract As long linear features on the landscape, railways, roads and highways have impacts on wildlife and wildlife habitat that are disproportionate to the area of land that they occupy. In addition to impacts on habitat, highways and railways are sources of road mortality that threaten wildlife populations. Indirect effects on wildlife include reduced access to habitat due to road avoidance and human exploitation. Transportation infrastructure also undermines ecological processes through the fragmentation of wildlife populations, restriction of wildlife movements, and the disruption of gene flow and metapopulation dynamics. A variety of techniques have been used to mitigate the impacts of transportation systems on wildlife movements with mixed success.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Alternatives Considered: Rail from Colorado Springs to Denver</p> <p>Neighborhoods: Freeway divides neighbors</p> <p>Wildlife: Freeway disrupts habitat</p>	<p>To make progress on these issues wildlife biologists must: 1) recognize the potential long-term effects of highways and railways on wildlife populations and advocate more strongly for appropriate mitigation measures, 2) document the impacts of transportation infrastructure on wildlife populations, 3) conduct landscape analyses to identify "connectivity zones" and use these analyses to engage transportation planners earlier in the planning process, 4) enlist transportation engineers to help solve technical problems, and 5) design and conduct good monitoring studies to effectively evaluate various mitigation techniques. PROCESS. In the previous EA, public meetings were true public meetings. Those conducted for this EA were 'open houses' where attendees were precluded from hearing the concerns of their fellow citizens unless they were willing to follow each individual around which would be logistically impossible. BIJOU INTERCHANGE. At one of the few public open houses which I did not attend, one advertised as discussing options for the Cimarron/Colorado interchanges, a proposal was presented to remove the Bijou interchange entirely and increase the size of the next two interchanges to the south. I learned of this option when I attended the Transportation Committee meeting of the Downtown Partnership. When I expressed support for this option I was told by the CDOT representatives that this option had been taken off the table as the Downtown Partnership did not support it. The DTP does NOT represent all the citizens of Colorado Springs. Removing this interchange would allow for the reconnection of the south portion of Monument Valley Park with the rest of the Park. It would also allow for a pedestrian plaza uniting a number of Colorado Springs's distinguishing public buildings which are on or eligible for the National Register of Historic Places: Carnegie Library, St. Mary's Cathedral and the Knights of Columbus Building. NOISE. The day will come when man will have to fight merciless noise as the worst enemy of his health. Robert Koch, 1880 As a more than twenty-year resident and frequent user of Monument Valley Park, the increase in noise from the highway in the past few years is substantial. Contrasting the noise study done by a local engineer with that done by a national firm for the 1989-91 EA, one cannot but wonder at the differences in information and approach. The earlier noise consultant was quite open about the impossibility of mitigating noise due to the topography of the area.</p>	<p style="text-align: center;">ISSUES</p> <p>EA Sections 5-12: Public Involvement, open houses should have been hearing formats</p> <p>NEPA Process</p> <p>Alternatives considered: Bijou interchange concept</p>
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<p>He also recommended against parallel sound walls which he said often had the effect of magnifying the noise. His recommendations supported the landscape plan done by EDAW for the same EA which called for berms and shorter sound walls using sound absorptive materials. CDOT and their consultants seemed to be unwilling or unable to investigate current mitigation techniques in use elsewhere in the US. Research on this topic was completed by concerned citizens and rejected out-of-hand by CDOT. Despite information presented from successful mitigation strategies in other communities, CDOT consistently refused to consider alternatives. Their preferred technique, tined concrete, is used in Europe only for airport runways. Indeed, in Great Britain, there is a national plan to phase out the use of concrete in urban areas in favor of the quieter asphalt. Clearly an issue there of looking out for residents before favoring the automobile. England also appears to be ahead of us in considering public facilities such as interstate highways "dirty public things" which benefit the community but must be mitigated for those who live in close proximity. In refusing to consider or acknowledge the research done by concerned citizens, officials were not acting as public servants but as their own policy makers. This is a classic example of professional resistance. "We still need expertise, science, and technology. What we no longer need, in most situations and especially in local government, is the negative side of professionalism, that is, people who insist on making unilateral technically based decisions that affect people's lives and strip them of the opportunity to function as citizens. The reinventing/customer service movement has much to recommend it, but it's dark side is importation of the economic metaphor into public life in a way that aggravates the problem of disempowerment of the people who "own" the community, the citizens, in favor of the secretive "mystery and mastery" of those who assume control of government through use of technical expertise. The question is whether these "experts" should be useful advisers, helping people to see the consequences of possible courses of action, or whether they should simply control public agencies, letting the rest of us know what they have decided to do with our money and community after they have made the decision." Professor Richard Box, University of Nebraska, Omaha</p>	<p align="center">ISSUES</p> <p align="center">Noise: Impact to parks, mitigate noise using newer technology</p>	<p>SIZE OF PROJECT. By any measure--length of highway, number of interchanges to be replaced, proposed cost, time spent on EA, length of EA and appendices, this is an ENORMOUS project. By any indice comparison with other projects in Colorado, this will have significant impacts in our community. It's difficult to understand why an EIS wasn't selected as the correct approach to analyzing the impacts in our community and giving due consideration to all the alternatives. PROPERTY VALUES AND STABLE NEIGHBORHOODS. It has been well documented that one of the causes of neighborhood decay is the widening of roadways and the concomitant decrease in amenities such as landscaping and the increase in noise and pollution. The North End, Roswell, the Mesa Springs neighborhoods have all been stable areas since before the interstate was built. Already the increased noise from the work done under the categorical exclusion is a constant topic of conversation and concern and this is without the proposed further widening. In decreasing property values and neighborhood decay, the community will not only loose important residential areas and tax base but will also lose a significant contribution to the character-defining neighborhoods which reflect the history and development of our city. VISUAL IMPACT. Almost one hundred years ago the citizens of Colorado Springs taxed themselves to bring Charles Mulford Robinson, father of the City Beautiful movement, to their town. One of his strong recommendations was to be sure and never place anything between the town and its mountain backdrop. In elevating the roadbed and adding sound walls beyond human scale, CDOT has effectively added a strong element of visual pollution to the view corridor of anyone on the east side of the highway. Proposed sound walls will only add to this negative impact.</p>	<p align="center">ISSUES</p> <p align="center">General Opposition: EIS needed</p> <p align="center">Land Use</p> <p align="center">Socioeconomics: Impacts to neighborhoods and property values</p> <p align="center">Visual Resources: Impact of highway and noise walls</p>
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<p>AIR QUALITY. The EA done in 1989-91 demonstrated that more lanes would attract more cars and thus, air quality would NOT improve. Cars might move faster but the increased number would result in no improvement in air quality. Many physicians have recommended that the standards for air quality be higher in areas of higher altitude where the pollution has a greater impact on lungs. Given that there are three parks which will be affected by the proposed expansion, any air pollution will have a significant impact on park users.</p> <p>WATER QUALITY. The amount of runoff from the interstate into Monument and Fountain Creeks is significant and a serious negative impact on water quality at a time when we are all concerned about the availability of water.</p> <p>MAUVAISE FOI. It is difficult to exactly explain the sense of this expression in French. It literally means 'bad faith.' In meetings, in presentations, in publications, it has been clear that Wilson and CDOT had already determined that the EA was just a required process prior to initiation of their desired project. As a fellow government employee I have been offended and angered by the arrogance and total absence of the notion of public employees as public servants. Having served on the I-25 Greenway Advisory Committee for the first EA, 1989-1991, I can not help but wonder what happened to the recommendations from the national firms which prepared studies for that project as well as the recommendations of our Council-appointed committee.</p> <p>MONUMENT VALLEY PARK. This remarkable gift to the citizens of Colorado Springs from the City's founder represents one of the most important amenities in the community. The last master plan from the City Park Department established this park as the City's most popular. Already the increased noise from the work done under the categorical exclusion (significantly raised road bed, cantilevered toward the Park, tined concrete, out of human scale sound walls, a monstrosously large pedestrian crossing and ramps) have had negative impacts on the quality of the experience of the Park. The minimal mitigation proposed under the EA will not be sufficient to offset the further adverse impacts of noise, air pollution, more walls, etc. Given that the donor intended this Park to be a place of respite and quiet contemplation, it is disingenuous at best to claim that there will be no or minimal adverse impacts. One of the most serious is at the gateway to the Park--its formal entrance from downtown at Bijou. CDOT proposes to elevate even more the Bijou interchange requiring that pedestrians use a stair to descend to the archway marking the formal entrance.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Air Quality: Impacts to parks, people</p> <p style="text-align: center;">Water Quality</p> <p style="text-align: center;">General Opposition: CDOT/Wilson had predetermined alternative</p> <p style="text-align: center;">Parks and Recreation: Impacts minimally mitigated</p>	<p>AVAILABILITY OF INFORMATION. It is particularly disappointing to find professionals in any field who do not keep up with new advances in their area. Time and time again over the past decade, citizens have brought forward techniques and ideas used successfully in other communities and rather than receiving thanks from the Project staff, have been ignored or discounted as lacking professional expertise. This prevalent attitude in addition to the other shortcomings noted above have made the entire process a particularly negative one for those of us involved. I hope that the process for the EIS can start on a more positive note and that ideas brought forward by citizens will be considered in a more positive way.</p> <p>Thank you for your attention to my concerns. I look forward to your responses to these issues.</p> <p style="text-align: center;">"The design of the ..Highway is premised on the idea that the road is a visitor and that it should respond to and be respectful of the land and the Spirit of Place... The Spirit of Place includes more than just the road and adjacent areas--it consists of the surrounding mountains, plains, hills, forest, valley and sky, and the paths of the waters, glaciers, winds, plants, animals and native peoples." US Highway 93 Memorandum of Agreement, page 1.</p> <p>Recorded April 22, 2004 Judith <u>Rice-Jones</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">NEPA Process: Citizen suggestions not heeded with respect to new techniques and ideas</p> <p style="text-align: center;">Transportation Resources: I-25 is really 6 lanes now, not 4</p> <p style="text-align: center;">Hazardous Waste Sites: EA does not address hazardous materials transported on I- 25</p> <p style="text-align: center;">EA Sections 5-12: Holding open house on Earth Day callous</p>
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<p>Sent: May 3, 2004 Name: Michelle <u>Richards</u> Address: 1337 N Cascade City: Colorado Springs State: CO Zip: 80903</p> <p>We don't need to waste years of time and millions of dollars studying the effects of the inevitable widening of I-25. Unless you want to immediately stop all growth in Colorado Springs, the interstate needs to be widened.</p> <p>Why don't you focus your efforts on getting rid of the never ending, speeding traffic on Cascade Avenue instead. That is causing more direct smog, noise, pollution, and decrease in quality of life and property values than widening the interstate.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: Improve speeding traffic on Cascade.</p>	<p>Sent: April 21, 2004 Name: Lloyd <u>Ripenburg</u> Address: 102 N. Cascade City: Colorado Springs State: co Zip: 80903</p> <p>These improvements are sorely needed and the sooner the better.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>May 10, 2004 Dawn <u>Richert</u> Please see the same comments from Susan M. Dewey</p>	<p style="text-align: center;">General Opposition</p>		


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<p>Sent: April 28, 2004 Name: Steve <u>Rodemer</u> Address: 1903 wood Ave City: Colorado Springs State: Co Zip: 80907</p> <p>The EA goes to length discussing neighborhoods and how certain problems will be mitigated but in the only historic neighborhood and Park in Colorado Springs, CDOT provides no noise mitigation. The Comprehensive Plan of Colorado Springs and many resolutions sent to CDOT by City Council all contain language that neighborhoods are important and they should be protected and enhanced. The I-25 project has already negatively impacted the historic Old North End Neighborhood (ONEN) and it's quality of life. Homes listed for sale have had contracts pulled because of noise while CDOT says that the residents aren't affected because their levels are below their noise abatement criteria. The 66 DBA level required by CDOT for abatement, is higher than the 65DBA the FAA uses for airports. The 66 DBA level is an abatement criterion that assumes such noise level will impact a neighborhood and does warrant serious consideration. Levels in the Historic Monument Valley PARK exceed, as admitted to by CDOT, the higher 66 DBA level and all CDOT has proposed are 3 non feasible solutions while posturing that it has worked hard to arrive at solutions. The requirement for parks to give up land so mitigation can be done begs the question why an EA wasn't done first before construction so as to find the problems and be proactive. Because the levels exceed 66DBA in the Park CDOT should use extraordinary measures to mitigate noise as required in Section F of NEPA. The only reasonable assessment of the models used showing that heavy trucks passing the park and the ONEN at the rate of one every 9 seconds, dictate that CDOT should aggressively seek to mitigate the noise problem.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Impacts to neighborhoods and parks, mitigation needed</p>	<p>A further inaccuracy is the language that "longitudinally cut concrete is "quiet" when numerous studies verified within the US and internationally demonstrate than this cut increases the noise by 2-3 DBA and is 6+ DBA louder than rubberized asphalt A solution barely given any ink (just one small paragraph) is rubberized asphalt which is used extensively by Arizona's DOT and CA's DOT and others. The statement that "alternative pavement measures are not considered a proven noise mitigation measure by FHWA and CDOT rings hollow. Simply because there is no credit for rubberized asphalt doesn't mean it shouldn't be considered and implemented. ADOT and CA DOT both use it extensively with great benefits. For a small cost of the total project a substantial noise and preservation treatment of the exiting roadbed is obtained. Further the installation of noise barriers and rubberized asphalt is in conformance with FHWA policy and would not be classified as noise abatement but rather result from the need to satisfy the serious section F provisions that are being violated. Strikingly, ADOT receives a 4 DBA credit for using rubberized asphalt. Their successful use of this product has been at elevations higher than Colo Springs, with! more inclement weather and pr oven to be more durable, last longer and save lives, while being ecologically friendly. There are significant impacts to Colorado Springs and the EA does not consider the cumulative impacts of all transportation projects to include those outlined in the EA. CDOT should aggressively and honestly work to solve the noise problems in the Historic Park and affected neighborhoods utilizing creative, innovative techniques. Surprisingly, even though the community has voiced concern numerous times over the same issue at many if not all of the 47 public meetings, the Comprehensive Plan of the City demands it and City Council asked for "diligence in recognizing the value of neighborhoods and parks in the area and in striving to avoid or mitigate adverse impacts upon them" CDOT continues to ignore those affected close to the I-25 corridor by obfuscating the issues, with inaccurate statements and non feasible solutions while plowing ahead.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Rubberized asphalt</p> <p style="text-align: center;">Neighborhoods</p> <p style="text-align: center;">Historic Resources</p>
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<p>Richard <u>Rogozn</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>David L. <u>Root</u> - continued</p> <p>local, city, county, and state. The money should be there, the desire to future-think isn't. Colorado Springs leaders seem to be 40 years behind, and today (2004) are planning for the year 1980not 2020. If we want an easy drive into, through, out of Colorado Springs, then we should be paving six or seven lanes for I-25 in each direction, right now! Then we should also build a similar, five-lanes in each direction, an I-25-E from Fountain north along the Marksheffel corridor (it's too late and would be too expensive to make Powers a freeway). In 2020 (when such a project could be completed) the traffic demand will more than double today's demand. We must match demand with capacity, or suffer the consequences of our inaction. Just like today, we suffer the inaction of the "Mayor Bob," and his prediccursors, era!</p>	<p style="text-align: center;">ISSUES</p>
<p>Sent: March 31, 2004 Name: David L. <u>Root</u> Address: 19435 Kershaw Court City: Monument State: CO Zip: 80132</p> <p>I was first stationed at the USAF Academy in march of 1982. I have been a resident of Colorado Springs since that time. I grew up in San Bernardino, California (a city that over the last 50 years has very closely matched Colorado Springs in growth and Population). Because COS has a similar population and geographic size to San bernardino, one would think that it would have similar infrastructure. However, I-25 remains mostly the same two-lanes in each direction that it was when constructed 40+ years ago. One Freeway, two lanes going North and two lanes going South. San Bernardino has four (4) Freeways. One of them, I-10, is six lanes in each direction. The others are three or four lanes in each direction. Capacity is amazing, but it is very similar to what Colorado Springs NEEDS, not wants, but NEEDS! Our gas taxes are much the same as in California. What is different is the clearly understood dedication to the future of the area displayed by our elected leaders;</p>	<p style="text-align: center;">General Support</p>		<p>Transportation:</p> <p>Alternatives considered: East bypass in addition to I-25 improvements</p> <p>6-7 lanes per direction needed</p>

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<p>Sent: April 7, 2004 Name: Roger <u>Ross</u> Address: 1275 North Newport Road City: Colorado Springs State: CO Zip: 80916</p> <p>I fully support the proposed initiative of widening the intercity I-25 corridor to reduce congestion and provide capacity for future growth. Additionally, to increase the attractiveness of Colorado Springs for new businesses, airport access needs to be improved. Perhaps the 24 bypass/south powers boulevard needs to be improved to provide a direct route from I-25 to the airport.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Alternatives Considered: Improve 24 bypass/Powers for airport access as well</p>	<p style="text-align: right;">Department MAY 13 2004</p> <p>To the Colorado Department of Transportation Re: Proposed widening of I-25 in Colorado Springs</p> <p>I've listened to your spin-answers to the valid questions put to you by the Old North End Neighbors, CONO, Friends of Monument Valley Park, the Sierra Club, etc. Now I'd like to ask you Why:</p> <ol style="list-style-type: none"> 1-25 in Denver is lined on BOTH sides of that highway? When residents of a Denver neighborhood banded together to protest your taking portions of their backyards along 1-25, you acceded to their demands? When a local TV station aired news that residents of Pueblo were shown protesting your taking portions of a city park, your spokesperson assured viewers that you would build walls on Both sides of 1-25 for them? Why did you do an EIS in Pueblo and Douglas County but did only an EA in Colorado Springs????? <p>WHY are you so unwilling to listen to residents who have long endured the roar of 1-25 and the pollutants it spreads when we ask you not to expand the highway without at the least providing a wall or berms or rubber asphalt along the stretch which borders an historic park where residents of the ENTIRE city hike, bike, play soccer, and enjoy its beauty and where children play in its many playgrounds?????</p> <p>Don't we deserve equal rights as Coloradans as residents of other counties? I would like direct answers to these questions. I must remind you that the North End was an established neighborhood long before 1-25 was on your planning boards.</p> <p style="text-align: center;"><i>Joy B. Rucker</i> Joy B. Rucker 2348 Wood Avenue Colorado Springs 80907</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Noise: Denver has noise barriers on both side of I-25</p> <p>Right of Way: Denver residents fought land acquisition, Pueblo residents protested taking of park</p> <p>NEPA Process: Why was an EIS not conducted</p>
 <p style="text-align: center;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below.</p> <p>Name: <u>ROBERT L. RUTTHACK</u> Address: <u>7174 METROPOLITAN ST. COLO SPRS, CO 80909</u> Representing: <u>HOME OWNER</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>GET STARTED ON THE I-25 PROJECT AS SOON AS POSSIBLE</u> <u>EVERYONE WHO DRIVES ON I-25 REALIZES THE NEED FOR NUMEROUS</u> <u>IMPROVEMENTS, THE TRAFFIC SITUATION WILL CONTINUE TO GET WORSE.</u> <u>THERE IS NO NEED TO WAIT FOR ANY FURTHER STUDIES. LETS</u> <u>GET STARTED AS SOON AS POSSIBLE</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p style="text-align: center;">Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 17, 2004 Name: Ken <u>Rudy</u> Address: 2001 Rampart Range Road City: Woodland Park State: CO Zip: 80863</p> <p>I think we need to improve this section of freeway. The bridges are crumbling and must be repaired or replaced. In light of our projected future use it seems to be the only environmentally responsible thing to do.</p> <p>Go for it.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 28, 2004 Name: David <u>Ryan</u> Address: 233 N. El Paso City: Colorado Springs State: CO Zip: 80903</p> <p>I don't think that the answer to our congestion problems is to keep adding lanes to the interstate. Alternative transportation modes are the answer. I don't agree with the conclusions reached regarding light rail. The study is making certain assumptions about how few people would use light rail and I think those assumptions are wrong. They were wrong about the light rail in Denver. Usage has far exceeded the initial expectations. Adequate parking, convenient feeder systems (i.e. connecting busses) and logical destinations such as downtown, the World Arena area, and Fort Carson would make light rail a huge success!</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Alternatives considered: Light rail</p>	<p>Sent: April 15, 2004 Name: Eric <u>Ryan</u> Address: 230 Mayfield Lane City: Colorado Springs State: CO Zip: 80906</p> <p>I work in downtown Colorado Springs. We absolutely need the widening of I-25 through the city!!!!!! Please improve our capacity improvements.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
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PUBLIC COMMENTS RECEIVED – In alphabetical order by last name or organization

<p>Sent: April 15, 2004 Name: Maria <u>Salinas</u> Address: 940 Harbournes St City: Colorado Springs State: co Zip: 80911</p> <p>Something needs to be done to lessen the congestion in the Co Springs to make things safer for all of us</p>	<p align="center">ISSUES</p> <p align="center">General support</p>	<p>I have friends that live off of Chestnut further down where there are the walls, and it actually has helped. I am all for widening I-25 and increasing the traffic flow so it actually moves faster and more fluidly through town, since in the wisdom of the City's forefathers, no one considered any type of bypass system which is crucial to re-routing heavy traffic (trucks) and tourists around the town instead of through it, but it's too late for that option. Please send me any notices you would like as I want to stay involved on behalf of the citizens of Holland Park. Thanks for allowing me to express my opinions on this urgent matter.</p>	<p align="center">ISSUES</p> <p align="center">General Support: Support for widening</p>
<p>Sent: March 29, 2004 Name: Diane <u>Salisbury</u> Address: 834 Darby Street City: Colorado Springs State: CO Zip: 80907</p> <p>As someone who is originally from a congested area in New York State, we have been in the Colorado Springs area for almost 20 years, and have always taken pride in the fact that planners took into consideration quality of life standards when building roads or developments, with consideration for peace and quiet, and the ability to enjoy your home. We moved from the south end of town to Holland Park last Summer because we love that neighborhood; older homes, lots of great big trees, beautifully-landscaped yards, nice neighbors who have lived there since the '60's. The only drawback we found was the noise level from I-25. Our house is in the middle of Darby Street, quite a ways from Chestnut Street and I-25, however, the noise is a constant background. I can't even imagine living on Chestnut Street. No wonder a lot of the homes there are for sale. It's tolerable at our house because we are tucked in a little bit, but to compound that noise and increase it with more traffic, I can't stand by and accept that. The only compromise would be extremely high sound barriers and noise-reducing berms along the Interstate to lessen the nose level</p>	<p align="center">Noise: Mitigation seriously needed</p>	<p>Sent: April 22, 2004 Name: Patrick <u>Salvador</u> Address: 7075 Blue Ocean Pt City: Colorado Springs State: CO Zip: 80922</p> <p>After looking over the I-25 EAS, I cannot find anything wrong with the proposal. The noise impacts are to be expected with any type if expansion, and affected residents should know that as any city grows, such road expansions are necessary. Frankly, this expansion should have been taken care of over a decade ago. I've been through many cities much smaller than Colorado Springs throughout the U.S., and most have significantly better interstate systems than we do. Colorado Springs will continue to grow, and putting off the I-25 widening project will only increase the costs of doing it later. Not to mention the added heartaches that will go with postponing it (longer commute times, increased pollution, etc). To the point, let's move ahead with this project ASAP.</p>	<p align="center">General support</p>

PUBLIC COMMENTS RECEIVED – In alphabetical order by last name or organization

<p>Sent: April 29, 2004 Name: Ronald <u>Sanchez</u> Address: 4981 Cherry Springs Dr City: Colorado Springs State: CO Zip: 80918</p> <p>1. Consider extending HOV lanes to north of Baptist Road. 2. Be proactive in deleting or significantly changing the classification of the Pebles Jumping mouse from threatened list to something more benign would decrease overall cost along impacted creek corridors. We can't have a bunch of Monument type interchanges along the impacted corridors. 3. Use combination of berms and native trees for sound barrier construction vs. concrete walls. This is visually pleasing. If the residents can't see the road it will reduce the noise impact criteria significantly. 4. Incorporate wider shoulders to accommodate bicycle traffic. 5. Reconstruct entire Northgate interchange with the Powers interchange to increase efficiency. Constructing a new interchange less than a mile from an existing will create weaving and merging issues on a high speed interstate. Consider multi-level directional interchanges and fly-overs to minimize merging issues with mainline traffic. 6. Consider single urban point interchanges to increase intersection LOS by eliminating un-necessary traffic movements. 7. Coordinate lights at intersections with City Traffic to increase Level of Service at interchanges and surrounding intersections. 8. Provide for bicycle traffic under interchanges.</p>	<p style="text-align: center;">ISSUES</p> <p>Alternatives considered: Continue HOV lanes to Baptist Rd.</p> <p>Threatened/Endangered: De-list Preble's mouse</p> <p>Noise: Use berms/trees to mitigate noise</p> <p>Alternatives considered: Wider shoulders to accommodate bicycle traffic</p> <p>Alternatives considered: Northgate/Powers interchange construction</p> <p>Alternatives considered: Consider SPUI's</p> <p>Alternatives considered: Coordinate signal timing</p> <p>Alternatives considered: Provide bicycle access under interchanges</p>	<p>9. Acquire enough ROW to accommodate rail or addition of extra lanes now instead of 50 years from now. Understandably outer limits of ROW may be limited in the future- more reason to plan acquisition now. Therefore plan for increase safety requirements in the future with less recovery area between the roadway and use of barriers between opposing traffic. 10. Consider use of reversible HOV Lanes to increase directional flow capacities during peak volumes. 11. Incorporate trails where appropriate near existing trails and trail heads to future trails. 12. Use T-Interchanges for ingress/egress from HOV lanes to minimize requirement to have HOV users back into main flow of traffic to exit at intermediate intersections. 13. Consider tolls for HOV for single occupancy users 14. Incorporate visual barrier between northbound and southbound lanes to minimize rubbernecking, gawking, and slowdowns due to curiosity. Educate the public on the impact of rubbernecking on traffic flows. 15. Use concrete throughout to obtain favorable life cycle costs and minimize frequent repairs/maintenance associated with asphalt.</p>	<p style="text-align: center;">ISSUES</p> <p>Right of Way: Acquire ROW for future rail expansion</p> <p>Alternatives considered reversible HOV lanes</p> <p>Alternatives considered Incorporate trails</p> <p>Alternatives considered T intersections for HOV lanes</p> <p>Alternatives considered: Make HOV lanes toll for single occupant vehicles</p> <p>Alternatives considered: Visual barriers along median</p> <p>Alternatives considered: Use concrete versus asphalt</p>
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<p>Sent: April 29, 2004 Name: Shirley Sanden Address: 2541 Chilson Lane City: Colorado Springs State: CO Zip: 80904</p> <p>Third/fourth lanes need to be added to maintain quality of living, period. It is a bit difficult to understand why funds have been spent to widen I-25 north to Wyoming or a new overpass will have appeared seemingly overnight somewhere between Lincoln and 120th when El Paso County's needs are so great....or, perhaps not. We are not going to prevent growth, nor am I a proponent of restricting growth. However, growth without being prepared will greatly impact the quality of our community. EPC needs I-25 widened period. Thank you for providing this forum.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 22, 2004 Name: Thomas Savage Address: 6140 Canyon Springs Place City: Colorado Springs State: CO Zip: 80918</p> <p>Overall, this appears to be a very thorough analysis; congratulations on a job well done. This project is long overdue, as are many other transportation infrastructure projects in Colorado. In general, I could not care less about the Prebble mouse. As far as the noise, the measures planned to be taken to reduce it seem to me to be sufficient. If the people on the North End are not satisfied, let 'em eat cake. Regarding car pool lanes: In today's Gazette there was an article titled "Monument bus halted." For the last 18-months, Springs Transit ran this service between the town of Monument and two city locations; only 15 riders used the service. I am not aware of any HOV success story along the front range. In my opinion, HOV lanes through the Springs would be a big waste of money. Where are these car pools supposed to be headed? From one end of town to the other? Think again. Regarding the Nevada-Rockrimmon interchange, I did not see provision for the Vincent Street connector that would allow traffic to access Dublin Blvd. Hopefully, it is not pertinent to the environmental study and is still in the plan. Thanks for the opportunity to comment.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: HOV lanes a waste</p> <p style="text-align: center;">Alternatives considered Vincent St connector to Dublin Blvd.</p>
<p>HWY-12-2004 WED 10:07 AM TERRACON FAX NO. 3 P. 02</p>  <p style="text-align: center;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Cooki Santa</u> Address: <u>4620 Blueberry Lane</u> Representing: <u>1</u></p> <p style="text-align: center;">COMMENTS</p> <p><i>In heavy congestion in our I-25 corridor I do agree with the notion of widening/expanding lanes thru town - Woodmen Rd - South. The Environmental Assessment seems to be adequate to mitigate, make this happen. Our city is expanding, our growth is enormous and the commuters from here, would benefit from two or more lanes. I am pleased to see that we are working towards a better, safer, and much friendlier I-25!</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Evertt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Evertt. VISIT www.I25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">General Support</p>	 <p style="text-align: center;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>STEVE JAYE</u> Address: <u>1611 WOOD AVE. C/S, CO 80907</u> Representing: <u>OPEN NEIGHBORHOOD/FUTURE GENERATIONS</u></p> <p style="text-align: center;">COMMENTS</p> <p><i>THE EXPANSION OF I25 IS A NEEDED PIECE OF A LONG TERM TRANSPORTATION SOLUTION. HOWEVER, THE FINDING OF NO SIGNIFICANT IMPACT VIA THE EA IGNORES REALITY. THE EFFECTS OF NOISE AND POLLUTION ARE BOTH MEANINGFUL AND PERMANENT. MONUMENT VALLEY PARK AND THE OLD NORTH END SPECIFICALLY SHOULD BE MEASURED AND PROTECTED. THE CITY OF COS IN PARTICULAR SHOULD BE EMPOWERED BY ITS HANDS OFF APPROACH TO THIS ISSUE. I HOPE COIT CAN RECOGNIZE THE TRUE IMPACT AND GET TOGETHER WITH A FEASIBLE CITY TEAM TO FIND A SOLUTION. BEYOND LEGAL MAIL this form to: Wilson & Co., Attn: Cheryl Evertt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 NEEDS TO BE SOLVED. FAX (719) 520-0108, Attn: Cheryl Evertt. VISIT www.I25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</i></p>	<p style="text-align: center;">General support: Supports widening</p> <p style="text-align: center;">Noise: Mitigate for north end and parks</p>

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<p>Sent: April 17, 2004 Name: Linda L. <u>Schauer</u> Address: 9965 Otero Ave. City: Colorado Springs State: CO Zip: 80920 I commend you on the huge undertaking of this very necessary study. I-25 is an ancient and fragile freeway system that is no longer adequate to meet the needs of Colorado. Your study seems to meet the needs today but I wonder if it will really be sufficient for the years through 2025. You did not state how many lanes you will be adding. Will this become a three lane highway with that third lane becoming the car pool lane (which seems barely adequate) or will it become a four lane with the fourth lane a carpool lane? The four lanes will open up the flow of traffic and in my opinion be able to handle the traffic farther into the future. Thank you for your hard work and for asking for us the ones who drive I-25 daily, our opinion.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: Questions number of lanes, future viability</p>	<p>Sent: April 20, 2004 Name: Patrick <u>Scheetz</u> Address: 9070 Charity Dr. City: Colorado Springs State: Co Zip: 80920 I Support the improvement.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: May 12, 2004 Name: Ann <u>Scheer</u> Address: 7221 Antelope Lane City: Colorado Springs State: CO Zip: 80920 I am FULLY IN FAVOR of the proposed I-25 Improvements. I believe Colorado Springs is WAY behind the times of keeping up with the growth we have had over the years. I have lived in the Springs 46 years and saw the tremendous growth, yet no one had the common sense to address the impact these thousands of people moving to our lovely city had on the traffic situation. I believe this issue should have been addressed 20 years ago. It is embarrassing when visitors talk about how hi-tech Colorado Springs is, and yet, there seems to be no intelligence and action when it comes to our traffic and freeway problems. When I speak of "Common Sense," I am referring to the fact that it doesn't take a rocket scientist to figure out that ONE FREEWAY (with only 4 lanes until fairly recently) is not nearly enough for more than half a MILLION people. This didn't just happen overnight. Our city leaders should have addressed this issue years ago. Again, I applaud those who have addressed this public necessity and give my full support for furthering their endeavors in improving I-25. Thank you so much for allowing me to present my views and frustrations in regards to this issue of utmost importance.</p>	<p style="text-align: center;">General support</p>	<p>Sent: May 11, 2004 Name: Richad <u>Schell</u> Address: 225 West Caramillo City: Colorado Springs State: Co Zip: 80907 I urge this study to continue as it affects my Life greatly. I Live on a beautiful corner of Colorado Springs Old North End! Did I say Beautiful Yes But Its so Loud from the interstate now I cant imagine what my life will be like to hear even a higher volume of noise if CDOT is allowed to widen the intersate without taking measures to build sound walls, and any other quiet measures... I purcased my home knowing that there were some noise and I heard it some,But its not like it is when you live here ..I cant even sleep at times and have done all I can in my outdoor living to Muffle the noise,ie Speakers fountains, unfortunately I cant play music during the rush hour, as a Courtesy to my neighbors.. Yet I dont think they could hear it I barely can.. My dream home that I have completely remodled and sunk a ton of money and energy into has almost become a burden based on that I truly dont know if I have made a big mistake.. Please do all that you can to Protect this beautiful n! eighborhood as it is one of the finest places to be(except for the noise of the interstate..) No kidding I invite to host a coffee in my home on and given weekday morning to allow CDOT to experience what I do everyday from inside and out of my Home.. PLEASE hear the voice of the people in the North End of colorado Springs...Thank you for caring,</p>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Sound walls or other mitigation measures</p>


PUBLIC COMMENTS RECEIVED – In alphabetical order by last name or organization

<p>Sent: April 4, 2004 Name: sandy <u>schenecker</u> Address: 8135 spire ct City: cos State: co Zip: 80919 i think this needs to be done, however, if it takes as long or is managed as inefficiently as the woodmen exchange is being done, no thank you. Look how long it has taken to do one and the mess of traffic is has made and you are proposing to do 4+ more?</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: May 10, 2004 Name: Sharon <u>Schriner</u> Address: 1319 Culebra Ave. City: Colorado Springs State: CO Zip: 80903</p> <p>I feel that Monument Vally Park is impacted greatly from I-25! I can't understand how the EA could over look this. The park has had a loud roar since the day the wall went up on the west side of the highway. I feel that the very best mitigation possible is needed to save the character of this historic park! AS you proposed north of Unitah, Recreation Way could be closed and a berm put down the center of the road ---which might help some. But,I definitely think an Asphalt Rubber overlay down I-25 along the park would be extremely helpful. My worst fear is that the improvements proposed to I-25 will make the park unusable. I'm not in favor of more walls added to the south of Unitah because I worry that the sound will bounce off and make the noise level worse in the adjoining neighborhood. Plus how sad not to be able to see the mountains as General Palmer had planned for the park users. Thanks for listening,</p>	<p>ISSUES</p> <p>General Opposition</p> <p>Parks and recreation: Noise impacts to park, visual impacts from noise walls, suggests berms</p>
<p>Sent: April 18, 2004 Name: robert <u>schickler</u> Address: 6520 Glade Park Dr City: Colo Sprgs State: Co Zip: 80918 Please widen I-25 thru the City of Colorado Springs</p>	<p>General Support</p>		
<p>Sent: April 19, 2004 Name: Susan <u>Schooler</u> Address: 5085 Platinum Dr. City: Colorado Springs State: CO Zip: 80918 The proposed improvements are greatly needed to keep up with growth. We can not continue to jeopardize our lives each time we travel throughout the city. We need to travel around Colorado Springs in a safe and effective manner. We must allow others to enjoy our city and make room just as we were allowed the same room!</p>	<p>General Support</p>		
<p>Recorded April 22, 2004 Terry <u>Schooler</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>General Support</p>	<p>Sent: April 28, 2004 Name: Joan <u>Schulz</u> Address: 1325 N. Cascade Ave City: Colo. Sprgs. State: CO Zip: 80903</p>	<p>Noise: Noise barriers</p>
<p>Sent: April 6, 2004 Name: Jon <u>Schreiber</u> Address: 9917 English Ivy Court City: Colorado Springs State: CO Zip: 80920 I think it is complete and well done. I-25 needs to be widened to support future growth. This town is becoming a big city and additional access is required. I like the 8 lane highway approach. Press on.</p>	<p>General Support</p>	<p>I live 3 blocks off of I-25 in the area that was upgraded several years ago. I walk in Monument Valley Park every morning at 5AM. The noise in the park after I-25 switched over to the ribbed concrete has been terrible. There are many mornings when it is an awful roar. I would like to see some noise barriers put in place. I appreciate your accepting comments.</p>	




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<p>Sent: April 27, 2004 Name: anton <u>schulzki</u> Address: 3178 soaring bird circle City: colorado springs State: co Zip: 80920 I favor all the proposed improvements except the bus and high occupancy lanes. They are a waste. They will lead to more congestion than they will alleviate. Not to mention the added pollution they will generate.</p>	<p>ISSUES</p> <p>General Support</p> <p>Alternatives considered: HOV lanes a waste</p>	<p>Sent: April 16, 2004 Name: Clint <u>Scruggs</u> Address: 6329 Maroon Mesa Drive City: Colorado Springs State: co Zip: 80918 We need to consider the impact on the environment for sure! More importantly we need to catch up with the growth that we have allowed here already. The environmental choices were already decided by our government earlier. We need improved roads and highways yesterday. Let's build them with the least impact we can without killing the overburned tax payer who will drive on these roads not some mouse. Thank you for your time to read this concern!</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 25, 2004 Name: Mike <u>Scott</u> Address: 2305 Tabor Ct City: Colorado Springs State: CO Zip: 80919 Study is a thorough review of a long needed effort to improve transportation. Government should proceed with I-25 widening/capacity improvements now.</p>	<p>General Support</p>		
<p>Sent: April 5, 2004 Name: Thomas A <u>Scott</u> Address: 12820 Stone View Road City: Monument State: CO Zip: 80132 I appreciate the years of study and the results in the proposal that was presented in the local paper in the past week. I support the proposal for adding the additional lanes to accommodate the increase in the number of cars and trucks using the I 25 road on a daily bases. The sooner the project begins the better.</p>	<p>General Support</p>	<p>Sent: March 28, 2004 Name: Charles W <u>Sebald</u> Address: 3475 Monarch Pass dr City: Colorado Springs State: CO Zip: 80917 I feel very strongly that the complete widening of I 25 should be completed. So far as the mouse habitat I feel this area should be used for this highway project with no restrictions. No restrictions, for the mouse area, should be placed upon the project to potect this habitat. Any additional costs incurred by restrictions should be funded by non-profit organizations wanting to protect this type of habitat. I will be glad to come before any meeting and present my feelings and views on this project.</p>	<p>General Support</p>
<p>Sent: April 21, 2004 Name: Peter M <u>Scoville</u> Address: 2 N. Cascade Ave. Ste.800 City: Colorado Springs State: CO Zip: 80903 This study and the proposed improvements are crucial to the sustainabilty of our city. We are a city that can not afford both financially and infrastrutre wise to not pursue these improvements. I wholly support this study.</p>	<p>General Support</p>	<p>Sent: April 16, 2004 Name: Tony <u>Seran</u> Address: 10935 Chiming Bell Circle City: Peyton State: CO Zip: 80831-6849 Although the I-25 corridor is important, the need for an additional North/South corridor further East would relieve a lot of the pressure from I-25.</p>	<p>Alternatives considered: East bypass also needed</p>

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<p>Sent: April 2, 2004 Name: Jeremy <u>Shaver</u> Address: 11555 Lexie Ln City: Black Forest State: CO Zip: 80908 We need to increase capacity as soon as possible not only is it holding our city back from it's potential, but also the longer we wait the more money will be spent in the future!</p>	<p>ISSUES</p> <p>General Support</p>	 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Todd SHERMAN</u> Address: <u>615 WUTHERING HEIGHTS DR.</u> Representing: _____</p> <p>COMMENTS</p> <p><i>to the #1 priority should be to add at least one more lane between southbound Woodmen and Nevada interchanges on I-25. The new Woodmen interchange has not improved that traffic flow. Woodmen to Nevada is still a bottleneck nearly every morning of traffic backing up 7-8 miles. It is at the site of the most accidents in the city. Until you add a third lane between Woodmen and Nevada, you will not improve the traffic congestion.</i></p> <p><i>2. Very few cars have more than one occupant on the morning commute. An HOV lane would be a waste of needed traffic capacity.</i></p> <p><small>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Evert, 455 E. Pike Peak Ave., Ste. 200, Colorado Springs, CO 80905 FAX (760) 520-0108, Attn: Cheryl Evert. VISIT www.25environment.com and click on EA Comment Form. *Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>ISSUES</p> <p>Alternatives considered : Additional lane needed between Nevada and Woodmen</p> <p>Alternatives considered : HOV lanes a waste</p>
<p>Sent: May 11, 2004 Name: Dr. Frank H. <u>Shelton</u> Address: 1327 Culebra Ave City: Colorado Springs State: CO Zip: 80903 CDOT should prepare an Environmental Impact Statement. CDOT has added capacity to I-25 and has escaped requirements under the National Environmental Policy Act. CDOT should come into the present era, like many other states, and get with it on reducing noise with rubberized asphalt. CDOT means Currently Deficient Out of Times. CDOT needs to get with it, and really do an impact study on its I-25 expansion effects on "The Old North End."</p>	<p>General opposition: EIS needed</p> <p>NEPA Process</p> <p>Noise: Rubberized asphalt</p>	<p>Sent: April 23, 2004 Name: todd and gretchen <u>sherman</u> Address: 615 Wuthering Heights Dr. City: Colorado Springs State: co Zip: 80921</p> <p>I've attended your meetings, talked to your engineers, and scoured your web site but I can't find out what you are planning to do to solve the most serious congestion cause in Colorado Springs: I-25 southbound between Woodmen and Nevada. That short stretch is the primary bottleneck to traffic coming into Colorado Springs and causes frequent traffic jams for miles and more accidents than any other spot in Colorado Springs. Your first priority should be to add at least one lane to I-25 southbound from Woodmen to N. Nevada to alleviate the congestion. All other plans will have much less impact and should be done later. Please do an extra lane on an emergency basis now! Please tell me how I can find out about these plans and your progress. Thank you.</p>	<p>Alternatives considered : Questions why the plans are for I-25 between Woodmen & Nevada</p>
<p>Recorded April 22, 2004 Todd <u>Sherman</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>Alternatives considered</p> <p>NO HOV Lanes More capacity southbound I-25</p>	<p>Sent: April 23, 2004 Name: todd and gretchen <u>sherman</u> Address: 615 Wuthering Heights Dr. City: Colorado Springs State: co Zip: 80921</p>	<p>Alternatives considered : Questions why the plans are for I-25 between Woodmen & Nevada</p>

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<p>Sent: April 6, 2004 Name: Ann <u>Simpson</u> Address: 6875 Dauntless Ct City: Colorado Springs State: CO Zip: 80919</p> <p>I think the study was very good. However, I was wondering if there are ever considerations of aesthetics. I recognize that this could be considered subjective, but it seems like some objective criteria or process for public input could be put into place to make sure that these projects add to the beauty of the front range as well as the efficiency of traffic flow. Aesthetics (especially in a state known for its beauty) do have positive economic impacts. In my opinion, we should consider how the project will look in the end as well.</p> <p>Thank you for your consideration and the ability to easily comment via the web.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Visual Resources: Make aesthetically pleasing</p>	<p>Sent: April 21, 2004 Name: James T. <u>Skadden</u> Address: 7025 Defoe Ave. City: Colorado Springs State: CO Zip: 80911-2926</p> <p>The plans for the up-grade of I-25 not only look well thought-out and thorough, but the alternatives have been researched as well.</p> <p>I would suggest that you look closely at the relatively new activity at exit 132 (Colo. Hwy 116). Several new builders in the Widefield-Fountain area have geometrically added pressure to this interchange, and to the lanes from Exit 132-135 (South Academy) within just the last year. It is not uncommon, in the 3:30-6:00 PM time frame, to have 30-50 cars on the off ramp (Exit 132) of southbound I-25 waiting, many pulled over on the shoulder to avoid blocking southbound traffic, trying to get onto Hwy 116 (Mesa Ridge Parkway). Together with the exit traffic of Ft. Carson's Gate #20, this creates a particularly hazardous situation.</p> <p>I am fully in favor of the improvements on I-25. They are long over due. I am a Realtor and am in my car a lot with clients. Their comments are often negative about the traffic in the area. I personally have seen the travel time from one end of town to the other double and sometimes triple! Not only is the current situation frustrating, it is unhealthy. Sitting in traffic is never healthy, economic, or effecient. When traffic is stalled, often due to an accident, there really isn't any other reasonable alternatives around the problem. I have tried them all! I often have to travel to Denver from Colorado Springs. The amount of traffic north of the Springs to Denver is phenominal, day and night. Both lanes are literally bumper to bumper all the way, at 75+ MPH! If a truck pulls over into the left lane to pass (often taking almost a mile to accomplish the feat uphill), the traffic is effected for miles! Please consider having trucks stay in the right 2 lanes in all areas where there are more than 2 lanes in that direction. This seems to work well in the East (New York for instance). Thanks for your work, and the opportunity for some input.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Transportation: Exit 132 issues</p>
  <p><i>Apr 5 2004</i></p> <p><i>Wilson and Company 450 E. Pine Knoll Dr, Suite 200 Colorado Springs, Co 80913 Re: I-25 project</i></p> <p><i>Dear Sirs:</i></p> <p><i>As a local citizen I wanted to encourage the project to widen and expand capacity of I-25 through Colorado Springs area to be built and completed as soon as possible.</i></p> <p><i>The plans I have seen on CDOT website and descriptions in newspaper, all look good to me, and I urge quick action to build project.</i></p> <p><i>Sincerely yours</i></p> <p><i>L. Wayne Six</i></p> <p><i>LWAYNE SIX 302 Remondway Park Dr. Colorado Springs, Co 80920</i></p>  <p><small>3710 Simon Road, Suite 100, Colorado Springs, CO 80907 • (719) 590-9990 • FAX (719) 590-9992 Denver Office: 390 Lincoln Blvd., Suite 100, Lakewood, CO 80226 • (720) 962-0930 • FAX (720) 962-0942</small></p>	<p style="text-align: center;">General Support</p>	<p>Alternatives considered</p> <p>Consider confining trucks to right 2 lanes</p>	<p style="text-align: center;">Alternatives considered</p> <p>Consider confining trucks to right 2 lanes</p>


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<p>Sent: May 12, 2004 Name: Jane Ard-Smith Address: 522 North Royer Street City: Colorado Springs State: CO Zip: 80903</p> <p>These comments to the draft EA are submitted on behalf of the Pikes Peak Group of the Rocky Mountain Chapter of the Sierra Club.</p> <p>Our comments are directed to four issues: (1) the information and analysis in the draft EA indicate that the proposed action will have a significant impact on the environment and as a result, the National Environmental Policy Act (NEPA) requires CDOT to prepare an environmental impact statement (EIS) rather than issue a finding of no significant impact (FONSI); (2) By not evaluating the eight safety improvements that have been constructed since 1997 in conjunction with the proposed action in a single EIS, CDOT will effectively segment the overall expansion project; (3) The inclusion of a high occupancy vehicle (HOV) lane in the proposed action seems to require the preparation of an EIS; and (4) The draft EA does not sufficiently analyze or consider certain aspects of the proposed action.</p> <p><u>The draft EA indicates that the proposed action will have a significant impact on the environment.</u> We believe that the draft EA clearly describes a significant impact on the environment. We offer two examples. First, the draft EA indicates that over 10% of the WPA Floodwall along Monument Creek will be disturbed, only about half of which will be restored after construction. This results in a permanent loss of more than 5% of an historic resource. There is no mitigation proposed for this 5% permanent loss. In addition, the draft EA indicates that the proposed action will increase the impervious surface area of the existing roadway by slightly more than 50%, resulting in a 57% increased runoff of certain contaminants, such as total suspended solids and heavy metals.</p>	<p style="text-align: center;">ISSUES</p> <ol style="list-style-type: none"> 1. General opposition: Consider impacts to be significant, requiring an EIS 2. NEPA Process: An EIS is required, combining the Proposed Action and the previous safety projects 3. NEPA Process: Inclusion of HOV lanes requires EIS 4. NEPA Process: EA is deficient 5. Historic resources: Impact to historic WPA floodwall is significant 	<p style="text-align: center;"><i>(Continuation of Sierra Club e-mail:)</i></p> <p>It is unclear how the increased impervious surface area created by the ongoing and completed safety improvement projects figures into these calculations (i.e., were they considered part of the existing roadway for purposes of calculating the increased impervious area or part of the expanded roadway?). If the safety projects were not included in the calculations, however, it is possible that the impact could be higher. In any event, the increased contaminant runoff will directly impact the waterways along the I-25 corridor and, as identified in the EA, will result in increased levels of heavy metals in those waterways.</p> <p><u>Segmentation.</u> We believe that the proposed action and the safety projects along the I-25 corridor are part of a single plan to improve the I-25 corridor through Colorado Springs. As a result, NEPA requires CDOT and the Federal Highway Administration to evaluate the proposed action and the safety improvements in a single EIS. We base this proposition on the I-25 Corridor Feasibility Study, which identified the need for I-25 capacity improvements and recommended that the project be phased given the limited available funding. Specifically, the Study recommended that the improvements be divided into three phases: safety projects, transportation system management improvements, and capacity improvements. However, these phases are interrelated as they part of an overall plan to improve the I-25 corridor. Moreover, the safety projects were designed with the anticipated capacity improvements in mind. There is nothing in the EA indicating that the safety projects will have to be reconfigured or otherwise changed in order to accommodate the proposed action.</p>	<p style="text-align: center;">ISSUES</p> <ol style="list-style-type: none"> 6. Water quality: How was impervious area of safety projects taken into account – as existing or as part of Proposed Action? 7. Water quality: Increased roadway runoff would be significant impact 8. NEPA Process: An EIS is required, combining the Proposed Action and the previous safety projects
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	ISSUES		ISSUES
<p><i>(Continuation of Sierra Club e-mail:)</i></p> <p><u>Inclusion of an HOV lane.</u> The proposed action includes the addition of an HOV lane. Under 23 C.F.R. § 771.115(a)(4), it appears that this addition may require CDOT and the FHWA to prepare an EIS rather than an EA if the term "separate roadway" includes a new HOV lane where none presently exists.</p> <p><u>Sufficiency of the draft EA.</u> The draft EA indicates that the increased impervious surface from the proposed action is minimal when compared to the impacts created by increased growth. We believe that the proper comparison is between the impervious surface of the existing roadway and the impervious surface of the expanded highway. Thus, to the extent that the draft EA relies on this comparison to conclude that the increased surface area from the expanded highway will not have a significant impact on the environment, it is in error. While it may be true that an ever-increasing population will increase the amount of impervious surface area in the region, the impacts of that increased surface area will be widespread. The increased impervious surface area of the expanded highway, on the other hand, will directly impact Monument Creek and the waterways along the I-25 corridor. If any comparison is to be done between the region as a whole and the proposed action, it should be based on the impacts to Monument Creek and the waterways along the I-25 corridor - not the region as a whole. The draft EA does not sufficiently address the cumulative impacts of the safety improvements that have already been constructed or are under construction along the I-25 corridor. For example, the congestion data relied on to justify the proposed action was based on information obtained prior to the completion of several of the projects (i.e., in 2000).</p>	<p>9. NEPA Process: Addition of HOV lanes requires an EIS</p> <p>10. Water quality: Significance of project-level water quality impacts should not be determined by comparison to regional impacts</p> <p>11. Water quality: Need to evaluate impervious surface impacts to Monument Creek</p> <p>12. Transportation resources: Congestion data did not account for safety projects</p>	<p><i>(Continuation of Sierra Club e-mail:)</i></p> <p>But three of the safety projects have been completed since then. Have those safety improvements impacted congestion at the interchanges affected and if so, in what way? Similarly, the right-of-way impacts of the proposed action should not be considered in isolation for purposes of determining whether there has been a significant impact to residences, businesses, and low income or minority populations. Rather, the impacts created by the safety improvements should also be included to obtain an adequate evaluation. For example, how many minority businesses were impacted by the safety improvements at Tejon and Nevada, between Bijou and Fillmore, and along the Circle corridor?</p> <p>In comparing the socioeconomic impacts of the proposed action, the proper comparison is between the businesses along the I-25 corridor and the businesses impacted by the proposed action. The draft EA suggests that the proper comparison is to the city as a whole.</p> <p>Finally, we believe that the draft EA does not sufficiently evaluate the potential health risks associated with expanding I-25 in urban Colorado Springs. The draft EA simply punts the issue by summarily concluding that there are likely to be localized concentrations of air toxins and that emissions in the projected area will decrease over time. However, a number of peer-reviewed and published studies conclude that there is a link between traffic-related air pollution and health risks, such as the likelihood of asthma, premature and low birth weight babies, cancer, and generally higher risk of death. Attached is a summary of 22 such studies, along with contact information for the researchers. An evaluation of the potential health impacts to people who use and live along I-25, especially children, must be included in the EA.</p>	<p>13. Right-of-way impacts: What are the cumulative effects of past safety projects?</p> <p>14. Environmental justice: What are the cumulative impacts of past safety projects?</p> <p>15. Socioeconomic impacts: improper to assess I-25 corridor impacts with the city as a whole.</p> <p>16. Air quality: An evaluation of potential health impacts of traffic-related air toxics is needed</p>

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<p>Sent: April 23, 2004 Name: John <u>Skar</u> Address: 3024 Virginia Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>I am strongly in favor of the project to widen I-25 through Colorado Springs by adding lanes. This has been a need for some time, and will only get worse if not fixed. Obviously, noise concerns must be addressed, but those concerns should not stop the proposed project. Safety issues and overall traffic flow are the paramount issues/needs, and they impact the entire community.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>Noise: Concerns should be addressed</p>	 <p style="text-align: right;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Michael Skar</u> Address: <u>4200 Franklin St., Colorado Springs, Co. 80905</u> Representing: <u>- self -</u></p> <p style="text-align: center;">COMMENTS</p> <p><i>I'm convinced that more lanes will not mitigate the traffic problem. They will only get larger & worse. Widen the I-25 through Colorado Springs. The side issue to plan the widening expansion is a much greater substance. Take and make traffic circles. Make highways will mean more cars traveling at higher speeds. That always means more accidents and more death & loss. Don't worry of this money spent here. Hospital services? But people live in the west to drive. I realize this is a hard core fact, not to take public transit. It is a lifestyle not a transportation choice. I think the solution for with lower speed limits & better traffic law enforcement is more than enough for Colorado Springs. I also have hearing however is devoted to the protection of what I mean like the development of PWD - cat alternatives exist in Colorado Springs. Bikes are a great transportation source. Thank you for attending the open forum public hearing and for taking the time to share your comments with us. I think it is safe, it's just a form of occasional recreation.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pike Peak Ave., Ste. 200, Colorado Springs, CO 80907 FAX (719) 520-0108, Attn: Cheryl Everitt VISIT www.I25environment.com and click on EA Comment Form.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Transportation: More lanes doesn't mitigate traffic</p> <p>Other Alternatives: Six lanes and lower speed limits adequate</p> <p>Widenings impact on ambulance fleet</p> <p>Parks and recreation: Bicycle trails</p>
<p>Sent: April 22, 2004 Name: C Stuart <u>Sloat</u> Address: 101 Alsace Wy. City: Colorado Springs State: CO Zip: 80906</p> <p>Increasing interstate capacity will need to happen sooner or later. I am frustrated than another lane was not added during all of the recent construction through the Colorado Spring's core. I feel we should tackle this now, while traffic problems are becoming an issue, vs. too late. It will always take time, will always cost money, but once done the benefits are here to stay vs. years of frustration down the road to get to the same point. Whenever anyone mentions the need to drive to Denver, traffic issues are almost always brought up. Let's not let than be the case with Colorado Springs.</p>	<p style="text-align: center;">General support</p>	<p>Sent: April 22, 2004 Name: Anna M. <u>Smith</u> Address: 108 Old Broadmoor Road City: Colorado Springs State: CO Zip: 80906</p> <p>The improvements are absolutely needed and long overdue. This is the state of Colorado not Denver and I am glad to see dollars being spent in Colorado Springs. I have been a resident since 1975. I suggest a colony of democratic cats to oversee and "protect" the Prebles Jumping mouse.</p>	<p style="text-align: center;">General Support</p>


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<p>Sent: May 7, 2004 Name: Carl W. <u>Smith</u> Address: 3820 Camels View City: Colorado Springs State: CO Zip: 80904</p> <p>I believe the Environmental Assessment Study is thorough and has considered all of the issues that may impact the residents of Colorado Springs. The traffic in and through Colorado Springs has reached the point where improvements have to be made and I am in favor of proceeding with the work immediately. We cannot wait another ten years before this issue will be addressed again. Carl Smith</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 29, 2004 Name: John and Mary <u>Smith</u> Address: 2012 N Cascade Ave City: Colorado Springs State: co Zip: 80907</p> <p>Please please please install noise barriers all along east side of the I-25 from Fillmore to Bijou. When the west barriers were installed it was unreal how much louder the sound level was. When the new lanes were added the level was even worse. We no longer can have open windows,even sitting in the back yard has become a challenge!! Please help us.</p> <p>I do walk every morning in Monument Valley and have gone on both sides of the I-25. The west side with the wall is so much better and there is no city park on that side. We have lived in the north end for more than 45 years it is a true shame that progress and life style can not find a solution that works.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Install noise barriers</p>
<p>Sent: April 7, 2004 Name: Ginger <u>Smith</u> Address: 4240 Saddle Rock Rd City: Colorado Springs State: CO Zip: 80919</p> <p>My opinion is that the improvements might as well be done now, done properly and done quickly. I25 being the only interstate roadway in the area, it has quickly reached it's capacity it was originally designed for. And since there is only 2 ways out of this town, either going north or south, with a large enough road to accomadate the masses, improvements would only increase the safety and efficiency of the intended design of the interstate. If I25 was ever used for the purpose it was originally designed for, our military would be the only ones on the road in times of crises, and the rest of us would be bottled up forever. Fix it. Great plan.</p>	<p style="text-align: center;">General Support</p>	<p>Recorded April 22, 2004 John <u>Smith</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">Noise: Install noise barriers</p>
		<p>Sent: April 22, 2004 Name: Mark T <u>Smith</u> Address: 1310 Holland Park Blvd. City: COS State: CO Zip: 80907</p> <p>Finally...Progress moves South from Denver Projects. It's about time, although about 20 years too late. However, better late than never. Looking forward to this expansion to improve our commute from Monuement to COS. Hurry up and get this moving. Thanks for allowing us to comment.</p>	<p style="text-align: center;">General Support</p>

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<p>Recorded April 22, 2004 Phyllis <u>Smith</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>ISSUES</p> <p>Alternatives Considered Fillmore has back-ups</p>	<p>Sent: March 29, 2004 Name: Richard <u>Sobottka</u> Address: 9925 Otero Ave City: Colorado Springs State: CO Zip: 80920 I believe additional noise studies need to be done in the I-25 Exit 151 area. The residential housing areas near the Hwy 83/Briargate Pkwy and Hwy 83/Old Ranch Road intersections (Pine Creek, Pine Woods, Springcrest, North Briargate) have experienced significant noise increases in recent years. If additional lanes are added to I-25 from the north end of Colorado Spings to Monument, the problem will only get worse. What noise barrier plans are there for these areas? Thank you for your time.</p>	<p>ISSUES</p> <p>Noise: Studies needed near exit 151</p>
<p>Sent: April 19, 2004 Name: Ronald D. <u>Smith</u> Address: 5024 Prairie Grass Ln. City: Colorado Springs State: co Zip: 80922 The proposed capacity improvements and the funds available to begin that process should be immediately begun. I will personally vote out any official I learn about that does not work to insure the improvements and all funds allocated are used for this project. Make it happen and we all will benefit in more ways than ever could be listed.</p>	<p>General support</p>		
<p>Sent: April 1, 2004 Name: Susan <u>Smith</u> Address: 6713 Northface Lane City: Colorado Springs State: CO Zip: 80919 As much as I dislike the appearance of more concrete, both in the form of highways and walls to mitigate sound, I do not believe we can delay widening I-25 any longer. This area is going to grow even larger in terms of population resulting in increased traffic which must be accomodated. I am concerned about the noise levels impacting the Old North End homes. I would not want that in my back yard. Everything that can be done should be done to mitigate the increased road noise in that area.</p>	<p>General support</p> <p>Noise: Mitigation old north end neighborhood noise</p>	<p>Sent: April 15, 2004 Name: Shawn <u>Sommer</u> Address: 9142 Oakmont Road City: Falcon State: CO Zip: 80831 I am impressed with the effort and information that was collected and feel that the improvement has been thouroughly thought out. You have my support for the project and hope that you can begin it soon.</p>	<p>General support</p>
<p>Sent: April 4, 2004 Name: Iris <u>Snow</u> Address: 4982 Chariot Drive City: Colorado Springs State: CO Zip: 80918 I read with interest the Environmental Assessment and it seems to me that careful consideration was taken to address many issues. I feel that you can't get something without giving up something, however, what must be given up will be small compared to what will be gained in the long run. When the project is approved it will have my support, although I will do my best to avoid I-25 during the construction process.</p>	<p>General support</p>	<p>Sent: April 18, 2004 Name: Ron <u>Sommers</u> Address: 106 north circle City: colorado springs State: co Zip: 80909 We need to increase capacity handling of I25 through Colorado Springs. For too long Colorado in general has had the attitude that growth was something that happened to other states. The "mousetrap" in Denver is a prime example. Only after 6 Navy torpedos were dumped on the I25/I70 interchange did the State decide that planning for growth was perhaps something they should consider. Colorado Springs is long over due for 6 lanes through town. Do it now.</p>	<p>General support</p>

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below.</p> <p>Name: <u>Rally Soronen</u></p> <p>Address: <u>2122 Wood Ave</u></p> <p>Representing: <u>self and neighborhood</u></p> <p>COMMENTS</p> <p><i>Your information shows that you expect the greatest volume of vehicles on I-25 through Colorado Springs to be between Bison and Fillmore streets, but you have not proposed any noise mitigation on the east side of the roadway between Fontaners and Fillmore. This does not make sense to me. Acknowledging the high volume should indicate the need to protect our neighborhood from the vehicle sounds. This situation should be addressed.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 435 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p>ISSUES</p> <p>Noise: Highest volume predicted to be where no noise mitigation is provided</p>	<p>Sent: April 14, 2004 Name: James E. <u>Spittler</u>, Jr. Address: 655 Big Valley Dr. City: Colorado Springs State: CO Zip: 80919</p> <p>I first came to the Pikes Peak area in 1961 to attend USAFA. At the time I-25 was virtually new and Academy Blvd was a 2 lane dirt road from Templeton Gap to I-25. Traffic moved very well on I-25, but the population of COS was about 100,000. We moved back in 1978. Many things had changed when we came back and may more have changed in the subsequent 26 years. One thing that has changed very little since then is the configuration of I-25 and its ability to accommodate traffic. As a community we have missed some opportunities in the past to fix the problem that I-25 has become. We cannot afford to miss another chance and wait 5-10 years or more to address the problem. We cannot turn back the clock. I have reviewed the "I-25 Environmental Assessment Study Completed for Public Review" in its summary form, and am impressed with the number of issues that have been addressed. The summary appears to be very thorough, so I can only imagine how thorough the full EA must be. I'm sure that there will be some who try to make the case that more should be done and more should have been done. I doubt that there has ever been a process in which everyone felt that everything that could have possibly been done had been done. The community need for this project is overwhelming. We cannot risk the \$120 million that has been set aside for Phase I of this project to satisfy a small minority of people who, for whatever reason, feel that a very large and comprehensive report does not address their personal issues. It appears that most people in the community understand the importance of fixing the I-25 problem. It is a matter of the greater good offsetting the lesser inconvenience. If! we don't fix the problem the people who are concentered with noise levels will instead be complaining about pollution and air quality when the cars are making less noise because they are in the new I-25 parking lot emmiting exhaust because they can't move in the gridlock. This may not be the perfect solution, but it is the best one we have. I am going on record as a long time resident who is strongly in favor of fixing this problem before it cripples the city.</p>	<p>ISSUES</p> <p>General support</p> <p>NEPA PROCESS</p>
<p>Sent: May 3, 2004 Name: Melissa <u>Southwick</u> Address: 15647 Split Creek Drive City: Monument State: CO Zip: 80132</p> <p>The Environmental Assessment on I-25 is a MUST. The proposed improvements need to be completed. The improvements need to be done now, or it will be too late!</p>	<p>General support</p>	<p>we don't fix the problem the people who are concentered with noise levels will instead be complaining about pollution and air quality when the cars are making less noise because they are in the new I-25 parking lot emmiting exhaust because they can't move in the gridlock. This may not be the perfect solution, but it is the best one we have. I am going on record as a long time resident who is strongly in favor of fixing this problem before it cripples the city.</p>	
<p>Sent: April 27, 2004 Name: Robert <u>Speer</u> Address: 56 Elm Ave. City: Colorado Springs State: CO Zip: 80906</p> <p>I feel that if improvements to the I-25 corridor are not addressed, it will only be a matter of time before living and driving in Colorado will not be desirable but a real pain. Then it will begin to affect the state economically.</p>	<p>General support</p>		

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<p style="text-align: center;">Karen A. Spory ◆◆◆ 1608 Colebra Place Colorado Springs, CO 80907 Phone 719 630-3506 Fax 719 634-6843</p> <p style="text-align: right;">MAY 12 2004</p> <p>Wilson & Co. Attn: Cheryl Everitt 455 E. Pikes Peak, Ste. 200 Colorado Springs, CO 80903</p> <p>Dear Sir/Madam,</p> <p>RE: Comments to the Environmental Assessment for Expansion of I-25</p> <p>I am very concerned with the validity of the noise study completed by Hankard and Associates. Mr. Hankard took most of his noise measurements in the Old North End Neighborhood and Monument Valley Park when the "safety improvements" construction between Bijou and Fillmore was still ongoing. Due to the equipment and piles of dirt and building materials, the traffic was much lighter than normal for that section of freeway. In addition the traffic was much, much slower than the speeds witnessed today. Mr. Hankard said at the time, his modeling was based on the 55mph speed limit. As any one can see today, the traffic speed on this stretch of freeway is 65 to 75 mph and even greater late at night.</p> <p>I also understand that when the noise consultant hired by the Old North End Neighborhood asked to meet with Mr. Hankard, he was told that Mr. Hankard had left the state. I am not comfortable with the fact that Mr. Hankard would not discuss his work with a colleague who was trying to understand the parameters of the Hankard Study.</p> <p>For the above reasons alone an Environmental Impact Study should be completed to accurately determine the noise impacts to the Old North End Neighborhood and Monument Valley Park and provide the necessary mitigation of these impacts.</p> <p style="text-align: right;">Sincerely, <i>Karen A. Spory</i> Karen A. Spory</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Noise study has validity issues, EIS warranted on noise</p>	<p>Comments to the Environmental Assessment and Draft 4(f) Evaluation, I-25 Improvements Through the Colorado Springs Urbanized Area.</p> <p>General Comments:</p> <ol style="list-style-type: none"> 1. An Environmental Assessment (EA) is not the appropriate environmental document to address significant environmental impacts of this Major Federal Action, the expansion of 26 miles of freeway through an urban area, with the construction and expansion of more than a dozen interchanges. Several communities adjacent to the I-25 freeway and several city parks have been or will be impacted by this major construction. The National Environmental Policy Act of 1969 requires a detailed statement (Environmental Impact Statement) for major federal actions significantly affecting the quality of the human environment. The purpose of an EIS is to ensure that agencies consider all possible courses of action in assessing the environmental consequences of each proposed action. Environmental concerns are to be part of the decision process. CDOT did not assess the environmental consequences of each proposed action. Contrary to the process used in Colorado Springs, CDOT has prepared an Environmental Impact Statement for the I-25 expansion in the Douglas County and CDOT is preparing an EIS for the I-25 expansion in the Pueblo area. Citizens/parties in identical situations/positions are being treated differently by CDOT. 2. Major construction has already been completed on several interchanges (Uintah, Circle, Woodman, Nevada/Tejon, and Fontanero) and 2.2 miles of freeway between Bijou and Fillmore. This work was accomplished under the "Categorical Exclusion" provisions of the Federal Regulations. Wilson Engineering and CDOT have continuously stated that no capacity was added and that there were no significant impacts. In fact, additional lane capacity was added to each of the interchanges and four lanes were added between Bijou and Fillmore. In addition, over two hundred homes were relocated, and two businesses and a church closed. This Environmental Assessment does not consider the direct and indirect cumulative impacts of these segmented projects. "Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." 3. Wilson and Company has segmented this Major Federal Action for the purpose of environmental analysis. An obvious example is the work completed between Bijou and Fillmore. The roadbed was elevated and realigned, interchanges were reconstructed with added and additional lane capacity, additional lanes were added between Bijou and Fillmore, a new tiled concrete surface was constructed and a massive sound wall was added to the west side of the freeway. This work was completed in July, 2001, all with a categorical exclusion. Now, the only part of the 	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p>NEPA Process: EIS needed</p> <p>Cumulative impacts: Due to past projects</p> <p>NEPA Process: Project segmented for the purpose of EA</p>
<p>Ralph M. Spory</p> <p style="text-align: right;">1608 Colebra Place Colorado Springs, CO 80907</p> <p>Phone 719 630-3506 Fax 719 634-6843</p> <p style="text-align: right;">May 11, 2004</p> <p>Wilson & Company Attn: Cheryl Everitt 455 E. Pikes Peak Ste. 200 Colorado Springs, CO 80903 Fax: (719) 520-0108, attn: Cheryl Everitt</p> <p>Dear Ms Everitt,</p> <p>I have attached my comments to the Environmental Assessment and Draft 4(f) Evaluation, I-25 Improvements Through the Colorado Springs Urbanized Area. Please ensure that they are included in the record of comments. I have separated my comments into general comments and specific comments. There a total of six pages.</p> <p>Thank you for your courtesies in this matter.</p> <p style="text-align: right;">Sincerely, <i>Ralph M. Spory Jr.</i> Ralph M. Spory Jr.</p>		<p>total project evaluated in this EA, is the one additional lane which will be added in each direction to provide four through lanes in each direction.</p> <ol style="list-style-type: none"> 4. There seems to be many major conflicts of interest in the entire I-25 planning, analysis and construction process. Wilson and Company completed the original analysis, performed the engineering work for "safety improvements" that have already been completed, prepared and coordinated the Environmental Assessment, and will continue to provide the prime project engineer design for the I-25 expansion. A Wilson and Company employee was chairperson of the Community Advisory Committee at the Pikes Peak Area Council of Governments and advocated the expansion of I-25. In addition, when CDOT was asked by PPACG to coordinate with local communities to explain the noise mitigation criteria, the mayor's daughter was employed by Wilson and Company to interface with community participants. 5. Since the "safety improvements" between Bijou and Fillmore, noise and air quality impacts to Monument Valley Park and the Old North End Neighborhood have already significantly affected the quality of life in this adjacent community. Because Monument Valley Park is so near and intertwined with life in the Old North End, it is almost impossible to separate the two for a discussion of the impacts. In the winter it is almost impossible to breathe the air in Monument Valley Park in the morning hours due to auto and truck exhaust fumes in the park. The users of the park at this time of day include many Old North End Neighborhood residents. Likewise, when noise levels are intolerable in the park, they are loud in the neighborhood. The park and neighborhood have been significantly impacted by the cumulative impacts to air quality, increased and continuous freeway noise, and the loss of view scopes from the park. 6. An Environmental Impact Statement should be completed to evaluate all direct and indirect cumulative impacts Monument Valley Park, the Old North End Neighborhood, as well as other communities adjacent to I-25. These cumulative impacts should include those impacts caused by the construction completed as segmented projects under categorical exclusions as well as the future expansion, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions. For example the interchanges at Fontanero has been expanded to accommodate a major cross street and additional traffic. This additional traffic would impact both Monument Valley Park and nearby communities. There is no analysis of this reasonably foreseeable future action. 7. I-25 noise mitigation is a critical concern to communities adjacent to the freeway. Although CDOT studies have concluded that noise mitigation is not justified for the Old North End Neighborhood or the northern part of Monument Valley Park, the cumulative impacts from I-25, including extremely high levels of noise over many hours each day, have had a significant impact on the quality of life in the community. The Old North End Neighborhood was established in the late 1800s and early 1900s, long before I-25. The economic impact to this community caused by the expansion of I-25 is not justified when proven methods exist to lower highway noise levels. Rubber 	<p style="text-align: center;">General: Conflicts of interest with Wilson & Co</p> <p>Noise: Impacts to north end and parks</p> <p>Air Quality: Impacts to north end and parks</p> <p>Cumulative impacts: EIS should be completed due to past projects</p> <p>Noise: Rubberized asphalt, mitigation needed for parks/north end</p>

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<p>asphalt is being used in Arizona with outstanding results. Recent findings have documented a 6 to 8 decibel-level improvement with the application of rubber asphalt to highway surfaces. There should be an experimental program on I-25 adjacent to Monument Valley Park to assess this technology. The cost is minor, compared to the potential benefit statewide.</p> <p>Specific Comments:</p> <p>1. Page 1-3, Importance of I-25 to the Region (2nd paragraph). The paragraph states: <i>"I-25 is El Paso Counties only freeway and due to a relatively lack of alternative north-south routes, it is the region's most highly traveled roadway."</i></p> <p>Even though I-25 is the only freeway and there are few other north-south routes, CDOT and Wilson Engineering have not proposed additional north-south routes. The expansion of I-25 does not provide additional routes and continues to force traffic to the West Side of town to travel north and south. This decision was in lieu of an opportunity to provide an eastern north-south by-pass to accommodate the city's rapid growth to the east and northeast. This decision only exacerbates the city's east-west mobility problem and adversely impacts the east-west traffic patterns.</p> <p>2. Page 1-6, Additional Considerations, Safety Improvements. The 2nd paragraph states: <i>"The I-25 Corridor Feasibility Study completed in 1991 identified the looming need for I-25 capacity improvements. Given a lack of available funding at the time, the study recommended a three-phase approach to implementing overall corridor improvements:</i> 1. <i>Safety Improvements</i> 2. <i>Transportation system management</i> 3. <i>Capacity Improvements"</i></p> <p>The "safety improvements" have been ongoing since the mid 1990s and were done under the Categorical Exclusion provisions of the Federal Regulations. The work between Bijou and Fillmore required the removal of 224 west-side homes, two businesses, and a church. Additional lane capacity was added to the Uimah overpass and the Fontanero Interchange. Two additional lanes were added to both the north bound and south bound lanes. This resulted in six continuous lanes between Bijou and Fillmore and continuous acceleration lanes between interchanges (effectively four lanes in each direction). In addition the roadbed was elevated as much as 30 feet, a massive sound wall was added to the west side, and the surface was changed to tined concrete. This construction, completed in July 2001, resulting in significant environmental impacts to noise levels and view scapes as well as the relocation of over a hundred families. This</p> <p style="text-align: center;">3</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives considered: Alternative north/south routes north't exists, this project exacerbates that problem</p>	<p>(Please see Figure 3-11 on page 3-43 of the EA document). In addition, park amenities in this part of the park include more than the soccer field and open spaces identified in the referenced quote from the EA.</p> <p>There is a soft ball field approximately at Fontanero, there is a children's playground, picnic area and public restroom in the same approximate location. In addition, there are several picnic tables and park benches located throughout the area. One of the primary amenities not mentioned is the Geologic Wall. The visible traffic on the elevated freeway and extensive sound wall impact most of this area, as they now predominate the view scape toward the mountains. Prior to the I-25 "safety improvements" between Bijou and Fillmore the area was still somewhat serene and the freeway was not visible.</p> <p>This understatement in the EA as to the character and amenities of this portion of Monument Valley Park plays down the importance of mitigation and is one more reason as to why a more detailed and complete EIS should be required.</p> <p>4. Page 3-42, Impacts of Proposed Action, Parks, 2nd and 3rd paragraphs state: <i>"The proposed action includes noise barriers to protect portions of Monument Valley Park. With the noise barriers in place, the majority of the activity areas in Monument Valley Park would be protected... Areas that would remain unprotected and would experience noise levels in excess of 66 decibels also can be seen on Figure 3-11."</i></p> <p>CDOT previously provided a plan to mitigate the noise levels in portions of the park that are now unprotected. That proposal included a combination of walls and berms north of Uimah. The sound wall was to be north of Uimah for several hundred yards and the berm was to be on the East Side of the railroad and would have required the closure of City Street, Recreation Way. This proposal was unacceptable to the city. CDOT claimed they could not construct sound walls adjacent to the freeway because of the lack of space. This statement appears disingenuous at best, because sound walls were constructed south of town at the Circle Interchange on a very similar topography to protect the Harrison School. To not protect the park from noise impacts when it also impacted with obstruction of views and air pollution is contrary to the protection of 4(f) properties. To not protect Monument Valley Park when there are methods and ways to do so would seem to be a constructive use or constructive taking of the park for I-25 purposes. It would also seem that there has been a constructive use and taking of the park by destroying the Mountain View scapes, an historical and beneficial aspect of the park.</p> <p>A properly prepared EIS would properly identify all the significant impacts to Monument Valley Park and identify the options available to avoid or mitigate these impacts. An EIS should be required.</p> <p>5. Page 3-115, Monument Valley Park (SEP613), the 4th paragraph states: <i>"Since the construction of Interstate 25 in the late 1950s there have been gradual changes to the original environmental setting and feeling of the park, including increased traffic and visual impacts such as adding acceleration and deceleration lanes</i></p> <p style="text-align: center;">4</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Parks and recreation: Monument valley park inadequately characterized, downplays parks importance which should require EIS, questions CDOT's claim of no space for noise walls</p>
<p>work was done with no EA or EIS under the Categorical Exclusion provisions of the Federal Environmental Regulations.</p> <p>A CDOT official was quoted as saying that the removal of 200 homes was not a significant impact. "It was the judgment of both CDOT and Federal Highway Authority that relocation wasn't a significant impact."</p> <p>When asked why an Environmental Impact Statement would not be prepared for the I-25 expansion, the CDOT official explained that an Environmental Assessment would produce better decision making and a much more open exchange between us and the community. "An Environmental Assessment" he said, "is like people sitting around a table and talking." An [Environmental Impact Statement] is like going to court with lawyers doing the talking."</p> <p>Wilson Engineering and CDOT have sidestepped the requirement for preparing an Environmental Impact Statement by improperly segmenting the I-25 Corridor Project into several related projects and calling them safety improvements. In fact, capacity has been added to I-25 by all of these projects and these segmented projects are part of 26 mile I-25 Corridor Improvement Project. An Environmental Impact Statement should have been completed prior to the construction which removed over two hundred homes and large amounts of vegetation and impacted noise levels, view scapes, air quality, and local traffic.</p> <p>Federal regulations require an EIS for a project of this magnitude and prohibit the segmentation of major federal actions into smaller projects to avoid the requirement for an EIS.</p> <p>In addition, by calling these projects safety improvements instead of what they really were, freeway capacity improvements, local communities and citizens were not given proper notice of the actual federal project. When a "safety improvement" results in removal of homes, addition of lanes and destruction of the serenity in a public park, the true impact is hidden from the public.</p> <p>An EIS before this construction would have provided proper notice of the work to be done and provided for identification and mitigation of the impacts.</p> <p>3. Page 3-37, Parks and Recreation, Parks, the 5th paragraph states: <i>"The northern portion of the park, between Uimah and Fontanero Streets, lies predominantly on the East Side of Monument Creek. Park amenities in this portion of the park include a soccer field, open spaces (both landscaped and native), and the Pikes Peak Greenway..."</i></p> <p>This is a mischaracterization of Monument Valley Park north of Uimah. Monument Valley Park extends four blocks north of Fontanero to approximately Jackson Street.</p> <p style="text-align: center;">4</p>	<p style="text-align: center;">NEPA Process: CDOT segmented projects to avoid doing an EIS</p>	<p><i>and adding a sound wall on the West Side of I-25 opposite from the park. The past action occurred in the 1990s when the park was considered not eligible to the National Register of Historic Places."</i></p> <p>The changes referenced in this paragraph did not occur gradually. The acceleration and deceleration lanes were added as part of the segmented safety improvements. The sound wall was also added as part of the segmented safety projects. The Categorical Exclusion for construction of the southbound lanes between Bijou and Fillmore was signed and approved by FHWA on April 3, 1998. The Categorical Exclusion for construction of the northbound lanes was signed and approved on December 1, 1999.</p> <p>The work was completed after July, 2001. In other words the work was not completed until this EA was actually underway. This is a perfect example of why the I-25 Corridor Improvements should not have been segmented and why an EIS should have been completed prior to construction. The Monument Valley Park was eligible or would shortly be eligible to the National Register of Historic Places, but there was no EA or EIS to determine the impacts</p> <p>There is no reason to commit the same mistake again. An EIS needs to be completed to identify all alternatives, potential impacts and methods to avoid or mitigate the unavoidable impacts.</p> <p style="text-align: center;">6</p>	<p style="text-align: center;">Parks and Recreation: Impacts to park not gradual, EIS warranted</p>

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<p>Sent: May 3, 2004 Name: Paul <u>Sprehe</u> Address: 7540 Margarita Pl City: Colorado Springs State: CO Zip: 80919 I'm all for it. I believe that CS is long overdue for improving our main N-S transportation system. Our forefathers had more foresight than we seem to have today are were more willing to accept the fact that as our nation continues to mature so do the roadways. For those who got here first cry foul over this growth is so narrow minded and unfair to their offspring as well as others. Our great nation affords us the privilage to grow up where we want and for some people to want to restrict how this is accomplished again goes against the fundamentals of our country. I can see no major problems with the study submitted and only hope that we accomplish as much improvement as we can. I know many would love to see 4 lanes in each direction all the way to Denver. Doing it now would be less complicated than doing it later. the same goes for Powers' or Marksheffle.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 28, 2004 Name: anthony <u>stanulonis</u> Address: 1432 wood ave City: colorado springs State: co Zip: 80907 The conclusion that residences farther than 500 feet from the freeway would not experience significant increases in noise level and therefore not require mitigation is inaccurate. Many streets in the Old North End, especially Alamo and Wood Ave. have experienced significant increases in noise from changes already made to the adjacent areas of I-25, including reflection of noise from the barrier wall built on the west side of the freeway. The proposed barrier walls will not mitigate the problem in this area and further mitigation with the construction of a berm on the east side or rubber- asphalt surfacing of I-25 in this area should be undertaken .</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Barrier walls won't mitigate, consider using berm or rubberized asphalt</p>
<p>Sent: April 7, 2004 Name: Robert <u>Spriggs</u> Address: PO Box 385 City: Peyton State: CO Zip: 80831 The study appears thorough and complete. The additional traffic capacity through town is badly needed and an East-West route through town should be developed and built as soon as possible. What about the future? In five (5) years there should be something started that will shuttle through traffic around the town, probably out near Mark Shuffel? It will help relieve the rush hour traffic to a certain degree.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives considered: East west route needed also</p>		

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<p>Sent: May 7, 2004 Name: mary <u>stanulonis</u> Address: 1432 wood ave City: colorado springs State: co Zip: 80907 The expansion of I-25 will have significant impact on neighborhoods, parks, air and water quality, wildlife and environment. The quality and aesthetics of Monument Valley park will be negatively affected by increased noise,destroying the quiet and tranquility of the park.The sound walls already erected and to be erected destroy the view of Pikes Peak and the Front Range.This park was a gift to the city by the city's founder-General Palmer and the expansion project will violates Palmer's conditions in gifting the park to the city.I urge you to adhere to the written intention and conditions Palmer spelled out in his gift to the people and city of Colorado Springs.CDOT needs to be strongly reminded of Colorado Spring's history and the irreplaceable historical value of the Old North End as the initial area settled in the city and the very negative effect the project will have on this irreplaceable nationally registered Historic Area.CDOT has not seriously assessed the alternative! of rubberized asphalt as a safer, cheaper, and durable alternative to sound walls. Studies in AZ and CA have shown the effectiveness of rubberized asphalt in reducing noise levels by 4-6 decibels at a less than 0-5% of total project cost. CDOT is INCORRECT in stating that it does not work in this climate and altitude, basing that conclusion on 14 year old data. Experience in Flagstaff AZ and colder climates has proven that rubberized asphalt WOULD be successful here in Colorado.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Parks and recreation: Monument valley park impacted by noise, existing sound walls destroy view</p> <p>Noise: Rubberized asphalt</p>	<p>Sent: April 3, 2004 Name: Beth <u>Starkey</u> Address: 3679 Bareback Drive City: Colorado Springs State: CO Zip: 80922 Do it! Do it! Do it! It's about time that we ease some of the congestion on the interstate, so let's get it started. Plan looks great and that the homework has been done.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
<p>Sent: April 28, 2004 Name: Daniel <u>Starch</u> Address: 1333 Pike Dr City: Colo Sps State: CO Zip: 80904 I think the I-25 project is a neccessity and is long overdue. Now seems like a great time to proceed before costs and other possibilities for some monies are found!</p>	<p>General support</p>	<p>Sent: May 3, 2005 Name: Robert and Mary <u>Stephenson</u> Address: 1109 Panorama Dr. City: Colorado Springs State: CO Zip: 80904 Don't let a little mouse cost human lives I-25 needs to be widened for safety reasons, to cut down on accidents and make people drive more safely when traffic gets bottled up people angry and careless and it increases the chance of accidents.</p>	<p>General Support</p>
<p>Sent: April 28, 2004 Name: Daniel <u>Starch</u> Address: 1333 Pike Dr City: Colo Sps State: CO Zip: 80904 I think the I-25 project is a neccessity and is long overdue. Now seems like a great time to proceed before costs and other possibilities for some monies are found!</p>	<p>General support</p>	<p>Sent: April 2, 2004 Name: Doug <u>Stimple</u> Address: 2505 Stratton Forest Hgts City: Colorado Springs State: Co Zip: 80906 Increasing capacity on I 25 is critical to the future of Colorado Springs and to sustaining the quality of life here. Being the predominant north/south route through our community it is readily apparent that the needs are significant. There is nothing in the EA which should lead to any conclusion but to proceed with the capacity improvements as soon as possible.</p>	<p>General Support</p>

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<p>Sent: April 5, 2004 Name: Bonnie <u>Stonerock</u> Address: 2852 Serendipity Cir W #D City: Colorado Springs State: CO Zip: 80917</p> <p>think the Environmental Assessment Study and proposed capacity improvements looks like the best solution to the congestion on I-25. I believe much has been considered well into the future and would certainly make travel on I-25 much smoother and more pleasant. I support adopting this proposal!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 6, 2004 Name: Larry <u>Strauch</u> Address: 1259 Amstel Drive City: Colorado Springs State: CO Zip: 80907-4001</p> <p>I agree with the proposed capacity improvements. We need to move forward with the project ASAP.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: April 2, 2004 Name: Terry <u>Storm</u> Address: 3206 Springridge Drive City: Colorado Springs State: CO Zip: 80906</p> <p>EAS is fine; just took too long. The improvements as stated need to go forward sooner than later. Thank you for the opportunity to comment.</p>	<p style="text-align: center;">General support</p>	<p>Sent: April 16, 2004 Name: Richard C. <u>Strauch</u> Address: 1416 W. Pikes Peak City: Colo. Spgs. State: CO Zip: 80904</p> <p>I think it is geat and long over due. I'm for starting this project as soon as possible. I would also like to see a high speed rail system put in place on the front range as it will be needed in a few years even after this project is completed.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives considered: High speed rail in addition to project</p>
<p>Sent: April 27, 2004 Name: John H. <u>Strathman</u> Address: 715 Hidden Valley Road City: Colorado Springs State: CO Zip: 80919</p> <p>The upgrades to this portion of I25 are needed badly. I have reviewed the EA study, and don't find anything that I would consider to be a reason not to move ahead with this project. I highly endorse what is being proposed.</p>	<p style="text-align: center;">General support</p>	<p>Recorded April 22, 2004 Jim <u>Strub</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">General Support</p>
		<p>Sent: April 7, 2004 Name: Thomas <u>Struve</u> Address: 2212 vintage Dr. City: Colorado Springs State: CO Zip: 80920</p> <p>We are in complete need of this project. I can live with the inconvenience. My only concern is the overrun costs when a project of this magnitude does not stay on budget.</p>	<p style="text-align: center;">General support</p>

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<p>Sent: April 2, 2004 Name: Dan Stuart Address: 14 N. Sierra Madre City: Colorado Springs State: CO Zip: 80903</p> <p>Thank you for the opportunity to review the EA document. My office is adjacent to the I-25 corridor, just south and east of the Bijou bridge. My continuing interest in CDOT's efforts to improve this corridor stretches over the past 20 years. This community is in agreement that the existing capacity of I-25 is not adequate to meet the projected demand. The safety improvements in the corridor in recent years helped traffic move more safely, particularly in the Bijou - Fillmore and the Circle/Lake and Academy interchange areas. Capacity improvements for the entire corridor are long overdue and critically needed. Overall, I found the EA study to be a very thorough, thoughtful and sensitive analysis. It appears to be a balanced approach to the environmental impact of potential improvements in the I-25 corridor. Particularly impressive was the description of the public involvement process. I have attended a number of the meetings related to the corridor in recent years and have found the efforts made to understand and respond to public concerns to be extraordinary. While there will always be a few who will never be satisfied with the suggested solutions, I believe the report adequately addresses those concerns. Specifically, I have the following comments:</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>1) Noise. The proposals to mitigate noise along Monument Valley Park are adequate, appropriate and appreciated. They appear to be both feasible and reasonable. I would appreciate seeing an extension of a sound barrier north of Uintah, as well. Utilizing 1990 as a base year for the noise studies was helpful and fair to the community, in light of the changes constructed in the past ten years. The longitudinal saw-cut grooves in the concrete surface were helpful in addressing noise concerns.</p> <p>2) HOV Lanes. This proposal is an excellent solution to our growing congestion problem. HOV lane use at rush hour should help ease the problem. Their availability as bus lanes will also assist local transit to become more functional over time. I suspect that the explosive growth in northern El Paso County will have many people wondering in a few years why the need to expand to 8 lanes north of Briargate wasn't foreseen in 2004.</p> <p>3) Cumulative Impacts. This approach appeared innovative, but I am unable to assess whether it was truly useful.</p> <p>4) Other modes/Long Term. CDOT should partner with the railroad companies to relocate most heavy rail out of this corridor.</p> <p>5) Thanks for your hard work. It's time to get moving on these critically important projects for the future of our community.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Mitigation adequate, extending the noise barrier north of Uintah would be helpful</p> <p style="text-align: center;">Utilize 1990 as base year</p> <p style="text-align: center;">Alternatives Considered: HOV lanes an excellent idea</p> <p style="text-align: center;">Cumulative impacts: Innovative</p>
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<p>Sent: April 25, 2004 Name: Anita <u>Stubblefield</u> Address: Box 156 City: Bogata State: TX Zip: 75417</p> <p>I have read the assessment study and feel that it is very thorough. I believe that the improvements to I-25 would be very beneficial and that the negative impact would be minimal.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: May 12, 2004 Name: Richard M. <u>Sullivan</u> Address: 1421 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>I have lived at my current address for 11 years, pre-dating the raising of the roadbed, bridge rebuilding, continuous access lane and soundwall on the west side of the interstate through downtown Colorado Springs. While I believe that I-25 needs to be designed to carry a reasonable volume of traffic and keep the traffic moving, I think the livability of the environment around the roadway has been seriously downplayed. The work done over the past several years has created a new level of noise pollution and dust that is unprecedented prior to the previous being completed. Road surface treatment and the hard wall on the west side of the right-of-way have added a serious increase to the noise that emanates from the interstate, especially during the early morning hours of 4am to 6am when the air is still and the surrounding noise sources are still. The dust that comes off the roadway is considerably more in volume than in the past. This has not been considered at all in the e! valuation of environmental impacts of an expanded roadway.</p> <p style="text-align: center;">Thank you for the opportunity to comment.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Recent projects significantly increased noise</p> <p style="text-align: center;">Air Quality: Dust a problem</p>
<p>Sent: May 10, 2004 Name: John & Beth <u>Suess</u> Address: 2020 N. Cascade Ave City: Colorado Springs State: Co Zip: 80907</p> <p>Clearly the study was not performed by anyone living in our neighborhood. The noise volume from the interstate begins as a low rumble during off peak hours to a roar during peak traffic hours of the morning and evening. It is very annoying to be outdoors and forced to listen to the freeway noise. There are so many ways to mitigate highway noise, and the lack of support from CDOT to reduce it is disappointing. I understand the cost factor involved but this is such an important issue for our future, cost cannot rule the decision. It is important to consider the historic nature of this neighborhood and the necessity to preserve it's heritage which includes what was the peaceful tranquility of one of the Cities most beautiful parks adjacent to the interstate and our neighborhood. It has been proven many times over that increasing traffic capacity never resolves traffic congestion. Thanks</p>	<p style="text-align: center;">Noise: CDOT doesn't support mitigation methods available</p> <p style="text-align: center;">General Opposition</p>		


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<p>Sent: April 23, 2004 Name: Ellie Stites <u>Swanger</u> Address: 5130 Omega Way City: Colorado Springs State: CO Zip: 80917</p> <p>I think we definitely need to expand I-25. The traveling is already very difficult, especially from downtown Colorado Springs to Denver. I can't see we have any other choice. One more note: IF THE STATE PATROL WOULD PULL OVER PEOPLE TRAVELING AT A SNAIL'S PACE IN THE PASSING LANE, TRAVEL WOULD BE MUCH EASIER AND PROBABLY ELIMINATE ACCIDENTS. ACCIDENTS OCCUR WHEN PEOPLE "TRYING" TO DO THE SPEED LIMIT HAVE TO GO IN AND OUT TO PASS.</p> <p>I WAS GOING TO DENVER ABOUT 1 MONTH AGO DOING 50 - 55 ALL THE WAY TO CASTLE ROCK, BECAUSE SO MANY WOULDN'T MOVE OVER TO THE SLOW LANE. THINK OF THE REVENUE THAT WOULD BRING IN???? STATE TROOPERS.. WHERE ARE YOU?????</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: May 12, 2004 Name: David <u>Swint</u> Address: 1230 N. Cascade Ave. City: Colorado Springs State: CO Zip: 80909</p> <p>I have lived at the above address for over 20 years and have continued to experience growing noise from increased traffic on I-25. The widening of I-25 is important to reduce the increased traffic congestion, but at what environmental expense? I am very concerned that I-25 traffic noise will reach a point well beyond the decibel levels claimed by the traffic engineers. I strongly favor more aggressive alternatives to reducing the noise levels. Many have proposed the use of rubberized asphalt on I-25 based upon the results from Arizona and California. CDOT claims that will not work for Colorado Springs because of the temperature swings. That seems to be a very weak argument. I would be in favor of applying this alternative pavement to the entire section of I-25 through Colorado Springs, or at least a trial section to witness the effectiveness of such an alternative. Empirical data could be collected over an extended period to validate the claims by other states to the! virtues of such an alternative. I am definitely against the decision makers pushing hard for a FONZI without attempted other alternatives to mitigate the increased noise levels that a certain to come with the I-25 expansion. I strongly favor a EIS to ensure a more thorough and complete study be accomplished.</p>	<p>ISSUES</p> <p>General Opposition</p> <p>Noise: Mitigation measures needed, rubberized asphalt, noise should warrant EIS</p>
		<p>Sent: April 15, 2004 Name: Bob <u>Syme</u> Address: 443 West Oter Way City: Sedalia State: CO Zip: 80135</p> <p>This is something the Colorado Springs area will need if the City is to survive. Traffic is becoming too congested. Let's finally build what has been needed for the past ten years!!</p>	<p>General Support</p>

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<p>Sent: May 11, 2004 Name: Rich <u>Tallman</u> Address: 118 E Caramillo St City: CS State: CO Zip: 80907</p> <p>I believe that the I25 improvements have had a definite noise impact on the section of highway between Bijou and Fillmore (particularlry Uintah to Fillmore interchanges) As alongtime resident I am able to hear more noise walking on Wood avenue and down by Monument Valley park. I'd like to see noise reduction in road paving materials and berms build up to contain the noise.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Paving materials and berms as mitigation</p>	<p>Sent: April 22, 2004 Name: Rosalind <u>Taylor</u> Address: 825 Fountain Court City: Colorado Springs State: CO Zip: 80910-3578</p> <p>I think it is a good idea. By the time you get finished with three lanes each way we will probably need 5-6. The people who live close to the interstate knew when they bought their houses knew that the city would grow and thus the interstate. Maybe they should move if they don't like the noise. It's not any different than staying in a motel close to the interstate and hearing the cars drive by.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support NEPA Process</p>
<p>Sent: May 10, 2004 Name: eric <u>taylor</u> Address: 1507 n weber street City: Colorado Spings State: CO Zip: 80907</p> <p>The environmental study does not go far enough to remediate the noise concerns. Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. CDOT should have rigorously explored alternative pavement types to reduce noise levels and protect users of Monument Valley Park and the Greenway Trail. Additionally, you need to test alternatives to longitudinally tined concrete as a pavement type, such as rubberized asphalt—an alternative that is safer, durable, cheaper and more aesthetically pleasing than construction of more noise walls. Studies in Arizona and California continue to show that the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels. Rubberized asphalt could be used at a small fraction--less than 0.5%--of the total project cost; also, discarded tires would be used productively, a boon to the environment.</p>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Impacts to parks and neighborhoods not mitigated</p> <p style="text-align: center;">Noise: Rubberized asphalt</p>	<p>Sent: April 15, 2004 Name: Vernon P. <u>Taylor</u> Address: 17755 Max Road City: Peyton State: Co Zip: 80831</p> <p>I-25 is way overdue for completion through Colorado Springs. Make it happen!</p>	<p style="text-align: center;">General support</p>
<p>Sent: April 26, 2004 Name: robert r. <u>taylor</u> Address: 6720 Greywolf Ct City: Colorado Springs State: CO Zip: 80919</p> <p>I think that it is a thorough report and should be supported by the necessary agencies as part of our coordinated city growth initiatives.</p>	<p style="text-align: center;">General support</p>	<p>Sent: April 07, 2004 Name: MaryAnne <u>Tebedo</u> Address: 1916 Snyder Ave, City: Colorado Springs State: CO Zip: 80909-2158</p> <p>I am glad they spent the money on the Enviornmental Assessment Study. Now, please just do the capacity improvements. Believe me, mice can procreate anywhere, even the fancy named ones.</p>	<p style="text-align: center;">General support</p>

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<p>Sent: April 14, 2004 Name: Will <u>Temby</u> Address: 2 N. Cascade Avenue, Suite 110 City: Colorado Springs State: CO Zip: 80903</p> <p>I am fully in support of moving forward with all work on I-25 in Colorado Springs. Major improvements to an already congested section of I-25 have not occurred since its original construction in 1960-1961. This is essential infrastructure for Colorado's second largest city.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p style="text-align: center;">TNY-12-2004 WED 10:58 AM TERRACON FAX NO. 3 P. 01</p> <div style="text-align: center;">  <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> </div> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Jennifer Beck</u> Address: <u>1172 Center Park Drive, Colorado Springs, Colorado 80916</u> Representing: <u>TERRACON</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>I think the proposed improvements to the I-25 corridor through Colorado Springs are essential to the economic growth and quality of life for the community as the capacity of the present highway has been exceeded. The environmental assessment, which has been performed, appears to be adequate to address and mitigate environmental concerns raised for the planned construction.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">ISSUES</p>
		<p>The above fax was faxed to Wilson & Company on May 12, 2004 in representation of TERRACON. The identical fax was signed by:</p> <ol style="list-style-type: none"> 1. <u>Jennifer Beck</u> 2. <u>Travis Christianson</u> 3. <u>Cori Cooper</u> 4. <u>Ryan Fiest</u> 5. <u>Eric Faloon</u> 6. <u>David Harwood</u> 7. <u>Lawrence Keefe</u> 8. <u>Matt Larson</u> 9. <u>Paul Millett</u> 10. <u>Dick Oursler</u> 11. <u>Thomas Rees</u> 12. <u>Richard Rogozn</u> 	<p style="text-align: center;">All offered General Support</p>

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<p>Sent: May 11, 2004 Name: Chuck and Rebecca <u>Theobald</u> Address: 114 E. Uintah Street City: Colorado Springs State: CO Zip: 80903</p> <p>The expansion of Interstate-25 through Colorado Springs has been actively pursued and implemented by the city and the Colorado Department of Transportation since the Garden of the Gods interchange was rebuilt ten years ago with room for three lanes on each side. Clearly a full Environmental Impact Statement is long overdue. Insistence that the current environmental assessment is sufficient will only lead to delays in an expansion that many residents feel is long overdue. When I questioned why the loudest known road surface was used in the Bijou to Fillmore surface, the response I got was that longitudinally tined concrete was not the loudest road surface, that horizontally tined concrete was louder. In fact, horizontally tined concrete is not a road surface, it is a rumble strip, and CDOT has a statue-based responsibility in the 1966 Transportation Act to seek to minimize harm to existing parks and historic places. The Old North End, as a neighborhood, has demonstrated our willingness and ability to work through issues in the case of the Uintah Street bridge, the implementation of overlay zoning and most recently in the pursuit of historically accurate street lighting. We ask CDOT to work with us to preserve the character of our parks and neighborhoods through the expansion process. An open discussion based on current research of environmental impacts and current practice in road surface technology will save CDOT time and money in the long run.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition: EIS needed</p> <p>NEPA Process</p> <p>Noise: Quieter road surface needed</p>	<p>Sent: April 2, 2004 Name: Gary <u>Thomas</u> Address: 15860 Woodmeadow Ct City: Colorado Springs State: CO Zip: 80921</p> <p>The environmental assessment study appears to have been conducted in thorough fashion taking everything and everyone affected into consideration. The proposal has a few negative impacts to the community and it's residents, but with any project of this magnitude that's impossible to avoid. The key is to minimize those negative impacts as much as possible. With the eminent population increase, it's vitally important to the future of Colorado Springs and it's residents to undertake this project as soon as possible. Proceeding with these improvements creates positives far outweighing the negatives, and delaying will only exacerbate the current situation.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
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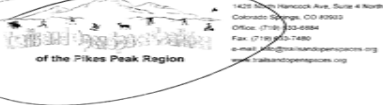


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<p>Sent: April 17, 2004 Name: Jill <u>Thomas</u> Address: 9298 Prairie Clover Dr. City: Colorado Springs State: CO Zip: 80920 The I-25 needs to be improved for capacity largely because there is no other way to get North and South in CS quickly -- the population already avoids I-25 because of the current construction and this makes several major streets very congested already. And, with projections of 750,000 people by the year 2020 action needs to be taken now:)</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 25, 2004 Name: Kenneth <u>Thornton</u> Address: 603 Ute Mesa Trl City: Westcliffe State: CO Zip: 81252 Don't allow anything to stop growth and improvements to our roads.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 15, 2004 Name: Vern <u>Thomson</u> Address: 339 Crystal Hills Blvd. City: Manitou Springs State: CO Zip: 80829 I believe we should go ahead with the proposed capacity improvements. As far as I'm concerned the environmental impact is very small indeed compared with the problem of moving people in a North and South direction in Colorado Springs.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Eve <u>Tilley</u> Address: 1404 W. Platte Ave City: Colorado Springs State: CO Zip: 80904 I think the proposed capacity improvements are inevitable given our love affair with individual automobiles. However, may I suggest a new road surface I read about in a science magazine (unfortunately I cannot remember whether it was Science, Discover, or NewScience). The surface was made of recycled tyres and cut noise substantially. Good Luck.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Noise: Suggests rubberized asphalt</p>
<p>Sent: April 25, 2004 Name: Dolly <u>Thornton</u> Address: 603 Ute Mesa Trl City: Westcliffe State: CO Zip: 81252 It is very important that we keep our hiway open and running at optimum capacity. Please move forward with the growth.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: May 2, 2004 Name: Eve <u>Tilley</u> Address: 1404 W. Platte Ave. City: Colorado Springs State: CO Zip: 80904 I was living here when the freeway was first put through downtown Colorado Springs. That was where the people and the businesses were so it made sense. Now the people and businesses are, for the most part, to the east. If you built a limited access highway running north-south on the east side of town, then everyone would not have to drive the I-25 highway that is downtown. The charming old neighborhoods that are being threatened by gasoline fumes and noise could be partially relieved of these evils and the people on the east side would have their own north-south corridor. "If you build it, they will come."</p>	<p style="text-align: center;">Alternatives considered: East bypass</p>

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<p>Sent: April 22, 2004 Name: Lucinda <u>Tilstra</u> Address: 6235 Twin Oaks Drive #2317 City: Colorado Springs State: CO Zip: 80918</p> <p>I am in favor of widening Interstate 25. I think it is necessary and the best solution in dealing with the current conjection, which will only get worse as the city grows.</p>	<p>ISSUES</p> <p>General Support</p>	<p>MAY 19 2004</p> <p>UNIVERSITY OF COLORADO CONTINUING DENTAL EDUCATION</p> <p>UCDSC • 4200 E. 9th Ave., Campus Box C284, Denver, CO 80262 • 303-315-2943</p> <p>May 4, 2004 1852 Wood Ave. Colo. SPGS, CO 809</p> <p>Dear CDOT: For the past 25 years, I have patiently attended CDOT Forums. Although your plans have been ambitious while trying to accommodate future growth on I-25, I am making one last appeal for neighborhood and park integrity. I ask for the protection of Monument Valley Park, the gift of General Palmer, and the Greenway Trail.</p> <p>We need less noise from the expanded freeway, as well as attention to better air and water quality. Quality neighborhoods with greenery are the last frontier against concrete expressways, super malls and massive interchanges. I ask you to look at neighborhood stability and residential property values when widening I25 - especially from Woodmen to Bissa.</p> <p>Sincerely, Carol Timmons</p>	<p>ISSUES</p> <p>General opposition</p> <p>Parks and recreation: Impacts to monument valley park</p> <p>Noise: Impacts to neighborhoods and parks</p>
<p>Sent: April 19, 2004 Name: Amanda <u>Timmons</u> Address: 825 San Antonio Place City: Colorado Springs State: CO Zip: 80906</p> <p>I was very impressed by this thorough and much needed study. Having moved from Denver 1.5 years ago, I have been appalled at the lack of capacity on I-25. The delays are already completely ridiculous, I cannot imagine how horrible commuting would become if our stance was to "do nothing." The foresight of extending the expansion from Monument through Colorado Springs is wonderful - especially by constructing eight lanes immediately instead of six. This project should be our TOP PRIORITY. If our bridges are unsafe, it makes perfect economic sense to expand the highway now in conjunction with rebuilding the bridges instead of making mistakes like the Woodmen Interchange (three reconstructions is absolutely ludicrous).</p>	<p>General Support</p>	<p>Sent: April 17, 2004 Name: Robert <u>Tracy</u> Address: 5250 Willowbrook Rd City: Colorado Springs State: CO Zip: 80917</p> <p>The study appears well thought-out and performed well. You discussed both the positive and negative aspects of this expansion without prejudice. This city has several military complexes and each has its relative significance in the Fight against Terrorism. Considering this, it would have been a appropriate to address how the expansion construction may effect their responses to terrorist activities. Otherwise, I agree with the proposal and look forward to the day of completion. God speed.</p>	<p>General support</p> <p>Other comments: Questions impact to terrorist response</p>
<p>Sent: April 13, 2004 Name: Mike <u>Torreano</u> Address: 13965 Nichlas Ct. City: Colo. Spgs, State: co Zip: 80921</p> <p>We need this expansion yesterday. It's amazing to think that Colorado Springs still has a 2-lane interstate. We must be the largest metropolis in this country! to still have a 2-lane highway, a dubious distinction indeed. Get this done now-if this were Denver it would have been done long ago. Ridiculous!</p>	<p>General Support</p>		


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 <p>1425 North Northgate Ave., Suite 4 North Colorado Springs, CO 80903 Office: 719.528.6884 Fax: 719.528.7880 e-mail: info@trailsandopenpaces.org www.trailsandopenpaces.org</p> <p>of the Pikes Peak Region</p> <p>May 4, 2004</p> <p>Doug Eberhart I-25 Project Office c/o Wilson & Company 455 E. Pikes Peak Ave., Suite 200 Colorado Springs, CO 80903</p> <p>Dear Mr. Eberhart:</p> <p>I want to thank you for all the time and effort you and all the I-25 project team have put into the public process for the I-25 EA. It is a tough job dealing with so many issues and interests. I particularly appreciate the time you took to come to CTAB and talk to us. The outreach you made to the Trails and Open Space Coalition over the past few years was valuable to us and I hope to you. I look forward to working with you and the CDOT team as the process continues.</p> <p>We will follow with great interest as the initial project gets underway and of course will monitor the mitigation for all the trails mentioned in the EA. We hope all trail closures and detours are kept to a minimum during the construction. As I mentioned at CTAB, I would like to re-emphasize the importance of the Midland Trail connection to the Pikes Peak Greenway and the new Confluence Park. We ask you to do everything possible to minimize the downtime for the connection and to provide a quality detour.</p> <p>I have also recently discussed with the Air Force Academy a new proposal to relocate the New Santa Fe Trail westward for the stretch south of Northgate Boulevard. It will minimize the negative effects associated with the proximity of vehicles to the trail and provide a much better trail experience for users. I urge CDOT to try to accommodate the relocation. I also hope you will be able to keep the Smith Creek Trail connection to the El Paso County Trailhead at the Air Force Academy North Gate. There should not be a security issue since it will be little</p> <p>different than the road that trail users use to access the trailhead now. It will just provide a safer access than cycling on the street.</p> <p>Thanks again for listening to my thoughts on trails over the last few years.</p> <p>Sincerely,</p>  <p>Dan Cleveland Executive Director</p>	<p>ISSUES</p> <p>Parks/Recreation: Minimize trail closures Relocate/Move new Santa Fe Trail</p>	<p>April 22, 2004</p> <p>BENNETT FRANK TUCK 7630 Winding Oaks Drive Colorado Springs, CO 80919 719.528.6120</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: I-25 ENVIRONMENTAL ASSESSMENT</p> <p>Dear Sirs:</p> <p>I am writing in reference to the recently released report regarding the expected impacts of the proposed capacity improvements to I-25.</p> <p>I recently completed building my new home located northwest of the Woodmen at I-25 Interchange. My office is located in the Colorado Springs Central Business District. The current traffic congestion on I-25 is most unacceptable to me. I think CDOT has done an excellent job of working with the public to develop the Environmental Assessment document. I am very supportive of the report and the proposed action to improve I-25.</p> <p>Thank you.</p> <p>Sincerely,</p>  <p>Bennett Frank Tuck</p>	<p>ISSUES</p> <p>General Support</p>
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<p>Sent: May 12, 2004 Name: Greg Tumbush Address: 1225 N. Wahsatch Ave. City: Colorado Springs State: CO Zip: 80903</p> <p>The expansion of I-25 will have significant impacts on neighborhoods, parks, air and water quality, endangered wildlife, local quality of life and the environment. CDOT should prepare an Environmental Impact Statement in order to better understand the impacts from the largest highway construction project in the history of Colorado Springs. During the past ten years CDOT has been incrementally adding capacity to I-25 through so-called "safety improvements" that escaped scrutiny under the National Environmental Policy Act. CDOT is not playing by the rules and is playing politics with our homes and livelihood. CDOT needs to do a more comprehensive job of studying the cumulative impacts of this project, including impacts to neighborhood stability and residential property values and the growth-inducing effects of expanding I-25's vehicle capacity by over 50%. CDOT should have considered the impacts of future growth made possible by the expansion and paid more attention to reasonable alternatives such as better mass transit or alternative routing. The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement (EIS). Thank you for considering my comments.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition: EIS needed</p> <p>NEPA Process</p> <p>Noise</p> <p>Neighborhood Impacts</p> <p>Cumulative impacts: Due to previous improvements</p> <p>Socioeconomics: Impact to property values</p>		<p style="text-align: center;">ISSUES</p>
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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>DAVE ULMER</u> Address: <u>1407 Holmes Drive 80909</u> Representing: <u>Self & UIC's senior ed</u></p> <p>COMMENTS</p> <p><i>The grand scheme of years and cars continues to be a massive what has been around for a century or so. (quite possible) from 1940s and 1950s. I feel that we must seriously consider the overall impact that a project of this magnitude will have on our community. We all recognize that the current configuration of I-25 does not meet the transportation needs of the Growing region. However, if the current completed sections are an indication of what we can expect then we must do better - much better. Traffic noise is the most serious threat to the neighborhoods along the corridor. The recent completed Fillmore-Bijou section has had a significant impact on Monument Valley Park and the Old North End Neighborhood. This area is one of the oldest neighborhoods in town and along with the park has great historical significance. So much so that the City of Colorado Springs has placed the Old North End Neighborhood in a special Historic Overlay Zone to further protect its architectural and cultural value.</i></p> <p>MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 455 E. Pike's Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0106, Attn: Cheryl Everett. VISIT www.i25environment.com and click on EA comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p> <p><i>Thank you for sharing your comments with us. I will be sure to pass them on to the appropriate agencies that have jurisdiction over this project.</i></p>	<p>ISSUES</p> <p>Alternatives Considered: Bicycle paths</p>	<p>Sent: April 30, 2004 Name: Jerry <u>Unknown</u> City: Colorado Springs State: co Zip: 80907</p> <p>CAN'T WE DESIGN SIGNIFICANT PROJECTS SUCH AS THIS SO THAT THEY DO NOT LESSEN THE QAULTY OF LIFE IN OUR COMMUNITY? Having reviewed the study, I feel that we must seriously consider the overall impact that a project of this magnitude will have on our community. We all recognize that the current configuration of I-25 does not meet the transportation needs of the Growing region. However, if the current completed sections are an indication of what we can expect then we must do better - much better. Traffic noise is the most serious threat to the neighborhoods along the corridor. The recent completed Fillmore-Bijou section has had a significant impact on Monument Valley Park and the Old North End Neighborhood. This area is one of the oldest neighborhoods in town and along with the park has great historical significance. So much so that the City of Colorado Springs has placed the Old North End Neighborhood in a special Historic Overlay Zone to further protect its architectural and cultural value.</p> <p>I have read that the current decibel level in this area does not warrant noise mitigation as it is below the threshold. Shouldn't we all make the quality of life in our neighborhoods the top priority and not rely on some arbitrary decibel threshold? Just because there is a minimum, shouldn't we strive to do BETTER than that? Today the noise might be less than the standard, but add that forth lane as proposed along with continued growth of our community, and eventually the traffic volume will be such that we will surpass that minimum noise threshold. Let's design for the future and fix what we have already completed, not repeating our mistakes so that other neighborhoods don't have to deal with the constant roar of traffic that has invaded the Old North End. If we are going to allocate significant tax dollars on this project we should do it right, as we all will have to live with it and pay for it for a very long time. Everyone should ask themselves this: IF THIS PROJECT WAS NEAR MY NEIGHBORHOOD WOULDN'T I WANT IT TO HAVE THE LEAST AMOUNT OF IMPACT AS POSSIBLE TO ASSURE THE CONTINUED QAULTY OF LIFE FOR GENERATIONS TO COME?</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise: Impacts to Monument Valley Park and Old North End</p>
<p>Sent: April 15, 2004 Name: J C <u>Unknown</u> Address: 601 S Wahsatch Ste A City: Colorado Springs State: CO Zip: 80903</p> <p>What I don't like about I-25 is that it is suddenly 2 lanes between Bijou and Fillmore from 3 lanes. It needs to become 3 lanes all the way.</p>	<p>Alternatives Considered: Number of lanes</p>		

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<p>Sent: April 18, 2004 Name: sasso <u>Unknown</u> Address: 6547 n academy n514 City: colorado springs State: co Zip: 80918</p> <p>We must act now to ensure that the congestion on I-25 is eliminated, and that a new East West "cross town route is established.</p> <p>The 55 MPH speed limit along the new section of I 25 is ridiculous, and the general feeling among tourists, who I deal with often, is that it is a "Small town speed trap" and it leaves them with a negative impression of our town.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>Alternatives Considered: East/west route</p> <p>Transportation: Speed limit too slow</p>	<p>Sent: April 6, 2004 Name: Steven <u>Vasas</u> Address: 12385 Mount Baldy Dr. City: Colorado Springs State: co Zip: 80921</p> <p>I-25 through Colorado Springs must be expanded/improved and quickly. Major traffic jams occur daily for little or no reason. Additional capacity and lanes from Monument to Security are desperately needed.</p> <p>Current work projects seem poorly planned and poorly implemented. The Woodman interchange project (while very necessary) has been very disruptive and lengthy. If Utah can redo the entire Wasatch Front freeway system in a few years for the Olympics, why can't Colorado Springs finish one interchange (Woodman) in five years?</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
<p>Sent: April 7, 2004 Name: Gary <u>Urie</u> Address: 1029 E LaSalle Street City: Colorado Springs State: CO Zip: 80907</p> <p>There is no solution to our automobile dependent lifestyle. Same old attempts to treat the symptoms but not address the problem. Actually, I would recommend not increasing capacity. Eventually, we would find more efficient ways to live. Why perpetuate and excelerate the number of cars we own and the number of miles we drive? Oil production peaked in this country in the 1970's. World oil production is projected to peak early in this century. We need to become less energy dependent NOW instead of maximizing consumption. I oppose any increased capacity of any roads anywhere in Colorado. My preference is for the no change alternative.</p>	<p>General Opposition</p>	<p>Sent: April 22, 2004 Name: Carla D. <u>Vauthrin</u> Address: 2018 W. Cucharras St. City: Colorado Springs State: CO Zip: 80904</p> <p>This appears to be a well researched, analyzed, and developed plan that will have a minimal negative impact on the environment and a positive impact on the transportation needs of area residents. I am particularly in favor of replacing trees that are removed with native species. I suggest that the ratio of tree replacement is 2 new:1 removed. A greater number of trees will lessen noise, air and dirt pollution created by increased traffic flow.</p>	<p>General Support</p> <p>Vegetation: Replace removed trees 2 to 1 with native species</p>

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<p>Sent: April 30, 2004 Name: Steven R. <u>Vela</u> Address: 3365 Springridge Circle City: Colorado Springs State: C Zip: 80906</p> <p>Having read the Environmental Assessment Study, and considering the needs of our community, it is apparent that this thorough and complete study assesses all of the issues related to the proposed capacity improvements. Any negative environmental impact caused by the capacity improvements appear minor in comparison to the advantages of making the improvements. It is particularly important to follow through with the noise abatement measures, particularly along the Monument Valley Park corridor. These measures should be completed regardless of whether or not the improvements are eventually completed.</p> <p>It is essential to the quality of life in El Paso county that improvements to the I-25 corridor be undertaken promptly.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: Mitigate noise along Monument Valley Park</p>	<p><u>Vickery</u> continued</p> <p>In the overall layout of the city, it seems that north-south traffic flow would be more wisely achieved by rerouting the major traffic east, either Academy or Powers, after all those streets are lined with business, they are generally closed at night and it seems it would more conveniently serve the enormous numbers of Colorado Springs residents who live in that area. We are truly sad to think that our lovely neighborhood will be so compromised by the short sight of a budget minded committee.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives Considered: East bypass</p>
<p>Sent: May 10, 2004 Name: Brock C. <u>Vickery</u> Address: Millie J. Winebrenner City: 1704 North Tejon Street State: Colorado Springs Zip: Co 80907</p> <p>I-25 is so heavily traveled at this time it is impossible for us to sleep with the windows open anymore. We are wakened every time an 18 wheeler gears down or someone honks their horn. We find it tragic that planners go to such lengths to control the neighborhood with historic overlays and then expose it to the rage of the 21st century. Building a wall on the west side of the freeway served only to bounce more noise to the east side of the freeway. This is a thriving neighborhood full of families.</p>	<p style="text-align: center;">General opposition</p> <p style="text-align: center;">Noise</p>	<p>Sent: April 19, 2004 Name: Steve <u>Visosky</u> Address: 2460 Wimbleton Court City: Colorado Springs State: CO Zip: 80920</p> <p>The study seems very thorough. The improvements are desperately needed. As someone who commutes from Briargate Parkway to South Circle daily, I have spent a lot of time on I-25. While the improvements are wonderful (e.g., South Nevada), the highway is only as good as its weakest link. Right now, the weak links are all the two lane choke points. On a spring break commute with little traffic, the ride is 20 minutes. With normal traffic, its about 40 minutes. That's nearly 3 1/2 hours a week I'd sure like to have back to spend with my family. Keep up the good work.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 12, 2004 Name: Jennifer <u>Vrynios</u> Address: 15205 Copperfield Drive City: Colorado Springs State: CO Zip: 80921</p> <p>I say good job - build it. These improvements are necessary for the community and to maintain air quality as we are required. Impacts will be mitigated. Do not let a few folks with deep pockets delay this project. Consideration of the tens of thousands of people who drive I-25 for work, to patronize businesses or are tourists should not be put aside for a few complainers that I would bet bought their homes less than 44 years ago.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">NEPA Process</p>		<p style="text-align: center;">ISSUES</p>
<p>Sent: April 12, 2004 Name: Pete <u>Vrynios</u> Address: 15205 Copperfield Drive City: Colorado Springs State: CO Zip: 80921</p> <p>Please build this project. I drive I-25 from the north end of town to the Bijou exit six days a week to go to work. I have seen the traffic get worse. This project is needed.</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: May 2, 2004 Name: Ken <u>Waggoner</u> Address: 2535 Oak Hills Drive City: Colorado Springs State: co Zip: 80919</p> <p>I'm a 13-year resident of Colorado Springs. In my view, this expansion project is already about 10 years behind the need. My message is simple:</p> <p>Please, please do not let any more delaying tactics get in the way of this project. Do all that can be practically done to mitigate noise in the adjacent neighborhoods, but the safety and ease of access of tens of thousands of travelers can no longer be ignored. I-25 is the primary north/south route through this part of the country. Its traffic will continue to grow whether we want it to or not. We must provide the proper capacity immediately.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>NEPA Process</p> <p>Noise: Mitigate in adjacent neighborhoods</p>	<p>Sent: April 20, 2004 Name: Lonnie <u>Wagner</u> Address: 408 Pine Avenue City: Colorado Springs State: CO Zip: 80906</p> <p>Based on the current study, we must move forward with the proposed improvements to I-25. I'm concerned that any delays will put the existing funding at risk. Who knows, given the current fiscal condition of governmental entities, when the funding would be available again. Such delays will decrease the quality of life that we advertise and enjoy, and put at great risk the ongoing recovery on the economy. Not completing the proposed improvements is a lose/lose proposition.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p>
<p>Sent: April 14, 2004 Name: Brian <u>Wagner</u> Address: 2505 Rigel Drive City: Colorado Springs State: CO Zip: 80906</p> <p>I think that the study is very extensive, and that the proposed improvements will greatly improve the quality of life in Colorado Springs. As a person that frequently drives the corridor I can testify that the improvements are greatly needed. An improved I-25 Corridor will not only have a positive impact on the average consumer/resident but will also greatly help the business community. I hope that the community responds with resounding yes to move forward.</p>	<p>General support</p>	<p>Sent: April 20, 2004 Name: millie <u>walker</u> Address: 2845 JANITELL City: COLORADO SPRINGS State: co Zip: 80906</p> <p>please, oh please improve our I-25 Highway through the congested colorado springs area..I own a business south of town, and it is pure hell trying to deliver or pick-up the goods necessary to run our company when you have to drive to the north end.</p>	<p>General support</p>
		<p>Sent: April 22, 2004 Name: Paul <u>Walker</u> Address: 3840 Sunview Ct City: Monument State: CO Zip: 80132</p> <p>The EA was well done and investigated the proposed expansion of I25 in depth. I believe the expansion should move forward as stated.</p>	<p>General support</p>

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<p>Sent: April 6, 2004 Name: Renee <u>Walker</u> Address: 310 Karen Lane City: Colorado Springs State: co Zip: 80907</p> <p>I agree with the EAS and support the actions outlined within the study. Colorado Springs needs this completed ASAP, in order to maintain a productive and vital economy, not to mention improve the lifestyle of all residents. My only issue is that I did not see any mention of an east/west corridor, which is critical for access and future growth. Some allowance must be made to accomodate east/west commuting.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Additional east/west route needed</p>	<p>Sent: May 12, 2004 Name: Meredith <u>Wasinger</u> Address: 215.5 York Street City: Jersey City State: NJ Zip: 07302</p> <p>I live in New Jersey but was recently home for a visit over the Mother's Day Weekend. I was dismayed to learn what's going on with I-25. My parents live near Monument Valley Park and the noise level of the traffic was significantly louder than before no matter where in the park I stood. And that seems to be the least of the problems that could be caused by the proposed CDOT project! The expansion of I-25 is bound to have significant impact on neighborhoods, parks, air and water quality, not to mention local quality of life. I understand that the 1996 Transportation Act requires "all possible planning to minimize harm to parks and historic places." What are you doing to minimize harm? At the very least you should explore alternative pavement types--such as rubberized asphalt--to reduce noise levels and protect users of the parks. The proposed noise barriers are not a solution--they will only cut off views. You must investigate the cumulative impacts of the I-25 project, not merely choose the cheapest solution for the short term. Colorado Springs is a unique and beautiful city, which relies on its green spaces and views to maintain tourism and to retain residents. The city and its inhabitants deserve your very best consideration since they will live with the impact of your decisions for decades to come.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General opposition</p> <p style="text-align: center;">Noise: Rubberized asphalt not barriers</p>
<p>Sent: May 1, 2004 Name: Edmund <u>Wall</u> Address: 4235 Greens Drive City: Colorado Springs State: Co Zip: 80922</p> <p>Get it done. The whole corridor from C/S to Castle Rock is 30 years past due for improvement. Hard to believe the highway has had so little improvement in past 40 years. Please start ASAP. And if you have to, kill all the preble mice to get it done sooner. When would construction start and how long to finish??</p>	<p style="text-align: center;">General support</p>		<p style="text-align: center;">Cumulative Impacts</p>


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<p>Sent: April 22, 2004 Name: doug <u>Wasson</u> This work needs to start as soon as possible. I am not in favor of any more delays to this work.</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: April 28, 2004 Name: Chris <u>Weaver</u> Address: 1045 Wild Horse Drive City: Monument State: CO Zip: 80132 I routinely drive I-25 from Monument to Denver and Colorado Springs. The drive to Denver has improved significantly during the last couple of years and is safer than it was five years ago. While I do not relish driving through a construction zone for the next several years, it is clear that I-25's capacity between Monument and Colorado Springs must be improved. The always present congestion along this stretch of highway is unsafe as drivers jockey for position, weaving in and out of traffic. An additional lane from Monument to and through Colorado Springs will greatly improve safety for all drivers. I strongly support the proposed improvements.</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: April 22, 2004 From: Terri <u>Watson</u> I am for the widening of I-25. we need this project to keep up with growth in and between Colorado Springs and Denver. As a comutor to Denver for the last 12 years, I realize the importance and urgency of such a project. Thank you,</p>	<p>General support</p>		
<p>Sent: May 3, 2004 Name: Keith <u>Watson</u> Address: 8756 Del Rio Rd. City: Falcon State: CO Zip: 80831 I am very much in favor of this project. I feel that many of the interchanges affected are currently dangerous (I-25@Cimмерon as an example),and will go out of my way to avoid these areas. Hopefully, the update will remedy these situations. As for environmental impact, it appears that the benefits would out-way the costs. (I don't see that the Jumping Mouse is all that much in danger of becoming extinct -- even though listed as such.) I agree: the highway is beyond end-of-life and needs updating.</p>	<p>General support</p>	<p>Sent: April 15, 2004 Name: Saundra <u>Weber</u> Address: 4030 Jet Wing Place City: Colorado Springs State: CO Zip: 80916 I briefly glanced through the EA and everything looks like it has been studied. I'm just happy your are doing something with the road, the traffic is terriable. This should have been done years ago.</p>	<p>General support</p>
<p>Sent: April 25, 2004 Name: John <u>Weidner</u> Address: 7205 Fleetwood Ct City: Colorado Springs State: CO Zip: 80919 The I25 corrodor is Critical to Interstate Transportation and the Colorado Springs Citizins. Expanding I25 to 6 lanes is basic to the economic wellbeing of all Colorado Residents.</p>	<p>General support</p>	<p>Sent: April 25, 2004 Name: Peggy <u>Weidner</u> Address: 7205 Fleetwood Ct City: Colorado Springs State: CO Zip: 80919 Just Build the High Way. The peopls of El Paso County need this project ... yesterday.</p>	<p>General support</p>

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<p>Sent: April 20, 2004 Name: John Weiler Address: 900 Saturn Drive #109 City: Colorado Springs State: CO Zip: 80906</p> <p>In a nutshell, this must be DONE!!!</p>	<p>ISSUES</p> <p>General support</p>	<p>RECEIVED APR 23 2004 15315 Churchill Pl Colo Springs, Co 80921 19 April 2004</p> <p>Near CDOT</p> <p>We have lived in Colorado Springs for 38 years. When we came here in 1966, I-25 was a 4 lane interstate. About 100,000 people lived in El Paso County at that time. Now in 2004, I-25 is still a 4 lane road but over 500,000 people live in the area now plus traffic going to/from Denver.</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: April 9, 2004 Name: nick werle Address: 86 Saddlemountain Road City: co. springs State: co Zip: 80919</p> <p>Plan is sufficient and system should have already been expanded. EA reveiw is a joke. When was last time any input changed any item. Despite that I find no fault in the analysis.</p>	<p>General support</p>	<p>The traffic on I-25 is now awful!! We drive I-25 from near Monument to the downtown area nearly every day, so we are very familiar with the accidents and traffic jams. We ask you to please widen I-25 to 6 (over 8) lanes as soon as possible. The road is literally a "death trap" and the slightest bit of bad</p>	
<p>Sent: May 11, 2004 Name: Brian L. A. Wess Address: 1409 Kern Street City: Colorado Springs State: CO Zip: 80915</p> <p>From reading the EA and speaking with some of the persons involved with the studys development, it seems to be an equitable plan with acceptable mitigation for most of the proposed impacts. However, the fact that mitigations for impacts are included does call into question whether this is a true Environmental Assessment or possibly more accurately an Environmental Impact Statement. While there would be somewhat more stringent requirements for and EIS than an EA, I feel that the study of proposed capacity augmentations are necessary for improved traffic flow through the Pikes Peak Region and will be a benefit in many different aspects to all areas of the community serviced by the I-25 corridor through Colorado Springs.</p>	<p>General support</p>	<p>weather adds 45-60 min to our commutes.</p> <p>As for the environment, widening the road as your plan should have no real effect. More importantly, it should reduce accidents, injuries and deaths! The people who live along the I-25 corridor will not suffer harm; they knew that the interstate was there when they bought their homes, just as we did</p> <p>Thank you for your consideration in this matter.</p> <p>Philip Well, Brian Wess</p>	<p>NEPA Process</p>


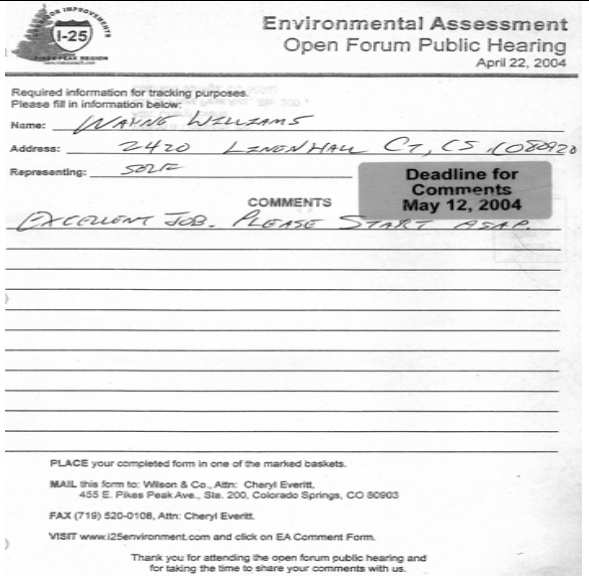
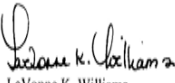
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<p>Sent: March 31, 2004 Name: Nancy <u>Whetstone</u> Address: 15120 Jessie Drive City: Colorado Springs State: CO Zip: 80921 I feel that I-25 MUST be widened for safety reasons. I do not feel that the "Preble Jumping Mouse" should hold up this project. If we build in their area...they will move to a new location. There are so many people moving to this area that the current road situation is a hazard (or alot of hazards!) and will only continue to get worse. Unfortunately, the changes that were made to I-25 around the town of Monument have only made things worse. Even though the work is not complete I think the entrance and exit ramps are poorly routed. Lots of cities make the mistake of not planning interstates to accomodate a fair amount of traffic, thinking they don't want to "become another L.A."; this only makes matters worse. I understand it is necessary to complete an EA study but it will not change the fact that the interstate needs to be widened due to all of the cars that travel on it each day!!!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Recorded April 22, 2004 Fred <u>Whitacre</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives considered: East-West bypass Light rail Mass transit</p>
 <p style="text-align: center;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Mary Anne Whitacre</u> Address: <u>1305 Wood Ave, C.S. 80903</u> Representing: <u>Home owner</u></p> <p style="text-align: center;">COMMENTS</p> <p><i>Since the construction work on I-25 between Gilmore + Bijou, including the addition of the wall on the west side, was completed, the noise level in our neighborhood has risen tremendously. The future + needed construction must take this into account + employ all possible noise abatement measures. Please do not dismiss rubberized asphalt because of a study 10 yrs. ago. This has been used in Scottsdale, AZ, and it works. Noise abatement should be at the top of the list to protect existing neighborhoods. Thank you</i></p> <p><small>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 453 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p style="text-align: center;">Noise: Utilize all available abatement methods incl. rubberized asphalt</p>	<p>Sent: April 22, 2004 Name: Charles <u>White</u> Address: 537 Rose Drive City: Colorado Springs State: CO Zip: 80911 I believe the expansion of I-25 is vital to the growth of Colorado Springs. I can't believe that a few rich people on the north side of town can hold you hostage. Go for it. I've lived here for over 30 years and I believe our situation is 10 years behind what it should be. Thanks for letting me voice my stand.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">NEPA Process</p>

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<p>Sent: March 31, 2004 Name: Glenn G. <u>Whiteside</u> Address: 16338 Windy Creek Drive City: Monument State: CO Zip: 80132-7427</p> <p>I believe a more comprehensive plan needs to be developed that encompasses more foresight and planning for the future. I predict that the growth all along the Front Range area in the next few years will be phenomenal. More and more people will be filling in the less populated areas along I-25 between Pueblo and Colorado Springs, between Colorado Springs and Castle Rock, and between Castle Rock and Denver. This will funnel an enormous amount of traffic onto I-25. I believe a light commuter rail system should be seriously considered that would run from Pueblo to Denver. In order to find work more and more people have to commute between these cities thus clogging I-25 more and more. A well-planned light rail system could serve to alleviate this traffic. Well-lighted and large parking areas in several convenient access areas should be developed to accommodate users otherwise if the light rail system isn't easily accessible it will not be used. I do not accept the conclusion that other "transit options would not divert enough commuters from their cars to be able to noticeably reduce congestion." When faced with ten hours of chronic congestion (as mentioned in the "No Action" alternative) would you choose to ride on a light rail system if it was accessible or wait in traffic? I think this option should be researched more thoroughly before dismissing it so easily. Other cities and regions have built successful commuter rail and subway systems, why not along the I-25 corridor? We need to plan for 25 years into the future, not five or less! Leave I-25 for the trucks and vacationers but give the business commuters a more sensible option than creating more highways and more urban sprawl! Perhaps a raised monorail type system could be looked at to minimize the environmental impact on the ground areas. Please give more thought to the alternatives!</p>	<p align="center">ISSUES</p> <p>Alternatives considered: Light rail</p> <p>Alternatives considered: Monorail</p>	<p>Recorded April 22, 2004 Erna <u>Wilcox</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p align="center">ISSUES</p> <p>Noise: Vegetation should decrease impacts Noise barriers do not work</p> <p>Alternatives considered: East-West bypass</p>
		<p>Recorded April 22, 2004 Rolland <u>Wilcox</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p align="center">Alternatives considered: East-West bypass</p>

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<p>May 4, 2004</p> <p style="text-align: center;">DAVID G. WILLIAMS 6520 AREQUA RIDGE LANE COLORADO SPRINGS, CO 80919</p> <p style="text-align: right;">MAY 10 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: PROPOSED ACTION TO IMPROVE INTERSTATE 25</p> <p>Dear Sir or Madam:</p> <p>This letter is to voice my support for the proposed action to improve Interstate 25 through the Colorado Springs urbanized area as detailed in the Interstate 25 Environmental Assessment.</p> <p>Let's do it!!</p> <p>Sincerely,</p>  <p>David G. Williams</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	 <p style="text-align: center;">Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>DAVID G. WILLIAMS</u></p> <p>Address: <u>2420 LEONHART CT, CS 80903</u></p> <p>Representing: <u>SELF</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>EXCELLENT JOB. PLEASE START ASAP.</u></p> <p style="text-align: right;">Deadline for Comments May 12, 2004</p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT www.I25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>May 4, 2004</p> <p style="text-align: center;">LAVONNE K. WILLIAMS 6520 AREQUA RIDGE LANE COLORADO SPRINGS, CO 80919</p> <p style="text-align: right;">MAY 10 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: PROPOSED ACTION TO IMPROVE INTERSTATE 25</p> <p>Dear Sir or Madam:</p> <p>This letter is to voice my support for the proposed action to improve Interstate 25 through the Colorado Springs urbanized area as detailed in the Interstate 25 Environmental Assessment.</p> <p>Let's do it!!</p> <p>Sincerely,</p>  <p>LaVonne K. Williams</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 22, 2004 Name: Carol <u>Willis</u> Address: 218 E. Dale St. City: Colorado Springs State: CO Zip: 80903</p> <p>Widening the "I" would be a BIG mistake, making a negative impact on the surrounding neighborhood and residents. In twenty years or so even a widened interstate will be insufficient to handle increased traffic, and pleas will then be made for an eastern thruway or bypass (possibly in the vicinity of Powers or even further to the east). The logical thing to do would be to make that bypass a reality sooner rather than later. Leave I-25 as it is, and turn your sights to the east. . .PLEASE!</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Alternatives considered: East bypass</p>


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<p>Sent: April 7, 2004 Name: Steve <u>Windom</u> Address: 415 Alcott Ct City: Colorado Springs State: CO Zip: 80921</p> <p>Forget about the stupid mouse! Pay the businesses and homeowners fair market plus 10% for impact and get on with it already. And get started with turning Marksheffel into a I-225-like bypass before it's too late. You already missed that boat on Powers- I don't see how you think connecting Powers to I-25 will encourage me to travel to the airport that way with all the lights.</p>	<p>ISSUES</p> <p>General Support</p> <p>Right of way: Pay property owners fair market value plus 10%</p> <p>Alternatives considered: Also construct east bypass</p>	<p>Sent: April 15, 2004 Name: Michael <u>Winterbottom</u> Address: 5724 Adrienne Court City: Colorado Springs State: CO Zip: 80906</p> <p>I was impressed with the thoroughness of the study, and learned a lot by reading it. Bottom line, I believe the benefits of the proposed expansion far outweigh the impacts revealed within the study, as the region's highway infrastructure will be key to the long-term economic vitality of the local economy. The "squeekiest wheel" in this process appears to be those few homeowners who chose to purchase residential property near the existing highway ... but their particular issues with noise should not dictate what is best for the entire region.</p>	<p>ISSUES</p> <p>General Support</p> <p>NEPA Process</p>
<p>Sent: April 17, 2004 Name: Michael F. <u>Winslow</u> Address: 3228 Parade Circle West City: Colorado Springs State: CO Zip: 80917</p> <p>I am in total favor of improvements in regard to I-25. The age of the road-bed itself and the growth of the areas it serves has put too great of demand on this over-used highway.</p> <p>Personally, when driving to Denver, I would rather drive on Highway 85 than to put up with the congestion, bad driving habits, and the road rage of I-25!! It seems that such poor driving has become the "norm" between CS and Denver. No doubt, it will only get worse if something isn't done soon. Thank You for hearing my voice in this.</p>	<p>General Support</p>	<p>Sent: April 21, 2004 Name: Mary <u>Wold</u> Address: 5920 Whirlwind Dr City: C. Springs, State: Co Zip: 80918</p> <p>I think that I 25 should be widened to all better access to and from Denver.</p>	<p>General Support</p>
		<p>Sent: April 12, 2004 Name: Susan K. <u>Wood-Ellis</u> Address: 90 South Cascade Avenue, #310 City: Colorado Springs State: CO Zip: 80903</p> <p>There is no question I-25 desperately needs expansion in order to handle the current and expected future vehicular use. However, such improvements must be engineered and constructed in such a way so as to address the current noise pollution impacting the east side of I-25 in Monument Park and in the surrounding neighborhood of homes and churches. The impact and mitigation of that constant roar on the neighborhood must be addressed in the proposed expansion.</p>	<p>Noise: Impacts to parks and neighborhoods must be addressed</p>

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<p>Sent: April 19, 2004 Name: melissa <u>woodley</u> Address: 2907 W Pikes Peak Ave City: Colorado Springs State: CO Zip: 80904</p> <p>We desperately need improved ways to move through this city in ALL directions. It is very frustrating to live in such a great city that is behind the times and lacking foresight for it's people and for it's tourist industry.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 3, 2004 Name: Michael <u>Wright</u> Address: 1975 Rusty Hinge Dr City: C/S State: CO Zip: 80920</p> <p>Looks like a fair and complete study. There are many issues to consider but expansion of I-25 is absolutely needed. It is about more than traffic congestion, it is also about safety. I would question the order of improvements. I cannot imagine any area in more need than the Nevada interchange.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 19, 2004 Name: Steve <u>Wrestler</u> Address: 5555 Erindale Drive, #207 City: Colorado Springs, Colorado State: CO Zip: 80918</p> <p>I-25 has long been neglected by government leaders. Construction to modernize should have been started 10 years ago. It's apparent those leaders were negligent in planning for today's highway issues. The neglect of our highways has had a significant effect on our economy. Many people have been maimed and others died because of unsafe highways. A good transportation system is vital to Colorado. It certainly doesn't take a mental genius to figure out the desperate need for the improvements. It doesn't need to be studied to death in hopes that the problems go away. Anyone who can't see the obvious is living in a different world. The time to act is now. The traffic continues to get worse and more dangerous. How many more people should die because of lack of planning and lack of leadership? Funding of this project is secondary. Whatever it takes to get it done, do it. Good roads are expensive. Bad roads are expensive. If we need to raise gas taxes, so be it. I'd be glad to pay additional 25-50 cents a gallon for gas if we could have a safe efficient highway system. The time to act is now. Start Construction!</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Allison <u>Wroe</u> Address: 1017 Pioneer Lane City: Colorado Springs State: CO Zip: 80904</p> <p>I believe the proposed improvements are necessary and the environmental impact is nominal compared to the benefits. I have little sympathy for the Old North End folks that drive our infrastructure costs up with their petty complaints. Let them move to Boulder!</p> <p>I LOVE the work that has been done so far. The improvements made between Cimmaron and Circle are fantastic. Keep up the good work.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">NEPA Process</p>

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<p>Wilson and Company Robert Wrubel 1-25 Project Office 126 West Del Norte 455 East Pikes Peak Avenue Colorado Springs, CO 80907 <i>MAY 21 2004</i> Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern:</p> <p>This letter addresses the major impact the recent I-25 widening project had and the likely disastrous impact the future project currently scheduled will have if no noise remediation is taken.</p> <p>My family has lived in the Old North End of Colorado Springs for 6 years. We moved from Tejon Street to Del Norte two years ago. We love the house, the neighbors and the neighborhood. Unfortunately, we did not realize the increase in noise level we'd experience moving the two blocks. The noise from I-25 is now a constant, unnecessary part of our lives. It's most noticeable in the morning and evening rush hour, but the noise comes all day long.</p> <p>It is my understanding that CDOT failed to take several simple measures to mediate the noise impact and failed to take several legally required measures as well.</p> <p>Clearly, the changes in I-25 and the proposed changes damage the quality of life in the park and historic sites like our houses, the Fine Arts Center and Colorado College.</p> <p>I am not a noise engineer, but it's obvious that a wall on the east side or an earth structure on the east side would greatly reduce the noise levels.</p> <p>Please do everything possible to reduce the noise levels on I-25 now and make sure they do not increase as the highway is widened.</p> <p>Sincerely,</p> 	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Walls or berms on east side of highway</p>	<p>Sent: April 23, 2004 Name: J. Paul Wuorenmaa Address: 4965 South Carefree Circle City: Colorado Springs State: CO Zip: 80917</p> <p>Concerning the Traffic Noise information in your study, I agree with your findings that a noise level of 66-67 dB would not be a serious health problem to humans. My research indicates serious health problems do exist when a noise level of 80 dB is rather constantly experienced by humans. Many residential streets in Colorado Springs experience such an unhealthy level of traffic noise. I had the city take decibel readings on my street several years ago and levels well above 80 dB were the rule. The City ignores my concerns over such noise pollution but of course has had much concern over the concerns of the "more influential and wealthier" folks living in the vicinity of Monument Park. The City can tell them to move if they cannot "live with the progress of Colorado Springs" as they have told me and my neighbors. Enough on that. I have a simple solution and one that will not cost the taxpayers with that of building noise walls or paving the highway with rubber. The solution is to lower the I-25 speed limit to 40 mph during that stretch of road that travels near high density residential areas. Of course State and Federal highways regulations and policy may preclude such a simple fix. I have recommended to Mayor Rivera and the Council that the I-25 speed limit be so reduced. Apparently, I will still be ignored. Years ago, I questioned the building of Confluence Park in an area subject to such high traffic noise - again no City response although the Park was still in the initial planning stage.</p> <p>Traffic noise is a serious health problem and one that our country does really not seriously control. Also, we have the very serious problem of our drivers ignoring posted speed limits and the police not strictly enforcing the traffic laws on our residential streets and highways.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise</p> <p style="text-align: center;">Noise: reduce speed limit to 40 mph</p>

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<p>Sent: April 16, 2004 Name: Julie <u>Wysocki</u> Address: 4572 Stonehill Rd. City: Colorado Springs State: CO Zip: 80918</p> <p>The study appears complete and well thought out. I think the 8 lanes through town are critical, (and the sooner we have them, the better!) HOV lanes are great in other cities where I've used them. As long as they are designated here for peak traffic times only, I'm all for them.</p>	<p>General Support</p>	<p>Sent: April 22, 2004 Name: Kelly and James <u>Zajicek</u> Address: 427 Marian Dr. City: Security State: CO Zip: 80911</p> <p>I would have to say 'NO' because of how the construction ties up traffic. They just take wayyyy too long to get ANYTHING done. In Security alone, the two major intersections have been tied up FOR MONTHS. The one at Fontain Blvd and 85/87 was SUPPOSE to be done by Oct. 1st, and it was MONTHS before it was completed. Now they are dragging their feet on the intersection at Main St. and 85/87 and it's nothing but a headache for EVERYONE who passes thru there. If there was a way to GET IT DONE FAST, but there isn't and it would only bring slower traffic to I25. It's RIDICOLOUS as it is now. It took me TWO HOURS to get from Monument to Security on a Friday afternoon due to a car accident that happened at I25 and Academy Blvd.</p> <p>I shudder to think what traffic would be like if they decide to go ahead with the project. I, as everyone else knows, that SOMETHING must be done. But at the same time, as a frequent driver of I25, I can't see tying up traffic like that for YEARS AND YEARS to come.</p> <p>I see that when it comes to houses and condo's being built, they go up in a matter of WEEKS, yet the street and Highway construction just drags on and on. Something is wrong when they can build a whole housing community in just WEEKS and it takes YEARS for them to fix just a pothole.</p> <p>Thanks for listening.</p>	<p>ISSUES</p> <p>General Opposition: Construction takes too long</p>
<p>Recorded April 22, 2004 Tom <u>Young</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>General Support</p>	<p>I would have to say 'NO' because of how the construction ties up traffic. They just take wayyyy too long to get ANYTHING done. In Security alone, the two major intersections have been tied up FOR MONTHS. The one at Fontain Blvd and 85/87 was SUPPOSE to be done by Oct. 1st, and it was MONTHS before it was completed. Now they are dragging their feet on the intersection at Main St. and 85/87 and it's nothing but a headache for EVERYONE who passes thru there. If there was a way to GET IT DONE FAST, but there isn't and it would only bring slower traffic to I25. It's RIDICOLOUS as it is now. It took me TWO HOURS to get from Monument to Security on a Friday afternoon due to a car accident that happened at I25 and Academy Blvd.</p> <p>I shudder to think what traffic would be like if they decide to go ahead with the project. I, as everyone else knows, that SOMETHING must be done. But at the same time, as a frequent driver of I25, I can't see tying up traffic like that for YEARS AND YEARS to come.</p> <p>I see that when it comes to houses and condo's being built, they go up in a matter of WEEKS, yet the street and Highway construction just drags on and on. Something is wrong when they can build a whole housing community in just WEEKS and it takes YEARS for them to fix just a pothole.</p> <p>Thanks for listening.</p>	<p>ISSUES</p> <p>General Opposition: Construction takes too long</p>

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<p>Sent: April 19, 2004 Name: jack <u>zales</u> Address: 1611 north cascade avenue City: colorado springs State: co Zip: 80907</p> <p>probably need more road capacity, so should be done. of course like any road going through the city the noise levels will increase significantly. don't destroy the city to save it.</p>	<p>ISSUES</p> <p>Noise</p>	<p>Sent: April 22, 2004 Name: Nick <u>Zavatti</u> Address: 3760 Windmill Court City: Colorado Springs State: co Zip: 80907</p> <p>The city of Colorado Springs must expand I-25 to at least 3 lanes in each direction. The traffic jams on this highway are a joke and must be corrected in the near future. I would also be willing to pay an extra tax to allow for this expansion in a timely manner. However, I would prefer that everyone involved in the Woodman expansion be fired, since they did a terrible job in managing this project.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 16, 2004 Name: Joan <u>Zales</u> Address: 1611 N. Cascade Ave. City: Colorado Springs State: CO Zip: 80907</p> <p>I am strongly opposed to improvements/widening of I-25 through Colorado Springs. My main opposition is to the increased noise level. My home is east of the highway on Cascade Avenue. The increase in the noise level since I bought the house in 1997 already is unacceptable. The erection of the sound wall on the west side of the highway makes it even noisier to residents on the east side. Your diagram showing where noise walls would be erected with the widening does not include my neighborhood. I also am opposed to the widening/improvements because of the impact to the environment and the danger to the preble mouse. I would fight any effort to go ahead with this plan until and complete environmental impact study could be conducted and that study would have to include noise pollution effects. Thank you for allow the citizens of Colorado Springs, who would be the most effected by this plan, voice our concerns. I appreciate the the state government is being so thorough in doing its homework before it begins the project. Please do not allow a bunch of business interests to push this through.</p>	<p>General opposition: Conduct EIS</p> <p>NEPA Process</p> <p>Noise</p> <p>Threatened/Endangered: Impact to Preble mouse habitat</p>	<p>Sent: April 15, 2004 Name: Renee <u>Zentz</u> Address: 28 Kris Lane City: Manitou Springs State: CO Zip: 80829</p> <p>I so much appreciate your time and efforts to conduct this study. The expansion of I25 is long overdue, please continue with the expansion of I25. I work at Garden of the Gods and I25. between the hr of 2 - 6 north bound is a parking lot from Highway 24 to Woodman and sometimes beyond. Thank you and please continue to get this done.</p>	<p>General support</p>