



Summary
US 24 West Corridor Environmental Assessment
Public Hearing - June 11, 2012

Executive Summary





June 11, 2012
US 24 West Corridor Environmental Assessment
Public Hearing

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Summary

US 24 West Corridor Environmental Assessment Public Hearing

June 11, 2012

INTRODUCTION

This report provides a summary of efforts to encourage public and stakeholder attendance at the US 24 West Public Hearing on its Environmental Assessment (EA). This was the tenth meeting with the public. The event was designed primarily to receive input on the EA.

The project team present at the open house included personnel from the Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA), consultants CH2M Hill, Wilson & Company, Blakely & Associates, THK Associates, Inc., and Hankard Environmental. Representatives from each of those organizations were available to talk with those who attended.

The Public Hearing began with an open house from 4:30 – 5:30 p.m.

The first station provided a general overview of the EA: purpose and need, study limits and what an EA was.

The second station presented the proposed action, the no-action, traffic information and handout information on how the public's input influenced the project.

The third station was focused on the environmental impacts in four areas: floodplains, parks/trails, right of way, and noise. This was followed by a focus on the findings for the other environmental resources.

The fourth station presented information on the schedule and funding; how to comment on the EA and where to obtain information.

Outside the hearing room were areas for making comments and the court reporter.

The formal presentation began at 5:30 with a PowerPoint presentation led by Dave Watt, the CDOT project manager, followed by Lisa Striesfeld, the CDOT Environmental Manager. [See Appendix A for a copy of the presentation.](#) At the conclusion of the presentation, the audience members were invited to make a public comment.

The open house format was resumed at 6:30, after the public participants finished speaking. The meeting concluded at 7:30 p.m.

The meeting date and time were as follows:

Date: Monday, June 11, 2012

Time: 4:30 – 7:30 p.m.

Location: Community Partnership for Child Development
2330 Robinson Street
Colorado Springs, Colorado

Attendance: 110

See Appendix B for copies of the sign-in sheets and the sign-up sheets to speak.

INFORMATION PRESENTED

Handouts pertaining to the project were provided at the meeting. Supplementary handouts regarding right-of-way (ROW) were also utilized. These materials are not included with the other handouts in this document. The following handouts and displays were available at the open house: See Appendix C for copies of the handouts and Appendix D for copies of the Display Boards.

Handouts:

- Comment Sheet
- Frequently Asked Questions
- Environmental Assessment Availability
- Midland Greenway Brochure (Not included in this report. Can be viewed at: www.coloradodot.info/projects/us24west)
- Shifting Gears Booklet - 51 ways the community shaped the solution for US 24 West (Not included in this report. Can be viewed at: www.coloradodot.info/projects/us24west)
- Executive Summary of the Environmental Assessment

Displays at the Open House:

Welcome Area: Welcome Please Sign In Sign Board

- Sign-In Sheets
- Sign-Up To Speak Sheet
- Court Reporter Area with sign

Station 1 - Introduction

- Environmental Assessment Definition
- Study Limits
- Purpose and Need
- Traffic

Station 2 - Proposed Action

- Two roll plots of the proposed action
- No Action Alternative
- Proposed Action
- Typical Cross Sections
- How You Changed This Project (Midland Greenway Brochure, Shifting Gears Booklet, and the Aesthetic Guidelines)

Station 3 - Environmental Impacts

- Floodplains
- Right of Way Impacts (separate table and chairs with CDOT ROW agents with maps and acquisition/relocation information)
- Right of Way Impacts
- Right of Way Acquisitions
- Impacts and Mitigation: Parks & Trails
- Parks, Trails Text Board
- Impacts and Mitigation Traffic Noise Text
- Traffic Noise
- Other Resources Analyzed
- Environmental Justice
- Historic Properties
- Land Use
- Social Resources
- Water Quality
- Wetlands
- Environmental Mitigation

Station 4 - Next Steps

- When Will the Project be Built
- Estimated Cost
- What Happens Next
- Comment on the EA

OUTREACH

- Web site: The web site was updated three times prior to the hearing:
 - EA to be released; new FAQs; Proposed Action (posted May 2, 2012)
 - EA is now available for review and locations (posted May 24, 2012)
 - Public Hearing Announcement (posted May 30, 2012)
 - After the Public Hearing, Display Boards (posted June 14, 2012)

- Press Releases: See Appendix E for the Media List.
 - April 27, 2012: US 24 West Environmental Assessment Website Re-Launched
 - May 25, 2012: US 24 West Environmental Assessment Available for Public Review
 - June 1, 2012: Public Hearing Set for US 24 West Environmental Assessment
- Advertisements for the meeting were placed in the following publications on the following dates: See Appendix E for copy of the Ad.
 - *Colorado Springs Independent* (May 30 and June 6, 2012)
 - *Westside Pioneer* (May 31 and June 7, 2012)
 - *Cheyenne Edition* (May 31 and June 7, 2012)
 - *The Gazette* (June 3 and June 7, 2012)
 - *The Gazette* online edition banner from June 3 to June 11, 2012.
- Media contacts:
 - *Westside Pioneer*:
 - *The Gazette*
 - KKTV
- Post card: A rental list was used, consisting of 3,599 names which included single family, multi-family, trailers and businesses. It was complimented by an in-house list of 1381 names collected over the course of the project. 4,980 postcards were then sent out on May 23, 2012.
- Fliers: Locations where Fliers Announcing the Public Hearing were posted for the US 24 EA Public Hearing:

Location	Place of Business Where Flyers were Posted
Woodland Park	Post Office Woodland Park Historical Society Woodland Park Public Library Starbucks
Green Mountain	Post Office City Hall
Cascade	Ute Pass Branch Library
Manitou Springs	City Hall Marika's Café D'Vine Wine

Location	Place of Business Where Flyers were Posted
	The Coin-Op Laundry
	Manitou Springs Public Library
Old Colorado City	Old Colorado City Public Library
	Jives Coffee Shop
	Cucaru Gallery Café
	Humane Society
	Avenue Highlander Laundromat
	Westside Laundry
	A-1 Mobile Village
	Shadow Mountain
	Goldfield RV Park
	Fountain Creek RV Park
	Safeway - employee break room
	Goodwill - provided to manager
	Central Christian Church
	Bethany Baptist Church
	Westside Cares Offices; and Westside Community Center
	Diocese of Colorado Springs
	Sacred Heart Church
	Pikes Peak Regional Library
	East Library
El Paso County	Bear Creek Dog Park

- Telephone: The information line was changed, providing the location of the public hearing and requesting that no comments on the EA be given using this media. The telephone message had a choice of English or Spanish. See Appendix E for copies of the press releases, ads, postcard and fliers.

MEDIA COVERAGE: The *Westside Pioneer* provided coverage of the release of the EA for public review and the Public Hearing. Other media outlets printed or broadcast coverage of the project.

<u>Media Outlet</u>	<u>Dates of Coverage</u>
<i>Westside Pioneer</i>	May 31, 2012
<i>Westside Pioneer</i>	June 8, 2012
<i>The Gazette</i>	June 11, 2012
<i>The Cheyenne Edition</i>	June 15, 2012

See Appendix F for copies of the print coverage.

COMMENTS RECEIVED:

Twelve comment sheets were received at the Public Hearing. Seven public comments were made at the hearing. As of July 2, 2012, fifteen comments were received via e-mail; and one comment was received via U.S. mail. The comments have been included in the Decision Document with responses.


See Appendix G for copies of the comments and transcript.

NEXT STEPS:

ROW discussions will continue with impacted property owners. CDOT will meet with anyone regarding the project and provide appropriate information.



**US 24 W Environmental Assessment Public Hearing
Presentation**




Envision 24 West
The Entryway

Agenda

- Background and Community Context
- Proposed
- Environmental
- Next Steps

Welcome to the US 24 West EA Public Hearing

June 11, 2012




Envision 24 West
The Entryway


Leadership Team Members

**Sallie Clark | Bill Healy | Robert MacDonald | John McCarty
Ron Mitchell | Terry Schooler**

Brent Schubloom | Bob Torres | Kathy Verlo | Dave Watt

Craig Blewitt | Robert Burch | Dick Carlson | Craig Casper
Mark Cerda | Kitty Clemens | Aimee Cox | Roy Crawford
Mickey Ferrell | Dan Folke | Mary Frye | Kathie Haire | Jeff Haley
Donna Harmelink | Brian Kay | Bill Koerner | David Krauth
Todd Liming | Mike Milar | Bill Miller | Richard Muzzy
Patricia Parish | Neil Plass | Terry Putman | Jim Rees
Sherre Ritenour | Tim Roberts | Bryan Roeder | Ken Sampley
Carl Schueler | Mary Jo Smith | Janet Stephens | George Sugars
Bruce Thorson | Wayne Trujillo | Jude Willcher
Bob Wilson | Tim Wolken


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Agenda


- Background and Community Context
- Proposed Action
- Environmental Resources Analyzed
- Next Steps

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BACKGROUND


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Existing Conditions

- 4-mile corridor from I-25 to Manitou Springs
- 4-lane highway with 6 intersections
- Only route for El Paso County, Teller County, and Colorado Springs regional commuters
- Built 1964, limited improvements
- Only major route to the mountains for 50 miles north and south




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Existing Conditions

- Inconsistent access points
- Inconsistent posted speeds
- Identified in PPACG congestion management plan and the 2035 Regional Transportation Plan
- Level of Service below City standard today at Ridge Road, 8th Street and I-25 / Cimarron interchange
- Level of Service below City standard in the future at 5 or the 6 intersections

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Project Context

- Regional highway through urban corridor
- Has balanced local / regional traffic
- Majority of highway in floodplain
- Provides access to Red Rock Canyon Open Space and America the Beautiful Park
- Adjacent to the historic Midland Terminal Railroad Roundhouse and other historic properties
- Adjacent to Gold Hill Mesa redevelopment site
- Many engaged stakeholders
- Numerous adopted local plans

7

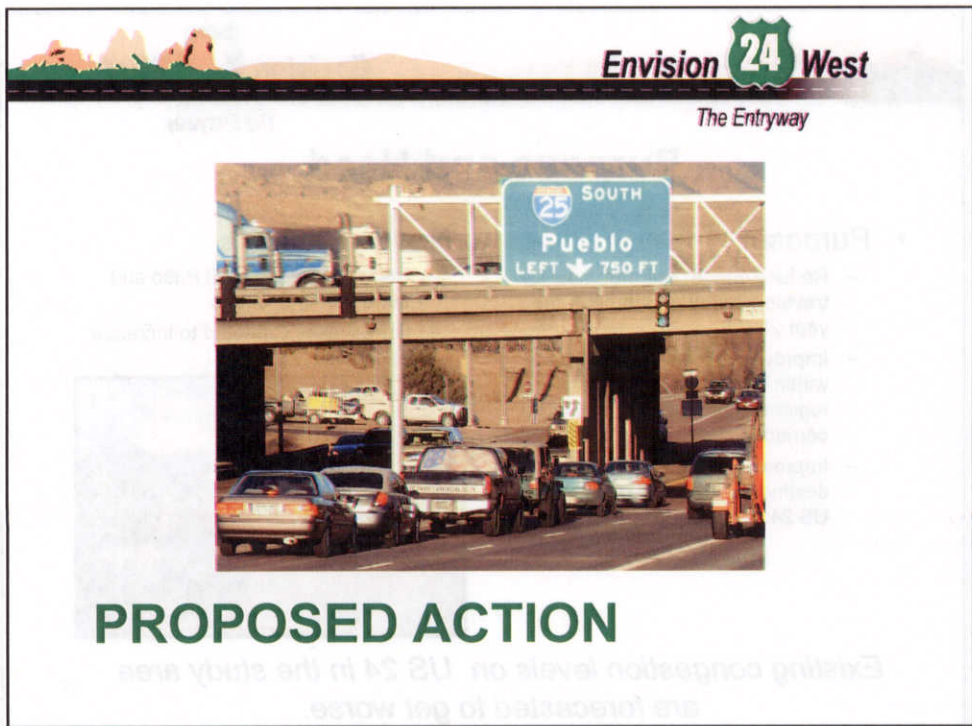
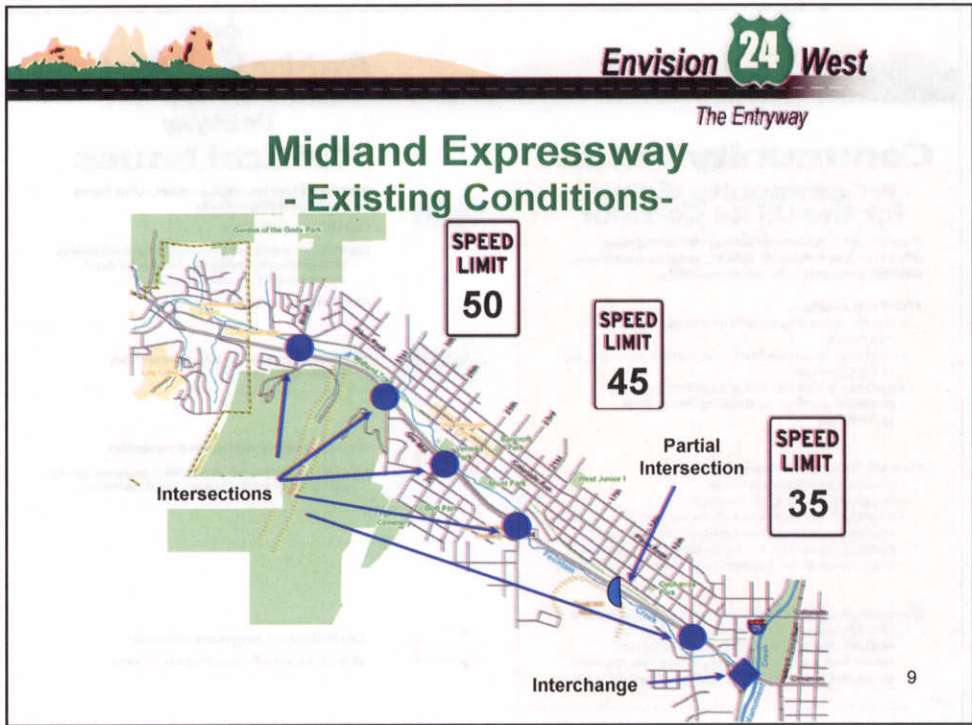


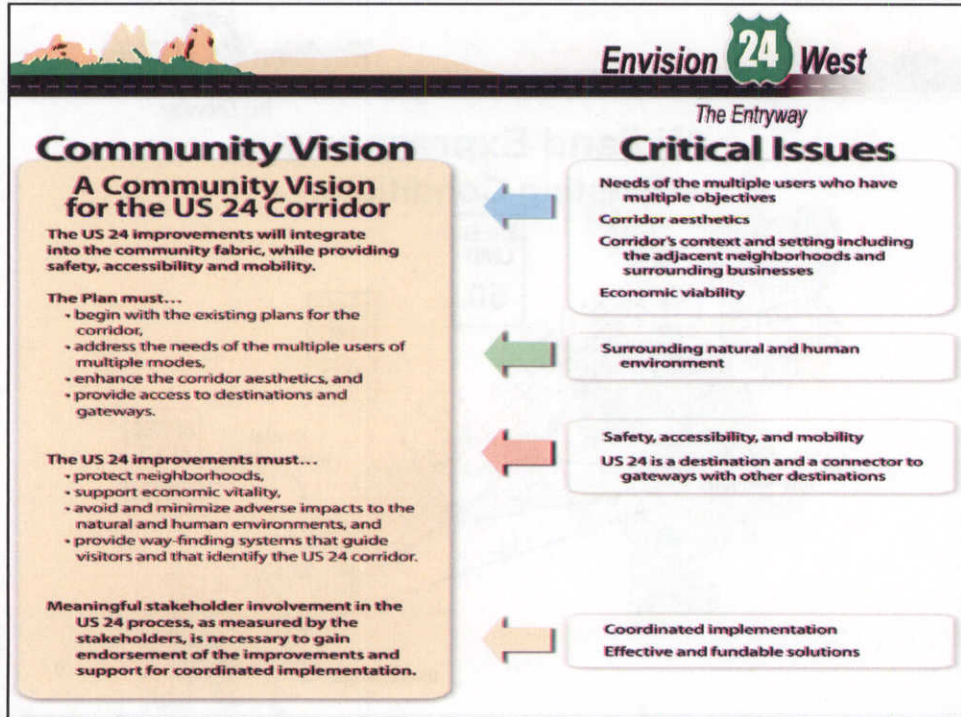
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How the Context Shaped the Solution

- Solution accommodates local / regional traffic
- Removes the highway from the floodplain
- Midland Terminal Railroad Roundhouse influences the alignment
- Pedestrian links between Red Rock Canyon Open Space and America the Beautiful Park
- Gold Hill Mesa public private partnership
- Stakeholders help shape the solution
- Builds on foundation of previous local plans

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Purpose and Need

• **Purpose:**

- Reduce congestion problems for travelers today and through the year 2035
- Improve mobility for local trips within the US 24 corridor and regional trips through the US 24 corridor
- Improve connectivity to the multiple destinations accessible from the US 24 corridor

• **Need:**

- Regional growth of El Paso and surrounding counties
- Driver-miles expected to increase each year



Existing congestion levels on US 24 in the study area are forecasted to get worse.

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The Entryway

Alternatives Development

- Rigorous public process developed ideas and two alternatives were evaluated in the EA
 - No Action
 - Midland Expressway
- Identified proposed action and mitigation

Qualitative →

Quantitative →

Detailed →

```


graph TD
    A[Hundreds of ideas] -- Qualitative --> B[7 Potential solutions]
    B -- Quantitative --> C[2 Alternatives]
    C -- Detailed --> D[Proposed Action]
          
```

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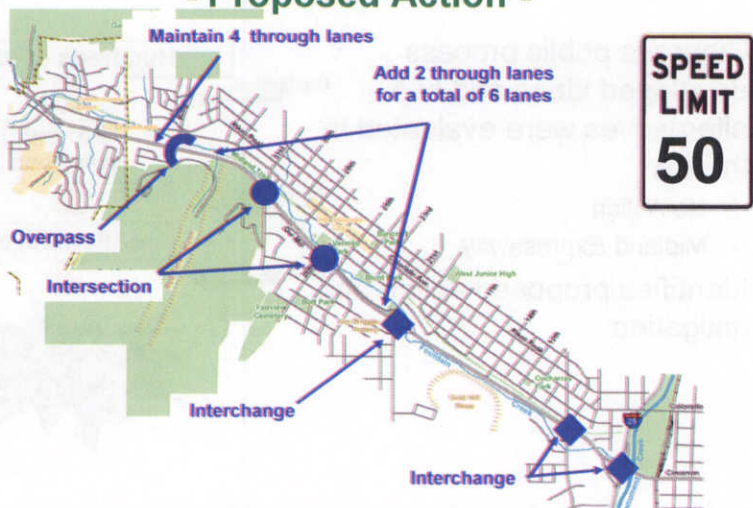
Envision **24** West
The Entryway

No Action Alternative

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Midland Expressway - Proposed Action -



Maintain 4 through lanes

Add 2 through lanes for a total of 6 lanes

SPEED LIMIT 50


Overpass

Intersection

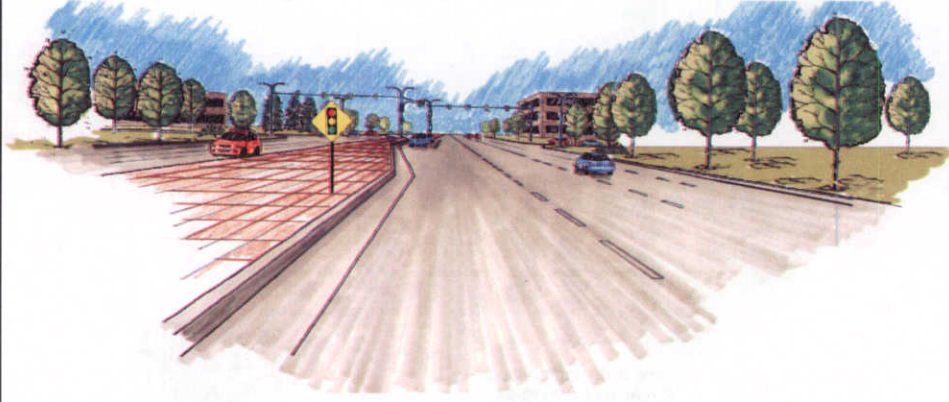
Interchange

Interchange


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US24 at 31st Street Typical Section




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Listening to Stakeholders Refined the Proposed Action

- 50 mph speed limit
- Allow access to / across US 24 at Gold Hill Mesa
- Maintain access to US 24 at 26th Street
- Single-point diamond interchanges
- Trails under bridges



SHIFTING GEARS
51 ways the community shaped the solution for US 24 West

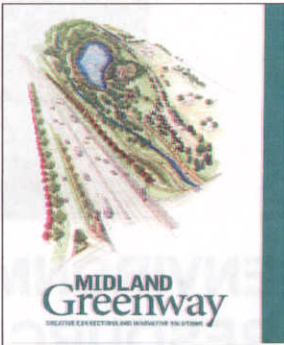
17

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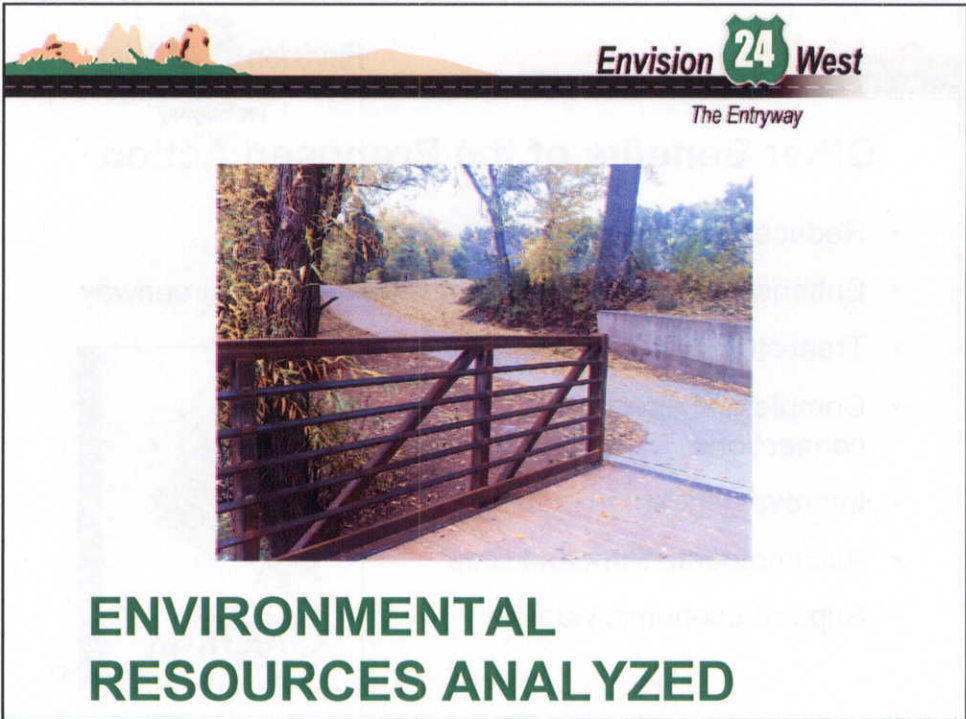
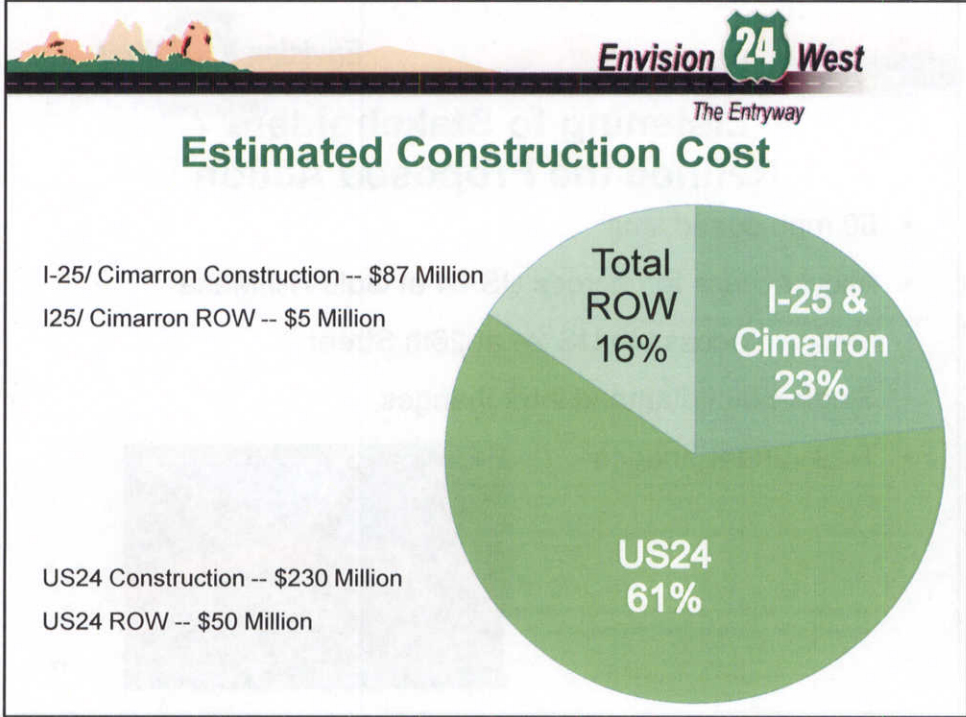
Other Benefits of the Proposed Action


- Reduces the size of the 100 year flood plain
- Enhance sections of Fountain Creek and the greenway
- Treat stormwater runoff
- Complete Midland Trail connections
- Improve pedestrian mobility
- Accommodate Park and Ride
- Support economic viability



MIDLAND
Greenway
CREATIVE ENVIRONMENTAL AND INNOVATION SOLUTIONS

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Environmental Impacts and Mitigation Strategies

- Analysis was conducted to determine the impacts of project alternatives on the social, economic, and natural environment
- 22 resource areas were evaluated
- Where resources are impacted, mitigation measures are provided

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Resources Analyzed


<ul style="list-style-type: none"> ❖ Transportation ❖ Floodplains ❖ Right-of-way and Relocations ❖ Historic Properties ❖ Parks, Trails, and Recreation ❖ Traffic Noise ❖ Social Resources ❖ Environmental Justice ❖ Land Use ❖ Hazardous Material ❖ Water Quality ❖ Wetlands and Waters of the US 	<ul style="list-style-type: none"> ❖ Archaeological Resources ❖ Paleontological Resources ❖ Native American Consultation ❖ Air Quality ❖ Visual Resources ❖ Fish and Wildlife ❖ Threatened and Endangered Species ❖ Vegetation and Noxious Weeds ❖ Utilities ❖ Cumulative Impacts ❖ Section 4(f) properties
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Floodplains

- Reduce the size of the floodplain from 378 acres to 228 acres
- At each bridge, the Fountain Creek is realigned and widened
- Properties and US 24 no longer within the floodplain
- The Fountain Creek will be re-graded providing an armored low-flow channel and a widened stabilized area to accommodate the 100-year flood.



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Right-of-Way Impacts

- The Proposed Action would result in property acquisitions
- The footprint of the Proposed Action has not changed since August of 2008

Total Acquisitions	87 total / 22 partial
Property type	
Residential	9 total / 2 partial
Business Displacements	67 total/14 partial

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Right-of-Way and Relocation

- ROW acquisition process used by CDOT:
 - Follows Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970
 - Provides for fair market value and purchase price negotiations
 - Business advisory services provided
 - Assistance to property owners, renters, and businesses
- CDOT ROW Agent is here to answer questions

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Parks, Trails, and Recreation


<h3>Parks</h3> <ul style="list-style-type: none"> • Avoids impacts to America the Beautiful Park and Red Rock Canyon Open Space • Prospector sculpture will be relocated • Acquires the 21st Street Pocket Park • Impacts Vermijo Park • Avoids impacts to Red Rock Canyon Open Space • CDOT will provide funding to the City for development of a Park Master Plan 	<h3>Trails</h3> <ul style="list-style-type: none"> • Realigns Midland Trail near 8th Street • Temporarily disrupts Midland Trail during construction at 21st, 26th, 31st Streets and Ridge Road • Connectivity of the Midland Trail will be maintained during construction • Temporarily disrupts Foothills Trail during construction and will be rebuilt in place
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Traffic Noise

- Increased noise levels with the Proposed Action are predicted to impact 29 residences and 1 child development center
- Noise mitigation proposed along US 24:
 - North side of US 24 from 11th to 14th Street
 - The A-1 mobile home park on the south side
 - Near the residences on the south side of US 24 on Red Canyon Place
- Prior to construction impacted residents will be surveyed for their preference for noise mitigation
- CDOT will coordinate design aesthetics with the community for the noise mitigation.




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Environmental Mitigation Commitments

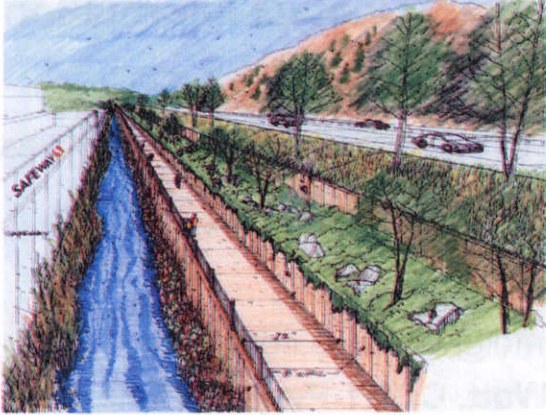
- Completing the Midland Trail
- Safe detours for bikes and pedestrians during construction
- Improvements to water quality and riparian habitat along the Fountain Creek
- Historic Mitigation
- Master Planning contribution for Vermijo Park
- Aesthetic Guidelines developed for US24




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NEXT STEPS FOR US 24


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Next Steps

- Public review the Environmental Assessment
- Provide written or verbal comments by July 11, 2012
- CDOT and FHWA publish the final decision document
- Potential Next Projects
 - Midland Trail
 - I-25 to 8th Street Improvements
 - Park and Ride (in partnership with others)

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Project Contact Information

- **Visit the project website**
www.coloradodot.info/projects/us24west.com
- **Project Hotline**
(719) 477-4970
- **Project email**
us24winfo@wilsonco.com
- **David Watt, CDOT Project Manager**


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Where to Review the EA

- EA and Section 4(f) Evaluation available for review:
 - Tonight
 - Electronically at
www.coloradodot.info/projects/us24west.com
 - Hard copy at 10 locations



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How to Comment on the EA

- Comments may be made on contents and findings of the EA.
- Comments may be made in one of the following ways:
 - Website: www.coloradodot.info/project/us24west.com
 - Mail: Address on comment sheet
 - Provide comments tonight
 - Court reporter in Comment Area
 - Sign-up to speak at the microphone
 - Comment sheets
- **CDOT must receive all comments by July 11, 2012**


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THANK YOU

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Providing Comments at the Microphone

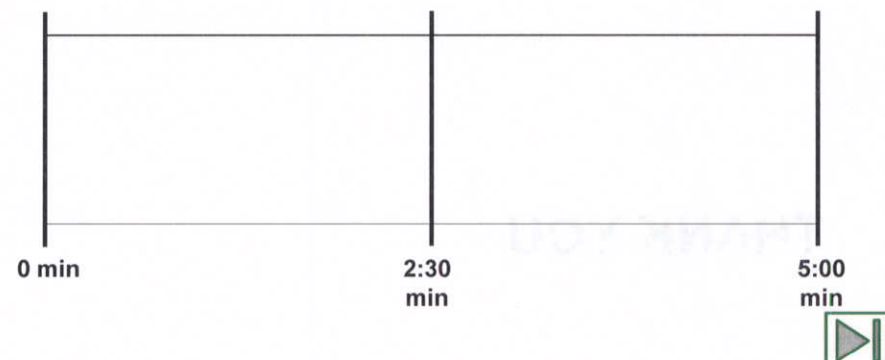
- Speaker sign-up at the entrance
- Will call speakers in order of sign up
 - If you wish to speak and haven't signed up, please do so
 - If you no longer wish to speak, inform the Speaker Sign Up table
- Each speaker will have up to 3 minutes to speak
- Provide your name
- Court reporter will record your comments and the transcript will be published in the final decision document

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We Welcome Your Comments After a 5 Minute Break



0 min 2:30 min 5:00 min

▶

B

**US 24 W Environmental Assessment Public Hearing
Sign-in sheets and
Sign-up to speak sheet**

To Talk

SIGN UP SHEET

If you want to speak after the presentation, please sign up!

THIS INFORMATION IS PART OF THE PUBLIC RECORD AND PUTS YOU ON THE MAILING LIST FOR FURTHER NOTIFICATIONS.

PLEASE PRINT LEGIBLY.

	Full Name	Company Name or are you a Resident?	Mailing Address	City and Zip Code
1.	DAVE HULHES	Ro,	6 N 24th St	CS 80904
2.	David Leinweber	Angler's Covey	295 21st	80904
3.	Sally Clark	El Paso County.		
4.	Willis Clark	OWN.		
5.	Sim Fenimore	Res.	314 th Boulder St	80905
6.	Bill Kaemer	TOSC & Res of Ms.	205 Repton	MS. 80829
7.				
1.	Roger Nachtigal	Resident	2430 Wheaton Dr	C/S CO 80904
2.	Carl Clark	CDOT + RESIDENT	32 Raven Hills Ct. C.S.	C/S CO 80919
3.	Bob Alcorn	RESIDENT	Left before presentation 2656 Vista Green Dr	W. PARK 80863
4.	Tom Perkins	PERKINS PAINT & Collision	1105 Motor City Dr	C.S. 80905
5.	Cris Stoddard	resident	602 S 25th St	CS 80904

SIGN IN SHEET
US 24 West Open House
West Center for Intergenerational Learning
25 North 20th Street - Colorado Springs, CO
June 11, 2012

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AND PUTS YOU ON THE MAILING LIST FOR FURTHER
NOTIFICATIONS.

PLEASE **PRINT** LEGIBLY.

	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	TOM BRIGGS	Pikes Peak Wilderness	Box 1423 3570/	CO 80901
2.	David Weller	Resident	1466 W. Cogilla St.	80905
3.	Dave Dombier	Friends of Red Rock Canyon Resident	1322 Arden St 80904	
4.	Dahir Egal	FWWA	12300 W Dakota Ave Lakewood, CO 80228	80228
5.	Doug Campbell	Resident	312 S. 18TH ST COS CO 80904	80904 80904
6.	JACK DAMMANN	SKUNK HOLLOW PROPERTIES	1922 HERCULES DR	80905
7.	Craig Clark	CDOT/ RESIDENT	32 RAVEN HILLS CT	C/S 80919
8.	Steve Cooley	Co Parks + Wildlife	4255 Sinton Rd. 80907	80907
9.	Gary Dowler	"	"	"
10.	John Morris	Resident	566 Observatory Dr.	CS 80904



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 West Center for Intergenerational Learning
 25 North 20th Street - Colorado Springs, CO
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PLEASE PRINT LEGIBLY.

	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Fredrik Bengtsson	IHC Direct	302 S 11 th street	Colorado Springs 80904
2.	Martin Morales	Subaru	93 320 South 14 th	Colo Spgs 80904
3.	Conrad Wrede	Subaru	320 s 14 th	Colo spgs 80904
4.	Gillie Clark	El Paso County	1102 W Pike, Peak — C/S 80907	80907
5.	Welling Clark	OWN.	— " "	80904
6.	Karen Rowe	Resident	809 Orion Drive 80906	80906
7.	Chris Smith	"	337 BLACK BEAR TR W/P DOBBS	WOODLAND PARK DOBBS
8.				
9.				
10.				



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US 24 West Open House
 West Center for Intergenerational Learning
 25 North 20th Street - Colorado Springs, CO
 June 11, 2012

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	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Ken Jaray	Resident	304 Michigan Ave, Co	80829
2.	AROLO FRANSON	COLORADO SPRINGS UTILITIES		
3.	Bob Stephens	GAZETTE		
4.	David Lemweber	Angler's Covey	295 S. 21st CO	80904
5.	Sandra Schneider	Isaiah 40 & 41 FW.	5345 PIEDRA VISTA CO. CO. 80908	80908
6.	Mark Andrew	COOT	1480 CANYON LAKE LOOP, SE A	80906
7.	Marizadeb Fisco	Fountain Creek RV Park	3023 W. Colorado Ave	80904
8.	Ann BRIGGS	Colo Financial Group	1586 S. 21 ST ST	80904
9.	Sharon Woods	Resident		80909
10.	Manny SanFernando	Kentt Commercial		80905



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US 24 West Open House
 West Center for Intergenerational Learning
 25 North 20th Street - Colorado Springs, CO
 June 11, 2012

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PLEASE PRINT LEGIBLY.

	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Diane S Kestelberg		610 S 24th	80904
2.	DEE Corum	DEE'S R.V.	2336 NAEGELE RD	80904
3.	Stephanie Edwards	Gold Hill Mesa	4345 Star Ranch Rd -	80906
4.	JERRY TELVE	RESIDENT	2311 W. COCHARRAS	80904
5.	Patricia Parish	Town of Monument	645 Beacon Lite Rd.	Monument, CO 80132
6.	Daniel Topio		2617 W Cocharras	80904
7.	Chris Baum	Resident	417 Gold Claim Ter	80905
8.	KONNIE DAVIDSON	RESIDENT	2628 BOTT AVE	80904
9.	Tom Wrona	CDOT		
10.	Lynn Alism McLeod	e	1214 Milky Way	80905

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US 24 West Open House
West Center for Intergenerational Learning
25 North 20th Street - Colorado Springs, CO
June 11, 2012

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NOTIFICATIONS.

PLEASE PRINT LEGIBLY.

(11)

	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Tim Kranz	SI	324 Plainview	80829
2.	MIKE TRAVIS	Resident	Manitou Springs, CO 80829 612 High St, #1	80829
3.	ROB MERRION	REMCO	2210 BETT AVE C/S CO 80904	80904
4.	MICHAEL PATULLO	RESIDENT	8850 NANTUCKET CT. C/S, CO 80920	80920
5.	Bob Willard	Gold Hill Mesa	142 S. Raven Mine Dr	80905
6.	Karen Fleming	Resident	430 H Yair Pl. Apt. 6	80904
7.	Nicki Fache Co	Resident	911 Pioneer La C/S	80904
8.	Karen Magistrell	resident	9125 Canyon Rd, N.P.	80863
9.	Bill & Marilyn Hensley	Residents	7845 W. U.S. Hwy 24, Cascade	80809
10.	Joan Bachman	Bachman PR	PO Box 236 B	80901



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 West Center for Intergenerational Learning
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 June 11, 2012

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	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Jerry Halbwax	Hallenryna Co	1227 W Calo Ave	Colo Spgs Co
2.	David Quirico	resident.	P.O. Box 3004	Colo Spgs Co
3.	2 Residents			
4.	Gary Braddy	resident	Box 266,	Colo Spgs Co
5.	Bryan Roeder	resident	10 Ridge Rd	CS 80904
6.	Eric Fedcot	CDG	201 LAS ANIMAS #153	80907.
7.	Sharon Swint	Old Colo- City Hist. Society	1230 N. Cascade Ave CS 80903	
8.	CHANG CASPER	PACG	15 South 7 th E Colorado Spr	80905
9.	MARTA LACOMBE	resident	1501 W. Cochran St	80904
10.	Norma Engelberg	Pikes Peak Courier The Tribune	2732 W. Bijou St CO	80904



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US 24 West Open House
 West Center for Intergenerational Learning
 25 North 20th Street - Colorado Springs, CO
 June 11, 2012

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	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Barbara Hitchcock		1029 W. Vermijo Ave	C.S. 80904
2.	Peter Dunn	Resident	710 W. Akes Peak	CS, CO 80905
3.	Eddie Bishop	RS	1346 Maple	80909
4.	STEVE & CYNDEE ENGEL	BRIDGES BLESSING	102 N CASCADE, SUITE 500 CO 5, CO 80903	80903
5.	MARTIN JOHNSON		211 CRYSTAL VALLEY RD MANitou SPR 8	80829
6.	Dean Sirsin	Resident	731 Cobble Hill CO SPRING CO 80903	80903
7.	VERCY MCKENLEY	HOA SKYWAY HOME OWNERS	2015 PARKVIEW BLVD	80905
8.	Don Rogers	BELP INC.	400 S 16th St	80904
9.	SOOT PATTERSON	RESIDENT	121 DEER PATH AVE. MANITOU SPRINGS, CO	80829
10.	Donna + Loyd Orfield	Resident	637 W CUCUMBER ST C/S CO 80905	80905



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	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	David Hughes	Res	6 N 24th St	CS CO 80904
2.	Ann Fetsch	Res.	3323 Bishop Park Pt. Colo Spgs Co 80904	
3.	Sim Fenimore	Res.	314 W Boulder St	80905
4.	DAVID MENTER	City of Colo TRANSIT Spgs	1015 Transit Drive Colo Spgs 80903	80903
5.	claire Jane Wilson	Res	2628 Bott Ave CO-sp. co.	80904
6.	Geraldine Pegler	Resident	3768 N. Hancock Ave 80907	80907
7.	Doug Collier	CDOT RZ		
8.	BILL KOERWER	RESIDENT-TOSO	205 RUXTON MS. CO. 80829	80829
9.	Kevin P. [unclear]	RES		
10.	Bob & Rose Kiewa	Res	2122 W KIOWA	80904



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	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Racheal Pierce	CDOT	4180 Quail Lake Loop CS	CS
2.	Al Brody	Bike Colorado Springs	978 Allegheny Dr. Colo Spgs 71919	71919
3.	ROBT. MORIN		2636 VISTA GLEN CT.	W. PARK, 80863
4.	Tom PERKINS	DEKINS PAINT COLLISION	1205 MOTOR CITY DR. C.S.CO. 80905	
5.	GEORGE WATERHOUSE	WATERHOUSE PROP. Mgmt.	1413 SEASONS GROVE	CO SPRING 80907
6.	JAVIER MAZZETTI	Resident	5960 Wilson R. CO SPRING	COLO SPRING 80919
7.	Dennis Gustafson	Resident	915 Maxwell Ln.	CO
8.	Jennifer George	Resident	770 Pollux Dr 80906	CO SPRING 80906
9.	Rob Frei	CDOT	14180 Quail Lake Loop	CS. 80906
10.	Marilyn Newell	Resident	160 Polo Pony Dr., 80906	C.S. 80906



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	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	MERELL CURTIS FOLSON	RESIDENT	150 STAFFORD CT	COLORADO SPRINGS 80904
2.	CRIS STODDARD	Resident	602 S 25th ST	COS CO 80904
3.	JILL SCHLAETEL	CTOT	30 W Cheyenne Rd	COS 80906
4.	Judith Vanderstog	Garden of the Gods' Gourmet	2528 W. Cheyenne	COS 80904
5.	Keryon Jordan	WS Pioneer		
6.	Annie/Ricky FISCO	Foundain Creek Rd Dora	3023 1/2 W. Colorado Ave	COS 80904
7.	Bruce Millhollin	Resident	2762 Veteran Heights	COS 80904
8.	LIZABETH SALINAS	MECCA MOTEL + RESIDENT	3518 W. COLORADO AVE	COS 80904
9.	ED APPELEGATE	RESIDENT	2415 ELITE COLORADO	COLORADO SPRINGS 80920
10.	John & Cindy Hooton	TIMBERLOOZE	3627 W. Colorado Ave Co. Sp 80904	80904



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	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	James Vidmar	Roofing VIDMAR	P.O. Box 6243	80934
2.	Calb Volz	Cheyenne Edition	2591 Scorpio Drive	80906
3.	Henry J. Wille		1314 W VERMILION	80904
4.	Sandra Matthews	resident	701 Cresta Rd	80906
5.	Eddie Meier		3421 W Pikes Peak Ave	80904
6.	John Olson	EVstudio	Po Box 522	80901
7.	Cathy Murphy	OLMS	15. 24th St.	80904
8.	Mia Foster		PO3 Manitou	80829
9.	L&K Van Wert		2210 W Cold Ave	80904
10.	Steve Ekerholm	Resident	107 Palisade Cir Manitou	80829



3

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June 11, 2012

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PLEASE **PRINT** LEGIBLY.

	Full Name	Company Name or are you a Resident	Mailing Address	City and Zip Code
1.	Stephanie Ferryak	Resident	0 CVR, 80829	
2.	MAHLON → VERA SAUNDERS	RESIDENT	2715 HOWBERT CO, 80904	
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				



~~SIGN UP~~ SIGN UP SHEET

If you want to speak after the presentation, please sign up!

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PLEASE **PRINT** LEGIBLY.

	Full Name	Company Name or are you a Resident?	Mailing Address	City and Zip Code
1.	MARK TREMMEL	RESIDENT	1323 N. WATTSATCH AVE	C/S, 80903
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

NO 6	Rock Morales	Dabaew Impact Motors	320 South 14th	C.S. 80904 - NO
NO 7	LARRY GIUARD	RESIDENT	409 N. TELSON ST	80903
NO 8	Ed Prenzlow	Goldfield RV	411 So 26 th ST	80902
NO 9	Gabriel Cortez	Resident	_____	_____
NO 10	Brinah Vincent	Resident	701 W. Cuccharras St.	C.S. 80905

~~Sallee = Mr Clark - did not sign in - Signed In. - Signed In~~

C

US 24 W Environmental Assessment Public Hearing Handouts



US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
May 21, 2012 – 4:30 p.m. to 7:30 p.m.

COMMENT FORM

In order for your comment to be recorded, please drop it in the comment box provided or mail this form to: c/o Wilson & Company, 5755 Mark Dabling Blvd., Ste. 220, Colorado Springs, CO 80919 or send via fax to 719.520-0108. You may also comment in person at the Public Hearing, or online at www.coloradodot.info/projects/us24west

Public Comments on the Environmental Assessment will be accepted through June 22, 2012.

Date: _____

_____	_____	(_____)	_____
*First Name	*Last Name	Area Code	Phone Number
_____	_____	(_____)	_____
Street Address		Area Code	Fax Number
_____	_____	_____	_____
*City	*State	*ZIP	E-mail Address

Comments:

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)



FAQs

Q: Who are the sponsoring agencies for this project?

A: FHWA and Colorado Department of Transportation (CDOT) are the sponsoring agencies. In addition, CDOT coordinated with US Army Corps of Engineers, US Fish and Wildlife, Colorado Parks and Wildlife, Colorado Department of Public Health and Environment, State Historic Preservation Office, City of Colorado Springs, and other local agencies.

Q: Why are improvements on the corridor needed?

A: Constructed as a bypass in 1964, US 24 is the only highway route into the Rocky Mountains for nearly 50 miles north and south of Colorado Springs. Today the highway serves local and regional travelers between mountain communities and the Colorado Springs metropolitan area. Current travel patterns and volumes on the highway have resulted in congested conditions during peak travel periods. Continued growth in El Paso and Teller Counties will exacerbate these congested conditions if improvements are not made to the highway.

Specific operation problems along US 24 include the following:

- Local cross streets add traffic volumes to US 24 which slow speeds,
- Traffic volumes at signalized intersections exceed capacity resulting in back up traffic on the highway, and
- Unsignalized intersections have unacceptable delays to traffic trying to cross or enter US 24.

Q: Who should I contact for more information?

A. The project team can be reached by phone or email.

Phone: 719-477-4970

Email: us24winfo@wilsonco.com

<http://www.coloradodot.info/projects/us24west>

Q: In 2008, the project's total property acquisitions was announced at 61 commercial and 6 residential properties. Has that changed?

A. The Right-of-Way or the footprint of the US24 improvements has not changed since the public meeting in August of 2008. The Environmental Assessment (EA) reports both full and partial acquisitions. The EA reports the acquisitions by parcel, property ownership type, and acreage. Further the EA discusses the number of residential and business relocations that are expected to occur. Through the EA analysis it was discovered that

some properties thought to contain one residence actual contained as many as 14. It was also found that some commercially zoned properties held both a business and a residence. This information has been reported in the EA. Therefore, although the numbers have changed, the actual footprint of the US24 improvements has not changed.

Q: Why does the proposed action keep US 24 a two-lane facility west of 31st Street?

A: By removing the intersection at Ridge Rd and US 24 this increases capacity of US 24 making the two lanes sufficient west of 31st Street. Three lanes are required east of 31st Street to allow space for turn lanes and 3 lanes through the intersection for east bound travel.

Q: The 25th Street bridge is on the RTA's Priority A list for replacement. Why is this replacement needed if it's just going to be removed in the future when the highway is improved?

A: Since the bridge will not be needed after the US24 improvement project, CDOT has coordinated with Colorado Springs' staff and the City has determined not to replace the bridge as planned, but instead repair the existing structure.

Q: Why were no bicycle lanes included in the proposed action?

A: For safety reasons, there are no bicycle lanes on US 24, however, the Midland bike/pedestrian and equestrian trail runs parallel to US 24 between the Pikes Peak Greenway Trail and Ridge Road. The existing four block gap between 21st Street and 25th Street will be connected by the proposed project. The project will also construct other improvements to bicycle and pedestrian facilities in the corridor. Sidewalks would be constructed along each of the cross streets to US 24 to improve pedestrian mobility to the north and south of US 24. Improvements at Ridge Road and US 24 will provide pedestrian and bicycle access to the Red Rock Canyon Open Space.

Q: What will happen to the Fountain Creek?

A: In conjunction with the redesign and development efforts for US 24, CDOT, the City, highway users and adjacent landowners have joined forces to develop restoration strategies for Fountain Creek. The vision is to establish a major recreational amenity corridor or greenway along Fountain Creek. The greenway will make the US24 neighborhoods truly "walkable communities". Water quality facilities will be incorporated into the greenway improvements. One of CDOT's commitments as a part of the US24 project is to preserve and restore the Fountain Creek ecosystem.

Q: How will improvements to US 24 accommodate transit?

A: Currently, bus service is operated by Mountain Metro Transit, a division of the City of Colorado Springs. They have four routes that operate in the US 24 corridor but none of them run on US 24. Colorado/Manitou Avenue is the existing local transit route. The Ute Pass Express was a regional demonstration bus service on US 24 between downtown Colorado Springs and mountain communities that ended in the fall of 2011. There is private bus service running through the corridor which is provided by the casinos to their Cripple Creek businesses. The proposed action would continue to accommodate express bus service on US 24 for regional travelers and existing bus service on city streets for local travelers. At the northeast corner of US 24 and 31st Street, the proposed action would enhance transit operations in the study area by providing land for a new park and ride facility, which would be built by others.

Q: What public outreach has been done on this project?

A: The project team provided a variety of opportunities for soliciting public input and involvement into the EA process. The team encouraged open communication and was responsive to all groups and individuals interested in the project. Public outreach on the US 24 West project included public open houses, neighborhood organization and small group meetings, workshops, newsletters, website postings, and media information. In addition, the following teams were also formed: Executive Leadership Team, Technical Leadership Team, Aesthetic Working Group, the Midland Greenway Advisory Committee, and the Fountain Creek Restoration Project. In addition, a project website was a dynamic tool for providing access to reports, documents, newsletters, announcements and meeting summaries. Media relations played an active role in disseminating information about the project. Additionally, a public website has been used to provide updated information on the project, www.coloradodot.info/projects/us24west.

Q: What are the next steps?

The EA document will be released for a 45 day public review and comment period in early summer of 2012. A public hearing will be held during that time to present information and solicit public and agency comments. Following the public comment period, CDOT and Federal Highway Administration will consider and address all comments and publish a decision document.

Q: What is the cost of the project? What is the construction schedule?

A: The project is included in the "Moving Forward Update" (the 2035 Regional Transportation Plan) adopted in January 2012 by the Pikes Peak Area Council of Governments (PPACG). The estimated cost for US24 improvements, from Ridge Road to 8th Street, is \$230 million for construction and \$50 million for right-of-way. These costs do not include improvements at I-25/Cimarron. This interchange is listed separately in the Regional Transportation Plan with a cost estimate of \$95 million.

The Regional Transportation Plan assumes that the Proposed Action would be built in phases over several years as funding comes available. To facilitate implementation of the entire project, the US 24 corridor has been broken into construction packages that can be built independently and upon completion, will provide immediate benefits to the community. The timing for each phase is dependent on future funding.

Q: How is the I-25/Cimarron interchange related to the US24 improvements?

A: I-25 /Cimarron interchange was approved as a part of the I-25 EA in 2004. During the US24 design, modifications to the I-25/Cimarron interchange were suggested that would improve operations for both US24 and the interchange. These modifications have been discussed in the US24 EA. The I-25/Cimarron project is identified in the PPACG 2035 Regional Transportation Plan as a separate project.

Q: Will noise walls be constructed as part of the project?

A: After conducting a noise analysis for the proposed action, CDOT determined that noise walls would be reasonable and feasible along US 24 at the following locations:

Area	Height	Approximate Length
11 th Street to 14 th Street	18 feet	1,400 to 1500 feet
A-1 Mobile Homes	15 feet	1,400 to 1500 feet
Red Canyon Place	15 feet	800 to 1000 feet

These walls are forecasted to mitigate noise levels for 110 residences along US 24.

Q: How did the public’s ideas influence this project?

A: The public’s input helped craft the vision, the critical issues and criteria. Additionally, they contributed many of the 395 ideas, nine potential solutions and two alternatives that were evaluated. Specifically, there were 51 ideas from the public that influenced the design of the proposed action. These ideas from the public have been highlighted in the booklet “Shifting Gears” prepared by the project team. Public input influenced the Aesthetic Guidelines, the design speed, the economic analysis, and the Fountain Creek Greenway Master Plan

Q: What has CDOT done to address Aesthetics in the corridor?

A: Aesthetic Guidelines were developed in conjunction with the community stakeholders. These guidelines provide direction for project features such as wall and bridge treatments. These guidelines are available on the web site, www.coloradodot.info/projects/us24west.

Q: What is likely to be the first project on the corridor?

A: The 8th Street and I-25/Cimarron interchanges are the highest priority on the corridor. This does not preclude other projects as funding becomes available.

Q: How will this project coordinate with the Gold Hill Mesa Development?

A: The US24 team has coordinated with the Gold Hill Mesa development continually throughout the project development. Gold Hill Mesa access needs were included in the US24 improvement analysis. The recent Fountain Creek Restoration at Gold Hill Mesa is an example of the partnership formed among CDOT, the City of Colorado Springs and Gold Hill Mesa to move improvements forward.

Q: Why doesn't this project include the Manitou Avenue Interchange?

A: The US 24 project does not include improvements at the Manitou Avenue interchange because analysis of existing and future safety and traffic operations indicate that improvements are not needed.

Q: Were high occupancy lanes (HOV) lanes studied for the corridor?

A: Yes. HOV lanes were suggested as a solution in the beginning of the project, as was light rail to Teller County. A member of the Technical Leadership Team, representing Mountain Metro Transit reviewed these suggestions and the long range plans for transit on US24 and found that US 24 West was not planned as an HOV corridor nor a light rail corridor.

Q. What is going on with the Express Inn?

A. CDOT has identified the Express Inn as a property needed to complete improvements for the interchange upgrades at I-25/Cimarron and 8th Street. CDOT does not currently own this property.

Environmental Assessment Availability

Copies of the Environmental Assessment are available in hard copy format for public review at the following locations and/or by request from CDOT Region 2.

Pikes Peak Library District – Old Colorado City Branch 2418 West Pikes Peak Avenue Colorado Springs, CO 80904 (719) 634-1698	CDOT Region 2, North Program Office 1480 Quail Lake Loop, Suite A Colorado Springs, CO 80906 (719) 227-3200
Pikes Peak Library District – Penrose Branch 20 North Cascade Avenue Colorado Springs, CO 80903 (719) 531-6333	FHWA Colorado Division Office 12300 West Dakota Avenue, Suite 180 Lakewood, CO 80228 (720) 963-3000
Pikes Peak Library District – Ute Pass Branch 8010 Severy Cascade, CO 80809 (719) 684-9342	Pikes Peak Area Council of Governments 15 South Seventh Street Colorado Springs, CO 80905 (719) 471-7080
Rampart Library District – Woodland Park Branch 218 East Midland Avenue Woodland Park, CO 80866 (719) 687-9281	City of Colorado Springs City Clerk Office 30 South Nevada Ave # 101 Colorado Springs, CO 80903-1802 (719) 385-5901
Manitou Springs Public Library 701 Manitou Avenue Manitou Springs, CO 80829 (719) 685-5206	CDOT Headquarters Public Relations Office 4201 East Arkansas Avenue, #277 Denver, CO 80220

Electronic copies will be available at: <http://www.coloradodot.info/projects/us24west>

Questions about this project may be directed to:

Phone: 719-477-4970

Email: us24winfo@wilsonco.com

Fax: 719-520-0108

Mail: US 24 EA Comments c/o Wilson & Company 5755 Mark
Dabbling Boulevard, Suite 220, Colorado Springs, Colorado
80919-2200

Executive Summary

1 This Environmental Assessment (EA) analyzes the impacts of the Colorado Department of
2 Transportation’s (CDOT) proposal for improvements to a 4-mile segment of United States Highway
3 24 (US 24) in western El Paso County, Colorado.

4 The National Environmental Policy Act of 1969 (NEPA) requires that the environmental effects of
5 federally funded or federally permitted projects be considered before deciding on a course of action.
6 The process provides an opportunity for the Federal Highway Administration (FHWA) and CDOT
7 to develop project alternatives that meet transportation needs while minimizing social,
8 environmental, and community impacts. A No Action Alternative is evaluated concurrent to the
9 action alternatives to serve as a baseline for comparison. This EA complies with NEPA and
10 documents CDOT’s and FHWA’s decision-making process.

11 **Chapter 1, Purpose and Need** of this document describes the purpose and need for the action.
12 **Chapter 2, Alternatives** describes the alternatives that were developed and evaluated to determine
13 which would best meet the purpose and need, and describes the Proposed Action. **Chapter 3,**
14 **Affected Environment and Environmental Consequences** presents the No Action Alternative
15 and the consequences of the Proposed Action upon the social, environmental, and community
16 resources. **Chapter 4, Section 4(f) Evaluation** includes an evaluation of transportation uses for
17 historic properties and park and recreation resources protected under Section 4(f) of the United
18 States Department of Transportation Act of 1966. **Chapter 5, Agency Coordination and Public**
19 **Involvement** describes coordination with the residents, business owners, and resource management
20 agencies during the course of the EA. **Chapter 6, References** contains a list of references used in
21 the preparation of this EA. Supporting materials can be found in the appendices.

22 Where is the project located?

23 The proposed US 24 project is in southwestern Colorado Springs, as shown in **Exhibit ES-1** and
24 **Exhibit ES-2**. The project’s limits encompass a 4-mile segment along US 24 from the Interstate 25
25 (I-25) interchange (milepost 303.8) west to the Manitou Avenue interchange (milepost 299.1). The
26 study area includes US 24, existing interchanges at the east and west ends, and several north-south
27 city streets that intersect US 24. The north-south limits of the study area are approximately
28 1,000 feet north and 1,000 feet south from the US 24 centerline.

29 US 24 connects downtown Colorado Springs with the City of Manitou Springs. East of I-25, US 24
30 has the local street name of Cimarron Street. From I-25 west to 31st Street US 24 parallels Colorado
31 Avenue, which has the additional designation of Business US 24. West of 31st Street, Colorado
32 Avenue is renamed to Manitou Avenue and US 24 remains parallel with Manitou Avenue.

33 **EXHIBIT ES-1**
34 The Study Area is on US 24 in Colorado Springs



Not to scale
Study Area - Milepost 300 (Manitou Springs) to Milepost 304 (I-25)

35 EXHIBIT ES-2
36 US 24 Study Area



37 Why is this project needed?

38 As illustrated in **Exhibit ES-1**, US 24 is the only highway route into the Rocky Mountains
 39 for nearly 50 miles north and south of Colorado Springs. Few substantial changes have been
 40 made to US 24 in this area since it was built in 1964, and today's transportation planning
 41 looks to forecasted travel needs in the year 2035.

42 Today, US 24 serves local and regional travelers in almost equal numbers. US 24 is the only
 43 route for regional weekday commuters who travel between mountain communities (such as
 44 Woodland Park) and the Colorado Springs metropolitan area. The lack of gateway routes
 45 into the mountains results in regional weekend traffic to destinations such as national
 46 forests, ski resorts, and gaming communities with travelers funneling through US 24. These
 47 regional users travel on US 24 predominantly during the busiest weekday and weekend travel
 48 times, exacerbating congested conditions during peak travel periods.

49 US 24 is heavily used by local travelers because it provides connections to local destinations,
 50 such as neighborhood grocery stores, and it connects to I-25 for north-south regional
 51 destinations. Local cross streets, used to access neighborhoods and commercial areas,
 52 intersect US 24 and add traffic volumes, which
 53 slow speeds. The intersections on US 24 are
 54 spaced at approximately one-half-mile intervals.
 55 For signalized intersections, the current traffic
 56 volumes exceed the available capacity and result
 57 in queues from one intersection backing into the
 58 adjacent intersection. Driveways and streets
 59 connecting to the north-south streets are so
 60 close to US 24 that turns into these driveways or
 61 streets cause queues that back up onto US 24.
 62 Just north of US 24 on 21st Street, Naegle Road
 63 is an example of this problem. Further, at
 64 unsignalized intersections, such as US 24 and
 65 Ridge Road, unacceptable delays to traffic crossing or entering US 24 result as drivers wait
 66 for adequate gaps in the US 24 traffic.



US 24 and 8th street during the morning commute

67 El Paso County has been among the fastest-growing counties in the nation for the last three
 68 decades. The El Paso County and Teller County population totaled 146,000 when US 24 was
 69 built nearly a half century ago. By 2009, the population had reached 626,000 and is
 70 forecasted to reach 956,000 by 2035 (State of Colorado, 2010). This regional growth,
 71 combined with drivers traveling more miles than in past years, has overloaded US 24 in the
 72 study area to the point it no longer has adequate capacity for current and future travelers.

73 How was this plan developed?

74 US 24 is an important transportation corridor for the Pikes Peak Area Council of
75 Governments (PPACG). It is part of PPACG's Congestion Management System, and is
76 identified for widening in its *Fiscally Constrained Long-Range Transportation Plan* for 2035. US 24
77 improvements were first incorporated into the *Transportation Improvement Program (TIP)* and
78 *Statewide Transportation Improvement Program (STIP)* in 2003. In addition, as of August 2011, the
79 STIP and TIP identified funding to acquire select right-of-way under protective buying, as
80 described in 23 Code of Federal Regulations (CFR) Section 710.503. This process of
81 protective buying prevents imminent development and increased costs of the identified
82 parcel.

83 With input from area residents, businesses, and commuters, CDOT, FHWA, PPACG, El
84 Paso County, the City of Colorado Springs, and the City of Manitou Springs have developed
85 numerous plans for US 24 in and near the study area over the past three decades. Nearly all
86 of these plans recommend some combination of improvements to address the
87 transportation issues on US 24. These plans provided a starting point for this EA to begin
88 development of a solution for current conditions and those foreseeable by 2035.

89 CDOT began this EA in 2004, working with FHWA, PPACG, local municipalities,
90 residents, and business owners to evaluate issues and concerns and to develop conceptual
91 alternatives intended to address those issues and concerns. CDOT afforded these
92 stakeholders opportunities to help develop and comment on the project alternatives. In
93 response to community input and to minimize environmental impacts, CDOT made
94 numerous changes to the conceptual design for this EA. **Chapter 5, Agency Coordination
95 and Public Involvement** describes the agency coordination and public involvement
96 conducted during the plan development.

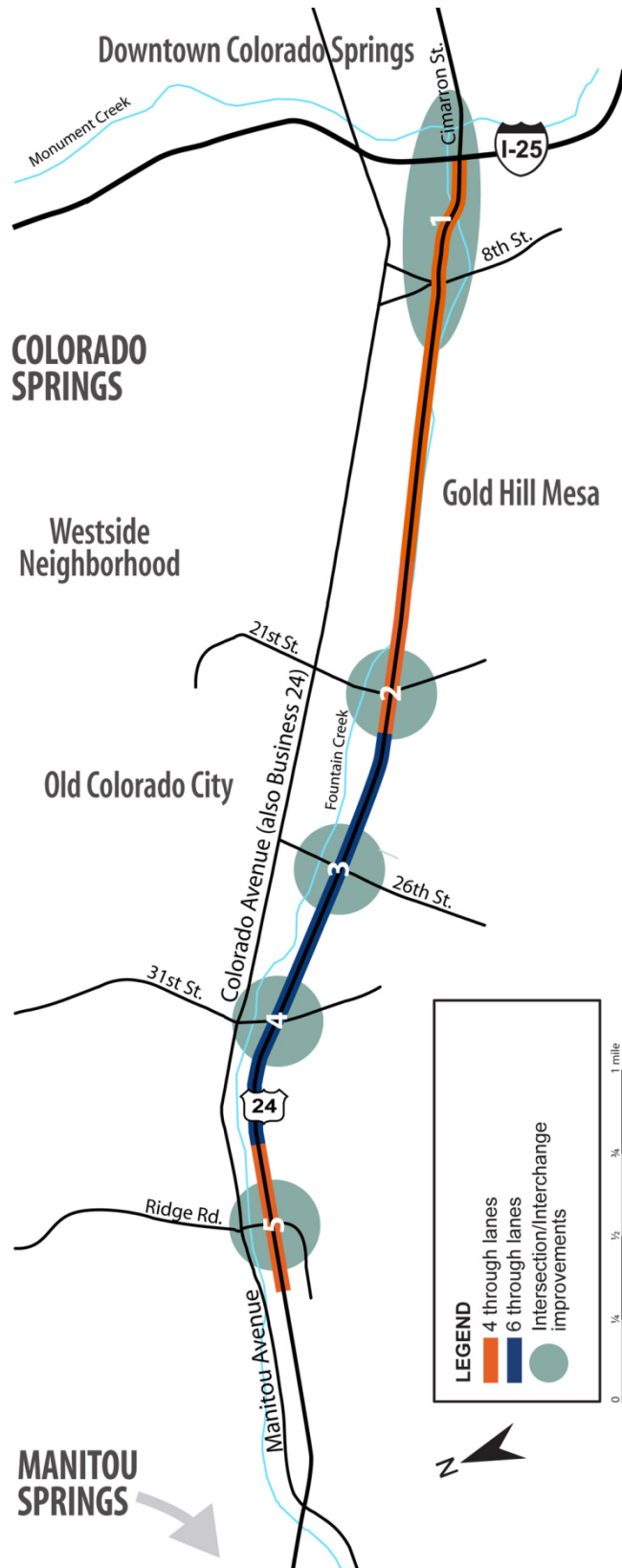
97 After three levels of alternatives screening and evaluation, a Preferred Alternative was
98 identified that meets the purpose and need for the project while balancing the transportation
99 needs of local and regional travelers with socioeconomic, environmental, and community
100 impacts. The Preferred Alternative is the Proposed Action in this EA.

101 What is the Proposed Action?

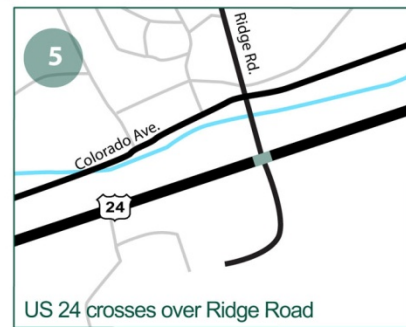
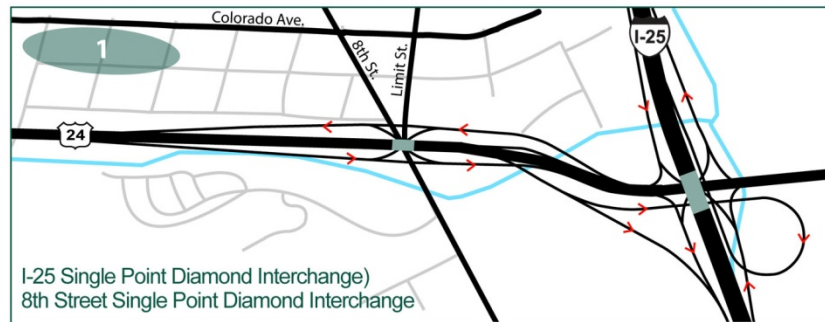
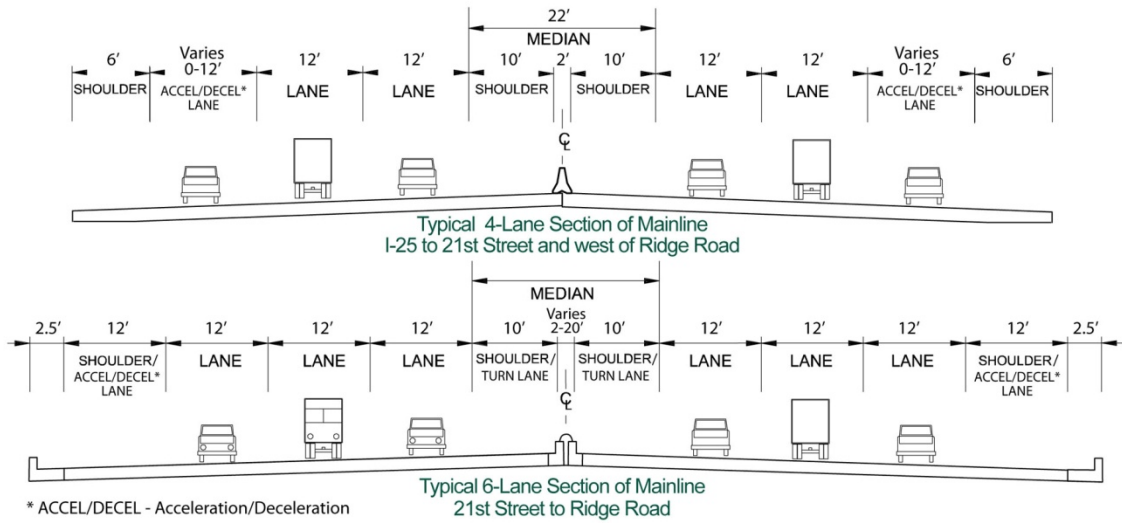
102 Under the Proposed Action, US 24 through-lanes would be designed for a travel speed of
103 50 miles per hour and meet or exceed American Association of State Highway and
104 Transportation Officials standards. The Proposed Action is shown in **Appendix A** and
105 illustrated in **Exhibit ES-3** and **Exhibit ES-4**. The Proposed Action on the US 24 corridor
106 includes the following elements:

- 107 • **Maintain four through-lanes** (two in each direction) **between I-25 and 21st Street**.
- 108 • **Add two through-lanes, between 21st Street and just west of Ridge Road**, for a
109 total of six through-lanes (three in each direction).
- 110 • **Replace nine bridges on US 24 and cross streets** to accommodate the profile changes
111 to US 24. Over Fountain Creek, these bridges would be built to comply with current
112 state and local standards to reduce flooding hazards in the study area.

113 EXHIBIT ES-3
114 Proposed Action – US 24 Corridor Overview



115 **EXHIBIT ES-4**
 116 Proposed Action – Typical Section, Design Details – NOT TO SCALE



- 117 • **Due to replacement of the nine bridges, realign and widen Fountain Creek at**
118 bridge crossings and locations where the roadway overlaps the existing channel to
119 provide an armored low-flow channel and a widened stabilized area to accommodate the
120 100-year flood.
- 121 • **Build single-point diamond interchange (SPDI) with a loop ramp for eastbound-**
122 **to-northbound travel at US 24 and I-25.** This interchange design replaces the tight
123 diamond interchange identified in the *I-25 Improvements through the Colorado Springs*
124 *Urbanized Area EA* (CDOT, 2004a). Since that EA was approved, traffic forecasts and
125 future traffic operations have been revised by PPACG, making an SPDI design more
126 efficient operationally.
- 127 • **Naegle Road from 21st Street to 25th Street would be closed because the**
128 **intersection of 21st Street and Naegle Road is too close to the US 24 and 21st**
129 **Street interchange.** There is inadequate room to provide a turn lane for vehicles at
130 Naegle Road.
- 131 **The existing 25th Street bridge over Fountain Creek would be removed because it**
132 **would no longer connect to Naegle Road and, therefore, provide no function.** The
133 existing 25th Street would be ended north of the Fountain Creek.
- 134 • **Replace the existing at-grade intersections with interchanges at 8th Street and at**
135 **21st Street,** which also includes directional interchange ramps and
136 acceleration/deceleration lanes.
- 137 • **Upgrade the US 24 and 26th Street at-grade intersection,** which also includes left
138 and right turn lanes.
- 139 • **Widen the intersection of US 24 and 31st Street. Widen the 31st Street and**
140 **Colorado Avenue intersection.** South of US 24, 31st Street would be rebuilt to better
141 align with the highway intersection.
- 142 • **Replace the existing at-grade intersection with an overpass that carries US 24**
143 **over Ridge Road.** Ridge Road would be widened between High Street and Colorado
144 Avenue and improvements would be made to the Ridge Road and Colorado Avenue
145 intersection.
- 146 • **All improvements tie into the unimproved, existing US 24 approximately 1,800**
147 **feet west of Ridge Road.** Because neither existing nor future congestion is a problem
148 between Ridge Road and Manitou Avenue, no changes to US 24 are proposed west of
149 Ridge Road.
- 150 • **Build sidewalks on the north-south cross streets** at all intersections and as a part of
151 all interchanges.
- 152 • **Connect the Midland Trail from 21st to 25th Street,** with north-south trail
153 connections at each of the interchanges and intersections along the US 24 corridor. The
154 trail would be built to meet the City of Colorado Spring's trail design standards and to
155 allow clearance under the bridges for bicycle, pedestrian, and equestrian crossings.
156 Completing this east-west bicycle and pedestrian trail system was an opportunity
157 resulting from the required roadway right-of-way acquisitions and the channel re-grading
158 required by the bridge replacements. The trail would improve pedestrian and bicycle
159 mobility in the study area and is consistent with community planning.

- 160 • **Incorporate Transportation System Management** elements such as signal timing,
161 turn lanes, and consideration for transit stops.

162 The Proposed Action also includes various environmental mitigation measures such as
163 enhancements to park and recreation resources, noise barriers, and permanent water quality
164 features such as stormwater detention/treatment ponds. These are discussed in more detail
165 in **Chapter 3, Affected Environment and Environmental Consequences**.

166 A detailed illustration of the Proposed Action is included in **Appendix A**.

167 **What are the benefits of the Proposed Action?**

168 The Proposed Action reduces congestion and improves mobility and safety for local and
169 regional travelers. Increased capacity on US 24 and improved traffic flow on its major cross
170 streets would reduce neighborhood cut-through traffic, eliminate queues extending from one
171 intersection to the adjacent intersection, and improve air quality locally around intersections.

172 Channel and structure modifications made as part of the Proposed Action would markedly
173 reduce flooding hazards within the study area by reducing the size of the Fountain Creek
174 floodplain. As a result, 68 properties with residential or commercial structures and another
175 55 housing units at the A-1 Mobile Village trailer park would no longer be in the 100-year
176 floodplain. Prior to entering Fountain Creek, stormwater would be treated through
177 permanent water quality features that would be implemented as part of the project (such as
178 grassed swales and ponds), thus improving water quality in the creek. Noise barriers included
179 at three locations would reduce noise levels at numerous residences near US 24.

180 As part of the Proposed Action, completing the segment of the Midland Trail between
181 21st Street and 25th Street would improve pedestrian and bicycle mobility in the study area
182 and is consistent with community planning. The safety and convenience of travel for
183 bicyclists and pedestrians would be improved with increased trail connections between parks
184 and recreation facilities.

185 **What environmental resources were evaluated?**

186 The US 24 EA and Section 4(f) Evaluation evaluates the potential environmental impacts of
187 implementing the Proposed Action and compares them to the No Action Alternative.
188 CDOT reviewed a broad spectrum of social, environmental, and community resources for
189 their presence in the study area and assessed them for potential impacts. Resources evaluated
190 in detail include transportation, floodplains, right-of-way, historic resources, parks and
191 recreation resources, traffic noise, social resources, environmental justice, land use,
192 hazardous materials, water quality, and wetlands. Cumulative impacts also are described; that
193 is, impacts that could result from individually minor but collectively significant actions over
194 time, including consideration of other projects in the area.

195 How would the project affect Fountain Creek?

196 Fountain Creek runs adjacent to US 24 through the entire study area. East of 31st Street,
197 95 percent of US 24 is within the 100-year floodplain, as are hundreds of homes and
198 businesses. Fountain Creek's 100-year floodplain and water quality would be improved
199 under the Proposed Action.

200 As a result of the Proposed Action's improvements to
201 US 24 and the required changes on the north-south
202 connecting streets, the nine bridges over Fountain Creek
203 must be rebuilt. None of these bridges currently convey the
204 floodwaters of a 100-year storm. 23 CFR, Part 650 –
205 Bridges, Structures, and Hydraulics prescribes the policies
206 and procedures that the FHWA is directed to implement in
207 the "location and hydraulic design of highway
208 encroachments on floodplains." The Proposed Action
209 would reconstruct these bridges in a manner that would
210 reduce flooding hazards within the study area. To
211 accommodate the new bridge improvements, the Fountain
212 Creek channel would be widened and/or deepened at each
213 bridge to convey larger volumes of stormwater runoff,
214 thereby removing US 24 from Fountain Creek's floodplain. The Proposed Action would
215 reduce the area of the floodplain in the study area from 378 acres to 228 acres. This would
216 reduce the risk of flooding for 68 properties with residential or commercial structures within
217 the floodplain, along with another 55 housing units at the A-1 Mobile Village trailer park.
218 The Proposed Action also includes several water quality features and best management
219 practices (BMPs) to improve water quality in Fountain Creek. Stormwater runoff from the
220 roadway will be collected and treated in detention ponds and swales before being released
221 into Fountain Creek. Drop structures and other bank stabilization measures will be
222 implemented to reduce channel erosion and sedimentation.



Fountain Creek Parallels US 24

223 The Proposed Action provides an opportunity to restore and enhance the ecological
224 condition of Fountain Creek and complements other restoration actions taking place
225 upstream and downstream. Work in the Fountain Creek floodplain would temporarily
226 disturb 0.02-acre of wetlands and up to 5.17 acres of waters of the United States, primarily at
227 bridge crossings. This would disrupt the creek bed and banks, and increase the potential for
228 erosion during construction. The temporary construction impacts will be mitigated through
229 implementation of BMPs as described in **Chapter 3, Affected Environment and**
230 **Environmental Consequences.**

231 How much additional right-of-way is needed for the highway?

232 Approximately 78 acres of land would need to be acquired through acquisition of all or part
233 of 109 parcels. This includes 81 commercial, 3 mixed-use, 14 public, and 11 residential
234 parcels. Property acquisitions would range from small slivers to entire parcels. A total of
235 24 residences would be displaced, 20 of which are on properties zoned for residential and 4
236 that are in mined-use zoning. The Proposed Action would relocate 67 businesses, and
237 acquire 10 vacant commercial properties. All acquisitions and relocations will comply fully

238 with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,
239 as amended (Uniform Act).

240 CDOT is committed to maintaining open communication with property owners and
241 stakeholders affected by the Proposed Action. Team members have contacted all owners of
242 potentially affected properties and have met with many of these owners to explain the
243 Proposed Action and to describe how it affects their properties. During these meetings,
244 CDOT also explained the right-of-way acquisition process and the rights that owners and
245 tenants have under the Uniform Act. CDOT continues to respond to owners and
246 stakeholders who contact the project team with questions or comments, with the intent of
247 maintaining open communication and providing as much information as is known at the
248 time.

249 During final design, CDOT will examine opportunities where design refinement can
250 minimize impacts of right-of-way requirements and will coordinate with property owners in
251 accordance with the Uniform Act.

252 **How would the project affect historic properties?**

253 Twenty-four historic properties and one historic district are present within the project's Area
254 of Potential Effect, predominantly consisting of single-family residences dating from the late
255 1800s to early 1900s, a segment of the Colorado Midland Railroad, and the Westside
256 Historic District (a large, residential historic district). Two historic properties were assumed
257 eligible for the purpose of Section 106 of the National Historic Preservation Act evaluation
258 because eligibility could not be determined due to restricted access.

259 Due to extensive effort during planning and preliminary design, the project team was able to
260 avoid impacts to the Midland Terminal Railroad Roundhouse at 21st Street, which is listed in
261 the National Register of Historic Places. However, CDOT was not able to avoid adverse
262 effects to all of the historic properties that have been identified. Four of the evaluated
263 individual properties would be acquired in the Proposed Action. Two historic commercial
264 buildings and two historic homes located near proposed interchanges would need to be
265 acquired. In addition, 14 percent of one hotel/motel property would be acquired but it is not
266 expected to be an adverse effect. Despite a broad evaluation of interchange design options,
267 CDOT determined that avoiding these impacts would not be possible. CDOT, FHWA, the
268 Colorado State Historic Preservation Officer (SHPO), and local preservation groups have
269 reached an agreement on how to mitigate the impacts to these historic properties. Mitigation
270 being considered includes, but is not limited to, interpretive signing, architectural salvage
271 from historic buildings, and investigation into the reuse of the Chief Petroleum sign. These
272 and other agreements have been documented in a Memorandum of Agreement located in
273 **Appendix H.**

274 **How would the project affect neighborhoods?**

275 The route that US 24 follows today has been a transportation route for more than 100 years,
 276 beginning with the Midland Trail, the Colorado Midland Railroad, and now as a highway
 277 corridor. As a result, neighborhoods in the study area have grown up around the trail, rail,
 278 and highway corridor. The Proposed Action reduces congestion for through-trips on US 24
 279 and, thus, reduces cut-through traffic from neighborhood streets. The Proposed Action
 280 would improve travel conditions and connectivity for bicyclists and pedestrians, providing
 281 opportunities to connect to parks and trails. The project would improve the Fountain Creek
 282 channel and reduce flooding hazards. Noise barriers located between 11th Street and
 283 14th Street on the north side of US 24, near the A-1 Mobile Homes and residences on the
 284 south side of US 24 on Red Canyon Place, would reduce highway noise.

285 **What happens if the Proposed** 286 **Action is not built?**

287 This EA provides an analysis of the consequences of
 288 doing nothing: the No Action Alternative. Without a
 289 significant investment in roadway improvements, traffic
 290 congestion would increase (particularly in the morning
 291 and evening peak hours) and traffic operations at
 292 several locations would fail to meet acceptable levels of
 293 service.

294 Under the No Action Alternative, flooding during large storm events would continue and
 295 pollutants from stormwater runoff would continue to flow directly into Fountain Creek.
 296 High-traffic noise levels would persist for residences adjacent to the highway.

297 The No Action Alternative would not require any property acquisition and it would not
 298 affect historic properties.

299 **Has the public participated in this project?**

300 Members of the public have been involved from the start of the project and have helped
 301 shape the project outcomes. Since 2004, the project team has held nine public meetings to
 302 present the progress and preliminary findings of the study. CDOT right-of-way staff
 303 conducted one-on-one meetings with numerous property and business owners, and
 304 participated in dozens of meetings with small groups, neighborhood organizations, and
 305 business groups (including organizations such as City of Colorado Springs' Trails, Open
 306 Space and Parks program and the Organization of Westside Neighborhoods). Individuals
 307 have contributed through several working groups and committees that are described in
 308 **Chapter 5, Agency Coordination and Public Involvement.**

309 In addition to meetings, various communication practices have been employed as this EA
 310 was conducted, including newsletters and postcards, an active website, a project hotline, and
 311 an email address where individuals can ask questions or request information.



Two open house participants comment on the US 24 corridor elements

312 Where can I get more information?

313 Information can be obtained in several ways. The project website at
314 www.coloradodot.info/projects/us24west has information regarding the project, the NEPA
315 process, and related activities. Copies of the EA can be reviewed at the locations listed in
316 **Chapter 5, Agency Coordination and Public Involvement**. In addition, individuals can
317 attend the Public Hearing (details are listed below) to learn more or provide comments
318 about the EA study and its recommendations and conclusions.

319 The project team can be contacted by calling the project hotline at (719) 477-4970 or by
320 emailing the project team at us24winfo@wilsonco.com. Written comments by be mailed to
321 US 24 EA Comments c/o Wilson & Company 5755 Mark Dabling Boulevard, Suite 220,
322 Colorado Springs, Colorado 80919-2200.

323 What is the next step?

324 FHWA and CDOT will provide the US 24 West EA and the Section 4(f) Evaluation for
325 agency and public comment. A 45-day comment period will begin with the publishing of the
326 EA. Within the comment period, CDOT will conduct a Public Hearing. Invitations
327 announcing the Public Hearing will be sent to all individuals on the mailing list. The Public
328 Hearing will be advertised in newspapers, websites, neighborhood newsletters, and flyers
329 distributed throughout the study area. Interested individuals can attend the Public Hearing to
330 provide comments or learn more about the EA and the Section 4(f) Evaluation. Written
331 comments can be provided in person at the public hearing or on the project website at
332 www.coloradodot.info/projects/us24west.

333 After considering public comments, FHWA may prepare a Decision Document that may
334 determine a recommendation for Section 4(f) and determine whether to issue a Finding of
335 No Significant Impact (FONSI), revise the EA, or prepare an Environmental Impact
336 Statement to further analyze environmental consequences. If it is determined that a FONSI
337 is appropriate and a FONSI has been approved, CDOT could proceed with final design,
338 depending on funding and regional priorities. As noted previously, as of August 2011, the
339 STIP and TIP identified funding to acquire select right-of-way under protective buying, as
340 described in 23 CFR Section 710.503. The process of protective buying prevents imminent
341 development and increased costs of the identified parcel. Future right-of-way acquisition and
342 construction are dependent on funding availability and would begin when sufficient funds
343 are secured.

344 **Chapter 3, Affected Environment and Environmental Consequences**, provides
345 descriptions of the existing environment in the study area and describes how the project
346 could potentially affect natural and man-made resources if constructed. A summary of the
347 impacts and mitigations that have been identified in **Chapter 3, Affected Environment**
348 **and Environmental Consequences** is provided in **Exhibit ES-5**.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Transportation	<ul style="list-style-type: none"> ▪ Traffic conditions would continue to deteriorate in the study area with most locations operating at Level of Service (LOS) E or F in the evening peak travel hour. ▪ Increasing congestion would cause longer travel times through the study area. ▪ Congestion would result in more cut-through traffic through the neighborhoods. ▪ Continued congestion at US 24 intersections could affect the timeliness of bus service and could affect timely transfers between bus routes. ▪ As funding becomes available, some improvements would be constructed including the connection of new trail segments, which would be constructed by the City of Colorado Springs Parks Department. 	<ul style="list-style-type: none"> ▪ Traffic operations would be improved. ▪ The single-point diamond interchange (SPUI) proposed at the I-25 interchange would eliminate the tight curve and low speeds on the southbound off-ramp. ▪ The interchange ramps between 8th Street and I-25 would be connected to allow continuous flow of traffic between the two interchanges. ▪ Flyover ramps at the I-25 interchange would allow access without stopping at either the 8th Street or I-25 interchanges. ▪ Traffic operations to the intersection on 8th Street would be improved. ▪ The existing right-in/right-out at the 14th Street intersection would be removed. ▪ Naegle Road from 21st Street to 25th Street would be closed. ▪ The existing 25th Street bridge over Fountain Creek would be removed. ▪ Express bus service on US 24 would be accommodated. ▪ Bus operations on Colorado Avenue and surrounding roads would be improved. ▪ Construction could temporarily impact bus stops for transit routes that cross US 24. ▪ Sidewalks would be added on each of the cross streets along US 24. ▪ A segment of the Foothills Trail would be temporarily impacted by construction. ▪ The Midland Trail system would improve local pedestrian and bike mobility. ▪ During construction congestion in and surrounding the construction area would increase during times of lane closures and detours would temporarily increase traffic volumes on adjacent neighborhood streets. 	<ul style="list-style-type: none"> ▪ CDOT will construct a cul-de-sac on 25th Street south of Vermijo Avenue. ▪ CDOT will construct an on-street trail on Ridge Road from Colorado Avenue south to Red Rock Canyon Open Space. ▪ CDOT will work with Mountain Metro Transit to ensure access is maintained to bus stops on 26th Street during construction. ▪ Bridges over Fountain Creek will be built to meet the City of Colorado Springs trail design standards. ▪ CDOT will relocate Midland Trail at each grade crossing during construction, until the permanent trail can be constructed as part of each bridge improvement. ▪ CDOT will place signs along the Midland Trail notifying users that the trail may flood. ▪ CDOT will reconstruct and slightly realign the Midland Trail between 8th Street and 11th Street. ▪ CDOT will reconstruct the on-street trail of the Foothills Trail on 31st Street in its current location. ▪ CDOT will collaborate with the City of Colorado Springs Parks, Recreation & Cultural Services Department (or Trails, Open Space & Parks program [TOPS], as appropriate) on the alignment and design of trails to be constructed. ▪ A traffic control plan will be developed to minimize traffic disruption during construction. ▪ Construction phasing and other activities will be planned to minimize the impact to the traveling public and emergency service providers. ▪ CDOT will develop a Public Information Plan during construction which will provide coordination with all stakeholders.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Floodplains	<ul style="list-style-type: none"> ▪ US 24 and much of the adjoining land, including hundreds of residential and commercial properties, would remain in the 100-year floodplain of Fountain Creek and its tributaries. 	<ul style="list-style-type: none"> ▪ Construction would cause delays for the traveling public and in cars or those on public transit and may cause out-of-direction travel. ▪ The bridges crossing Fountain Creek at 8th Street, 21st Street, 26th Street, 31st Street, Ridge Road, and two US 24 bridges would be rebuilt in accordance with current state and local design standards. This includes re-grading Fountain Creek upstream and downstream of each bridge. ▪ The size of the floodplain of Fountain Creek would be reduced from approximately 378 acres to 228 acres. ▪ US 24 and bridges on the mainline and side streets would be removed from the floodplain. ▪ Roadway embankments encroach into the Fountain Creek floodplain at three locations: on the north bank from 8th Street to 15th Street, on the south bank between 25th Street and 31st Streets, and on the south bank from 31st Street and Ridge Road. ▪ The design would strive to maintain the low-flow channel in its current location whenever possible to protect existing large trees and stream-side vegetation ▪ Minor changes are anticipated at the confluences of each tributary creek to Fountain Creek. ▪ US 24 and its intersections would no longer be overtopped during the 100-year flood. ▪ An estimated 68 properties with residential or commercial structures in the floodplain would no longer be in the floodplain. 	<ul style="list-style-type: none"> ▪ Any lane closures during construction will comply with CDOT's Lane Closure Strategy. ▪ Advance notice will be provided for extended lane closures. ▪ Detours for vehicles, bicycles, and pedestrians will be identified with adequate signing to minimize out-of-direction travel. ▪ CDOT will coordinate with the USACE to re-grade the Fountain Creek channel from I-25 to Ridge Road to accommodate the 100-year flood, stabilize the newly constructed slopes, and minimize erosion during construction. ▪ Bridges will be sized to accommodate the 100-year flood. ▪ The design will utilize retaining walls to provide adequate channel width and depth in confined areas. ▪ Disturbed areas will be stabilized and re-vegetated with native species. ▪ CDOT will place signs along Midland Trail notifying users that portions of the trail are within the 100-year floodplain. ▪ During the final design, CDOT will coordinate with the appropriate local and federal agencies to conduct hydraulic analysis, confirm limits of improved floodplain, and provide a Conditional Letter of Map Revision.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Right-of-Way	<ul style="list-style-type: none"> ▪ Improvements included in the No Action Alternative are likely to require the acquisition of additional ROW. The amount of ROW acquisition and whether residential or business relocations would be required is not yet known. 	<p>However, the Midland Trail system from I-25 to 31st Street would remain within the floodplain along with 55 units of manufactured housing at A-1 Mobile Village.</p> <ul style="list-style-type: none"> ▪ Acquisition of approximately 78 acres of ROW from 109 properties (81 commercial, 3 mixed-use, 14 public, and 11 residential), affecting 75 ownerships. Of the 109 impacted properties, 87 would be acquired in total and the remaining 22 would require partial acquisition. ▪ There would be relocation for each residential unit and each business including a total of 24 households or residential units and 77 businesses would require relocation. 	<ul style="list-style-type: none"> ▪ For any person(s) whose real property interests may be impacted by this project, the acquisition of those property interests will fully comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). ▪ All property acquisition and relocation shall comply fully with federal and state requirements, including Uniform Act defined previously. CDOT requires Uniform Act compliance on any project for which it has oversight responsibility, regardless of the funding source. Additionally, the Fifth Amendment of the United States Constitution provides that private property may not be taken for a public use without payment of "just compensation." All impacted residential or commercial properties will be provided notification of CDOT's intent to acquire an interest in their property, including a written offer letter of just compensation specifically describing those property interests. A ROW specialist will be assigned to each property owner to assist them with this process.
Historic Properties	<ul style="list-style-type: none"> ▪ Improvements are not expected to result in impacts to historic properties. 	<ul style="list-style-type: none"> ▪ 14 No Historic Properties Affected, 6 No Adverse Effects, and 5 Adverse Effects. The historic district received an Adverse Effect determination because of the acquisition and demolition of two contributing properties. ▪ Adverse effects to two historic commercial properties (5EP5335 and 5EP5336), two historic residences (5EP5285 and 5EP 5288), and the Westside Historic District (5EP5364). 	<ul style="list-style-type: none"> ▪ CDOT, the Colorado State Historic Preservation Officer (SHPO), and local preservation groups have reached an agreement on how to mitigate the impacts to these historic properties. Mitigation will include, but is not limited to, interpretive signing, architectural salvage from historic buildings, and investigation into the reuse of the Chief Petroleum sign. These and other agreements have been documented in a Memorandum of Agreement which can be found in Appendix H.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Parks and Recreation Resources	<ul style="list-style-type: none"> ▪ Improvements to the 8th Street intersection would involve widening 8th Street north of US 24. ▪ Would have the potential to impact the Midland Trail at 8th Street. ▪ Connect the Midland Trail between 21st Street and 26th Street and into Manitou Springs on properties currently under lease and with new license agreements or would be constructed on-street. This would add to the trail system and improve pedestrian and bike access to Manitou Springs. 	<ul style="list-style-type: none"> ▪ Would affect Foothills Trail, Vermijo Park, 21st Street pocket park, and Midland Trail. ▪ Acquisition of commercial structures between Blunt Park and US 24 could result in a change to the visual environment. ▪ Require realignment of Midland Trail between 8th Street and 11th Street, a distance of approximately 1,584 feet (0.3 mile). ▪ Midland Trail would be connected between 21st Street and 26th Street. ▪ Trail Crossings at 21st, 26th, 31st Streets, and Ridge Road would have to be temporarily detoured while the grade separated crossing was constructed. ▪ The full acquisition of the 21st Street pocket park. ▪ Approximately 2.2 acres of Vermijo Park would have temporary impacts for the grading of Fountain Creek. ▪ Less than 0.1 acres of Vermijo park would be used for new sidewalk along the eastern edge of the park. ▪ A retaining wall would be constructed between Vermijo Park and the Fountain Creek channel, which could alter views toward US 24. ▪ Approximately 780 linear feet (0.15 mile) of Foothills Trail would be reconstructed in its current on-street location. ▪ Vehicular access to Red Rock Canyon would be changed from the at-grade intersection at Ridge Road to 31st Street or Manitou Avenue via US 24. ▪ Temporary detours and an increase in construction-related traffic, noise and dust would be expected throughout construction. 	<ul style="list-style-type: none"> ▪ The Midland Trail will be realigned between 8th Street and 11th Street. ▪ CDOT will provide advance notice to the community prior to the relocation of the Prospector Sculpture at the 21st Street pocket park. ▪ CDOT will provide \$50,000 to the City of Colorado Springs to prepare a park plan for Vermijo Park. ▪ The Foothills Trail will be reconstructed in place along 31st Street with new streetscape. ▪ CDOT will provide advanced notice to users regarding temporary trail relocations during construction. ▪ CDOT will seek community input and will coordinate with the City of Colorado Springs Parks, Recreation & Cultural Services Department (or Trails, Open Space & Parks program [TOPS], as appropriate) with regard to the design and aesthetics of these trails. ▪ CDOT will relocate Midland Trail at each grade crossing during construction, until the permanent trail can be constructed as part of each bridge improvement. ▪ All trees greater than 2 inches in diameter at breast height (DBH) will be mitigated at a 1 to 1 basis. Non-native trees will be replaced with native trees. ▪ A letter from CDOT to the City of Colorado Springs explaining the proposed mitigation for Parks and Trails was signed by the City, indicating their agreement, and is included in Appendix I. ▪ Mitigation for temporary construction related impacts such as detours, out-of-direction travel, and air emissions are addressed in Section 3.1, Transportation Resources and 3.13.4, Air Quality.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Traffic Noise	<ul style="list-style-type: none"> ▪ Growth in traffic would increase noise along US 24 in the study area between 1-3 decibels. 	<ul style="list-style-type: none"> ▪ Traffic noise would affect 29 residences and one child-development center. ▪ Short-term noise impacts would occur as the direct result of construction activities. 	<ul style="list-style-type: none"> ▪ Noise walls ranging from 15 to 18 feet in height and 870 to 1,490 in length will be constructed at three locations: <ol style="list-style-type: none"> 1. North side of US 24 from 11th Street to 14th Street 2. The A-1 mobile home park on the south side of US 24 3. The residences on the south side of US 24 on Red Canyon Place ▪ During final design of the project, all mitigation recommendations will undergo an abatement evaluation to refine barrier dimensions and siting, and assure that conditions and homeowners/residents desires for noise abatement have remained consistent with conditions evaluated in this document. ▪ Area residents will have the opportunity to provide input on design elements related to noise mitigation, including design, grading and landscaping, and color and material of noise barriers, with the goal of constructing an aesthetically pleasing and economically viable project. ▪ Construction noise impacts will be mitigated by limiting work to daytime hours when possible, as described by CDOT and City of Colorado Springs requirements. ▪ Require the contractor to use well-maintained equipment, particularly with respect to mufflers.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Social Resources	<ul style="list-style-type: none"> ▪ Would not address congestion on US 24. Adverse effects on socioeconomic conditions would include longer travel times, neighborhood cut-through traffic, deteriorating safety conditions, an increase in localized air pollution and noise, and lengthened emergency response times. ▪ Would not support planned development/re-development in the study area. Access to Gold Hill Mesa would become increasingly difficult, which could make residential and commercial units less desirable. 	<ul style="list-style-type: none"> ▪ Would benefit local residents, businesses, and regional commuters by reducing congestion, and improving mobility and connectivity along US 24. ▪ The US 24 overpass of Ridge Road improves safety for motorized and non-motorized travelers to the Red Rock Canyon Open Space and to the neighborhood south of US 24. ▪ Sidewalks would be provided to safely accommodate pedestrians. ▪ Access to US 24 at 14th Street would be removed. ▪ Acquisition and relocation of residential and commercial properties. ▪ Employees of the relocated businesses would have to travel to a new location. ▪ Improved traffic operations would increase the geographic market area of the businesses. ▪ Shoulders would provide access to emergency service providers. ▪ During construction, temporary detours, out-of-direction travel, and construction related noise would affect local residents, businesses, and regional commuters. 	<ul style="list-style-type: none"> ▪ CDOT will provide advance notice to emergency service providers, local schools, homeowners associations, and local businesses of upcoming construction activities. ▪ The acquisition of those property interests will fully comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act).

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Environmental Justice	<ul style="list-style-type: none"> ▪ May require additional ROW and may result in the relocation of minority or low-income residents. The projects included in the No Action Alternative were not designed when this analysis was conducted, and the ways in which impacts would be distributed are not yet known. ▪ Adverse effects to minority and low-income populations include those that are typically caused by traffic congestion and impaired mobility (e.g., longer travel times, neighborhood cut-through traffic, deteriorating safety conditions, an increase in localized air pollution and noise, and lengthened emergency response times). ▪ Worsening congestion on local streets as drivers seek alternatives to US 24, could affect the timeliness of transit routes serving the area. ▪ Properties adjacent to US 24 would continue to be subject to 100-year flooding from Fountain Creek. 	<ul style="list-style-type: none"> ▪ The majority of residential acquisitions are located in census blocks with higher-than-average percentages of low-income households. These impacts would be predominately borne by low-income populations. ▪ Increased dust, dirt, noise, traffic, and access disruptions during construction. 	<ul style="list-style-type: none"> ▪ CDOT will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. ▪ CDOT will make a public information plan available throughout construction.
Land Use	<ul style="list-style-type: none"> ▪ Would only partially support the relevant goals and objectives presented in adopted land use plans. ▪ Would improve intersection geometry at both 8th Street and 21st Street and complete the Midland Trail which might require ROW acquisition and the conversion of existing land to transportation uses. ▪ Would not fully address transportation needs within the US 24 study area and would be unable to accommodate the additional traffic associated with anticipated growth and redevelopment. Unaddressed transportation needs could hinder redevelopment within the study area. 	<ul style="list-style-type: none"> ▪ Consistent with planned land uses. ▪ Supports the goals and objectives of adopted land use plans and policies. ▪ Conversion of residential, commercial, and public land to a transportation use. 	<ul style="list-style-type: none"> ▪ No land use specific mitigation measures are necessary. ▪ Local planning jurisdictions have the authority to make land use decisions and approve land use change and development.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Hazardous Materials	<ul style="list-style-type: none"> ▪ Potential to encounter contaminated structures, soils or groundwater. 	<ul style="list-style-type: none"> ▪ The following three existing recognized environmental conditions (REC's) are impacted: <ul style="list-style-type: none"> ○ Leaking Underground Storage Tank Site - Acorn Food Store ○ Voluntary Cleanup Program Site - Pikes Peak Humane Society ○ Historical Landfill - Martin Drake Power Plant ▪ Some highway bridge structures are known to have been painted with lead-based paint. ▪ If a portion of Gold Hill Mesa property is acquired for ROW, research should be conducted with El Paso County to determine if there are institutional or engineering controls on the property that require special handling of the soil if it is excavated. ▪ The acquisition of approximately 78 acres of land and the displacement of 24 residences and 77 businesses. All such acquisitions involve some risk of encountering various common hazardous materials, such as asbestos or lead-based paint, that would not normally be listed on any database of hazardous material sites. 	<ul style="list-style-type: none"> ▪ CDOT will inspect and test for asbestos, lead-based paint, and hazardous material on any bridges, buildings, and other structures. ▪ Prior to acquisition of any site a site specific Initial Site Assessment Phase 1 ESA will be conducted. ▪ For leaking underground storage tank (305 South 8th Street) and the underground chemical plume (633 South 8th Street), CDOT will undertake file review at Colorado's Division of Oil and Public Safety and/or Department of Public Health and Environment and further inquiries with the property owners. ▪ Regarding the historic landfill associated with the power plant, CDOT will initiate further discussion with Colorado Springs Utilities to determine if soils or groundwater have been impacted or would be impacted. ▪ CDOT will conduct a Phase II Environmental Site Assessment for 305 South 8th Street, 633 South 8th Street, and 700 South Conejos Street. ▪ CDOT will prepare a Materials Handling Plan in accordance with CDOT Standard Specification 250.
Water Quality	<ul style="list-style-type: none"> ▪ Stormwater from roadways that contain contaminants would continue to discharge into Fountain Creek and its tributaries. ▪ Increasing congestion would increase pollutant concentrations in stormwater runoff, resulting in further degradation in surrounding water bodies. ▪ New impervious areas would be added, however, these projects have not been designed so it would not be possible to estimate the new impervious area. 	<ul style="list-style-type: none"> ▪ Add 42 acres of impervious surface area. ▪ Channel realignments would be necessary in three locations. ▪ During construction, soil-disturbing activities and the placement of new fill would expose surfaces subject to erosion. ▪ Wider drainage areas provide opportunity for wetlands to re-establish. 	<ul style="list-style-type: none"> ▪ Permanent water quality treatment features to filter roadway runoff and improve water quality. ▪ During construction, silt fences, diversion berms, vehicle tracking control, inlet and outlet protection, street sweeping, and concrete washout locations will be established. ▪ Temporary stream crossings and diversion will be designed to minimize water quality and habitat impacts. Native vegetation will be installed and implemented in the affected areas.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Wetlands and Waters of the US	<ul style="list-style-type: none"> ▪ No wetlands or waters of the United States would be impacted permanently. ▪ Drainage conditions in Fountain Creek and its tributaries would be unchanged, and erosion and sedimentation would continue to result in marginal riparian conditions. 	<ul style="list-style-type: none"> ▪ Impact Wetland 1, which is 0.02 acre. ▪ Impact to waters of the US estimated as the area of Fountain Creek below the ordinary high water mark. ▪ Temporarily impact a total of 5.17 acres of waters of the US. ▪ Temporary impacts to Monument Creek at the confluence with Fountain Creek may occur. ▪ While these areas would be disturbed during construction, the acreage of waters of the US would be permanently enlarged. 	<ul style="list-style-type: none"> ▪ The requirements under the CDPS MS4 permit and the New Development Redevelopment Program (NDRD) will be followed during design and construction. ▪ CDOT requirements under the “Consent Decree” (January, 2009) with the CDPHE will be implemented. ▪ CDOT will obtain a Colorado Discharge Permit System (CDPS) General Permit for Stormwater Discharges Associated with Construction Activities from the Water Quality Control Division of CDPHE. ▪ A Construction Dewatering Permit will be required. ▪ A Stormwater Management Plan will be developed. ▪ Erosion and sediment BMPs will be implemented. ▪ Impacted wetlands will be mitigated at a 1:1 ratio, adjacent to existing wetlands. The mitigation will be the use of the Limon Mitigation Bank because the project area is in the service area for this bank. ▪ Realignment of Fountain Creek represents improved stream function, flood conveyance, bank stability, and riparian habitat potential. ▪ CDOT will obtain a Section 404 permit from the USACE.
Archaeological Resources	<ul style="list-style-type: none"> ▪ No impacts expected. 	<ul style="list-style-type: none"> ▪ All recorded sites (5EP2161, 5EP2165, 5EP365) lie outside of the anticipated limits of construction and would not be impacted by construction. 	<ul style="list-style-type: none"> ▪ In the unlikely event that cultural deposits are discovered during construction, CDOT would follow its standard practice of ceasing work, consulting with the CDOT archaeologist, and evaluating materials in consultation with the Colorado SHPO to determine if mitigation is required.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Paleontological Resources	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> No fossils were observed within the study area and no records of fossils from within the study area were found. 	<ul style="list-style-type: none"> If any sub-surface bones or other potential fossils are found anywhere within the study area during ground disturbance, the CDOT Staff Paleontologist will be notified immediately to assess their significance and make further recommendations.
Native American Consultation	<ul style="list-style-type: none"> No Impacts expected. 	<ul style="list-style-type: none"> Consulting tribes are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them 	<ul style="list-style-type: none"> If it is found that the project would impact properties that are eligible for inclusion in the National Register and are of religious or cultural significance to one or more consulting tribes, their role in the consultation process may also include participation in resolving how best to avoid, minimize, or mitigate those impacts
Air Quality	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Proposed Action is not expected to exceed NAAQS for pollutants. 	<ul style="list-style-type: none"> No mitigation necessary.
Visual Resources	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Improve visual consistency and quality within the US 24 corridor. Accentuate existing views of Pikes Peak and Cheyenne Mountain. New infrastructure components, such as retaining walls, noise walls, and jersey barriers that would obstruct views to and from the project area. Improve short-range views along the north and south side of US 24. 	<ul style="list-style-type: none"> Coordinated architectural aesthetic treatments of new structural elements in accordance with the <i>US 24 I-25 to Ridge Road Aesthetic Guidelines</i> (THK, 2009).
Fish and Wildlife	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Grade-separated crossing of US 24 at Ridge Road would improve wildlife crossing opportunities from north to south of US 24. Minor habitat loss as a result of vegetation removal during construction. 	<ul style="list-style-type: none"> Construction activities would be carried out in accordance with CDOT's standard BMPs and re-vegetation requirements. Active nesting survey will be conducted within the study area prior to the start of any construction activities to ensure compliance with Migratory Bird Treaty Act of 1918 (MBTA). CDOT may be required to obtain a Senate Bill 40 Wildlife Certification permit from CDOW.

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Threatened and Endangered Species	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Federal or state-listed threatened and endangered species and state species of special concern are either not present or are unlikely to occur in the study area. 	<ul style="list-style-type: none"> No mitigation necessary.
Vegetation and Noxious Weeds	<ul style="list-style-type: none"> Construction of the 8th Street and the 21st Street improvements could disturb vegetation and noxious weeds. 	<ul style="list-style-type: none"> Natural vegetation and noxious weeds would be disturbed during construction. 	<ul style="list-style-type: none"> Areas disturbed during construction will be re-vegetated with native species. All trees greater than 2 inch diameter breast height (DBH) will be mitigated at a 1:1 basis. Non-native trees will be replaced with native trees. Noxious weeds survey will be conducted. An Integrated Noxious Weed Management Plan will be developed and implemented during construction.
Utilities	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Major utility lines are in the study area and may result in conflicts. 	<ul style="list-style-type: none"> Utilities will be avoided through design modification, or where conflicts cannot be avoided, utilities will be relocated. Buried utilities may be protected with encasements.
Farmlands	<ul style="list-style-type: none"> No farmlands are present in the study area. 	<ul style="list-style-type: none"> No farmlands are present in the study area. 	<ul style="list-style-type: none"> No mitigation necessary.
Cumulative Impacts	<ul style="list-style-type: none"> CDOT would not take any action under the No Action Alternative and would not create cumulative impacts. 	<ul style="list-style-type: none"> Beneficial cumulative impacts to landscape patterns, water quality, air quality, transportation patterns, and visual resources. The level of traffic noise would increase with traffic volumes, except in five areas of the US 24 corridor where noise barriers would be constructed as mitigation, as described above. 	<ul style="list-style-type: none"> No mitigation necessary.
Section 4(f) Resource: 21st Street Pocket Park	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Full acquisition 	<ul style="list-style-type: none"> The Prospector Sculpture will be relocated to a location along US 24.
Section 4(f) Resource: Vermijo Park	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Partial acquisition of 0.01 acres. Removal of the existing baseball field. 	<ul style="list-style-type: none"> CDOT will provide \$50,000 to plan Vermijo Park.¹

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Section 4(f) Resource: Midland Trail	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Partial acquisition of 0.3 miles 	<ul style="list-style-type: none"> Realign the Midland Trail between 8th Street and 11th Street to ensure a connection with the full trail.
Section 4(f) Resource: 5EP5285 1815 Sheldon Avenue	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Full acquisition 	<ul style="list-style-type: none"> Details are included in the signed MOA.²
Section 4(f) Resource: 5EP5288 1803 Sheldon Avenue	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Full acquisition 	<ul style="list-style-type: none"> Details are included in the signed MOA.²
Section 4(f) Resource: 5EP5335 CITGO Lubricants 302 South 10th Street	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Full acquisition 	<ul style="list-style-type: none"> Details are included in the signed MOA.²
Section 4(f) Resource: 5EP5336 Chief Petroleum Company 301 South 10th Street	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Full acquisition 	<ul style="list-style-type: none"> Details are included in the signed MOA.²
Section 4(f) Resource: 5EP5218 Timber Lodge 3627 West Colorado Avenue	<ul style="list-style-type: none"> No impacts expected. 	<ul style="list-style-type: none"> Partial acquisition of 0.43 acres 	<ul style="list-style-type: none"> CDOT will replace the existing vegetation and trees to maintain the visual screen and wooded setting of the property. All trees greater than 2 inches in diameter at breast height (DBH) will be mitigated at a 1 to 1 basis. Non-native trees will be replaced with native trees. Details are included in the signed MOA.²

EXHIBIT ES-5

Summary of Impacts and Mitigation, US 24 EA

Resource	Impacts of the No Action Alternative	Impacts of the Proposed Action	Mitigation Measures for the Proposed Action
Section 4(f) Resource: 5EP5364 Westside Historic District	<ul style="list-style-type: none"> ▪ No impacts expected. 	<ul style="list-style-type: none"> ▪ Full acquisition of 2 contributing properties 	<ul style="list-style-type: none"> ▪ Details are included in the signed MOA.²

¹ The City of Colorado Springs owns and maintains this park. CDOT consulted with the City of Colorado Springs Parks, Recreation & Cultural Services Department to determine these mitigation measures. See the letter from the City of Colorado Springs Parks, Recreation & Cultural Services Department in **Appendix I**.

² The MOA is included in **Appendix H** and mitigation considered includes, but is not limited to: interpretive signing, architectural salvage from historic buildings, and investigation of the reuse of the Chief Petroleum sign.

D

US 24 W Environmental Assessment Public Hearing Display Boards



SIGN UP SHEET

If you want to speak after the presentation, please sign up!

THIS INFORMATION IS PART OF THE PUBLIC RECORD AND PUTS YOU ON THE MAILING LIST FOR FURTHER NOTIFICATIONS.

PLEASE PRINT LEGIBLY.

	Full Name	Company Name or are you a Resident?	Mailing Address	City and Zip Code
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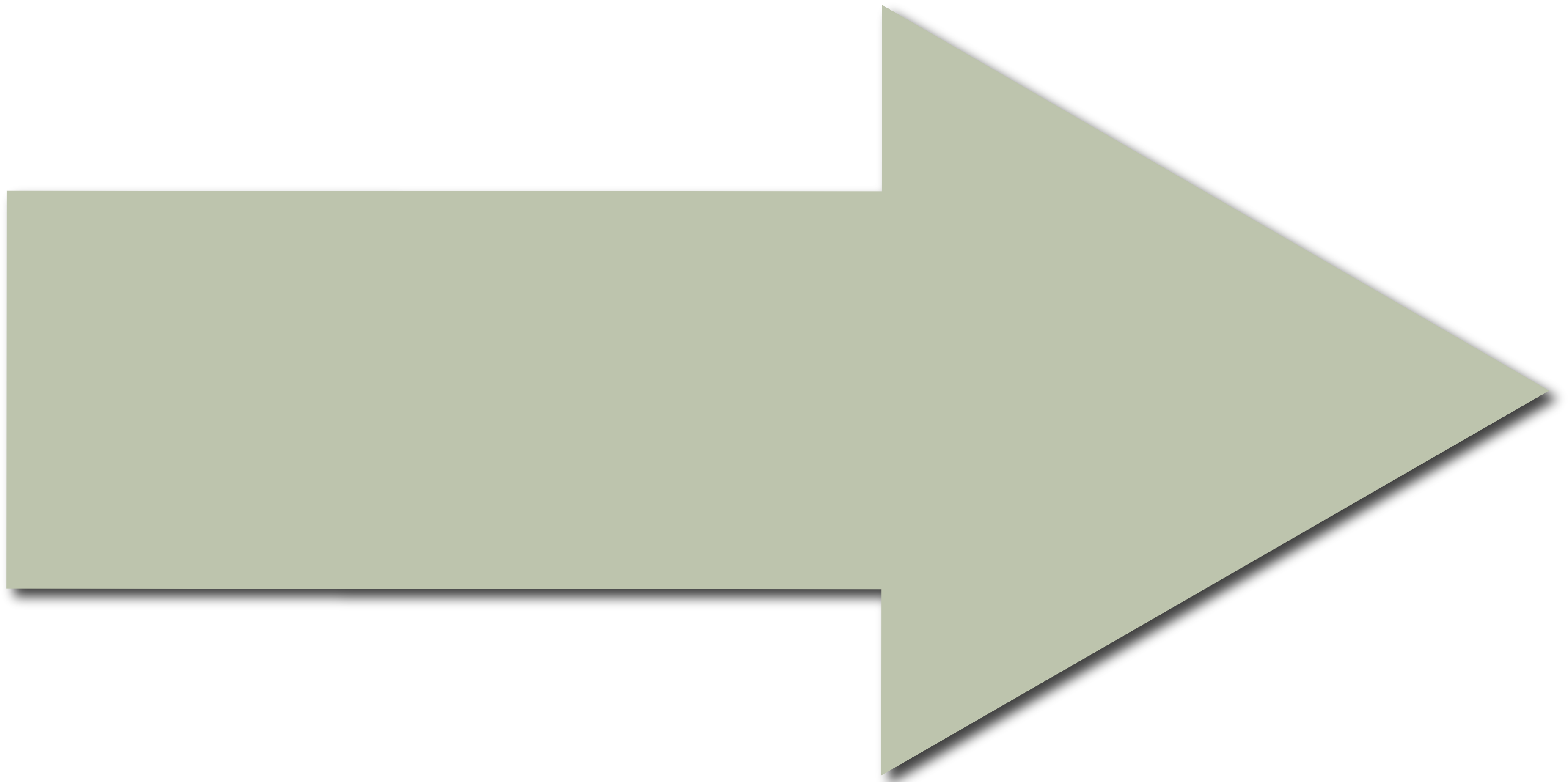
SIGN IN SHEET
US 24 West Open House
West Center for Intergenerational Learning
25 North 20th Street - Colorado Springs, CO
June 11, 2012

**THIS INFORMATION IS PART OF THE PUBLIC RECORD
AND PUTS YOU ON THE MAILING LIST FOR FURTHER
NOTIFICATIONS.**

PLEASE PRINT LEGIBLY.

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Court Reporter



The US 24 Environmental Assessment (EA):

- Is a type of study required under the National Environmental Policy Act
- Considers alternative actions to address a problem
- Identifies a Proposed Action
- Examines a No-Action Alternative
- Reports the social, economic and environmental impacts of the alternatives
- Discusses mitigation and permitting needs for a proposed action



Envision  *West*

The Entryway

Study Limits

This EA examines the needs of US 24 between the I-25 Interchange west to the Manitou Avenue Interchange, a distance of 4 miles.



Envision **24** *West*

The Entryway

Purpose and Need

Purpose:

- Reduce congestion problems for travelers today and through the year 2035
- Improve mobility for:
 - local trips within the US 24 corridor
 - regional trips through the US 24 corridor
- Improve connectivity to the multiple destinations accessible from the US 24 West corridor

Need:

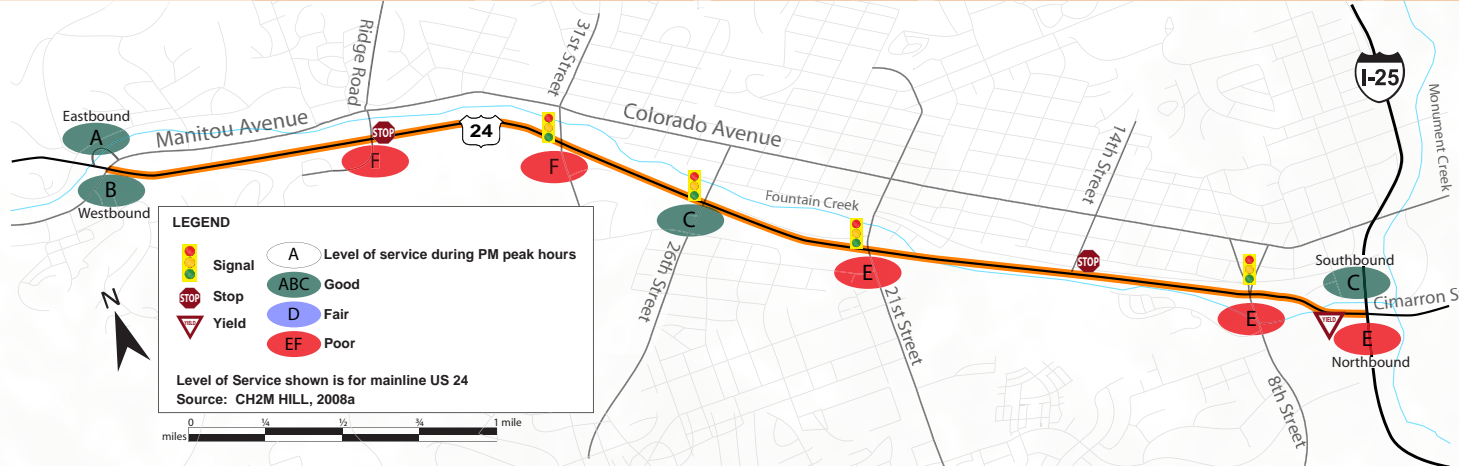
- Regional growth of El Paso County and surrounding counties
- Driver-miles are expected to increase each year



Traffic

Average Daily Trips	Ridge Rd. to 31st St.	31st St. to 26th St.	26th St. to 21st St.	21st St. to 8th St.	8th St. to I-25
2005	29,600	31,500	31,900	38,500	50,300
2035 No Action	50,900	43,500	45,600	50,600	71,300
2035 Proposed Action	49,500	51,400	53,200	58,400	83,700

2035 No Action

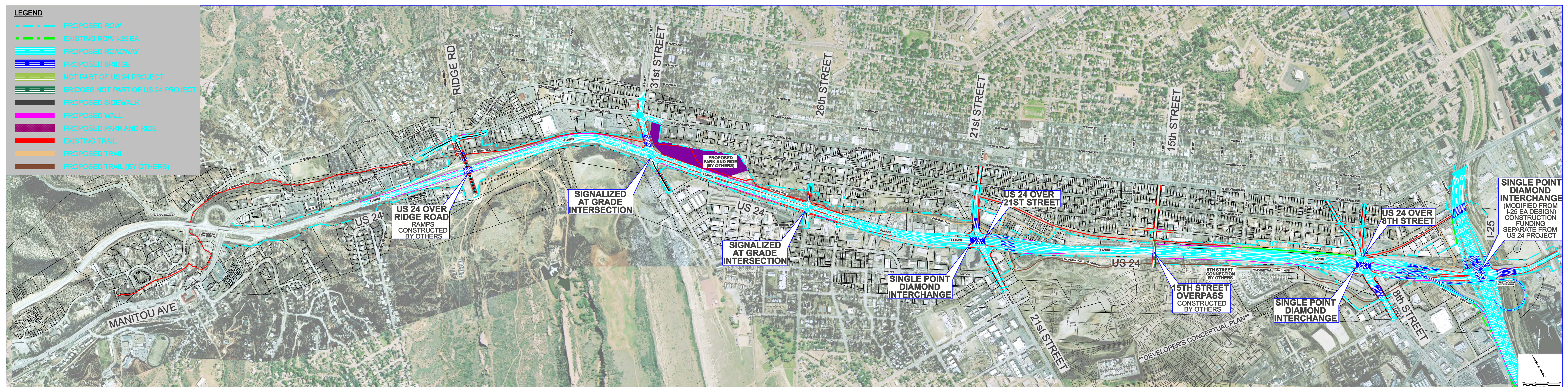


2035 Proposed Action



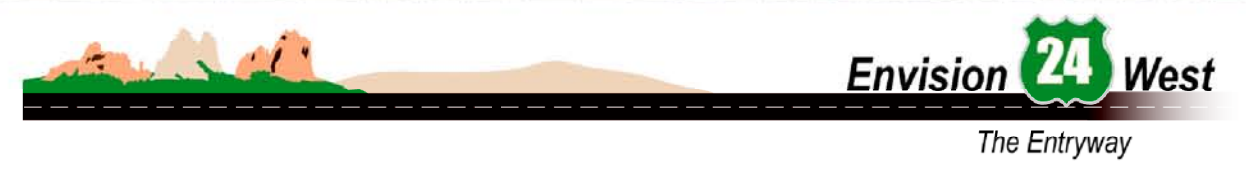
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The Entryway



- LEGEND**
- PROPOSED ROW
 - EXISTING ROW I-25 EA
 - PROPOSED ROADWAY
 - PROPOSED BRIDGE
 - NOT PART OF US 24 PROJECT
 - BRIDGES NOT PART OF US 24 PROJECT
 - PROPOSED SIDEWALK
 - PROPOSED WALL
 - PROPOSED PARK AND RIDE
 - EXISTING TRAIL
 - PROPOSED TRAIL
 - PROPOSED TRAIL (BY OTHERS)

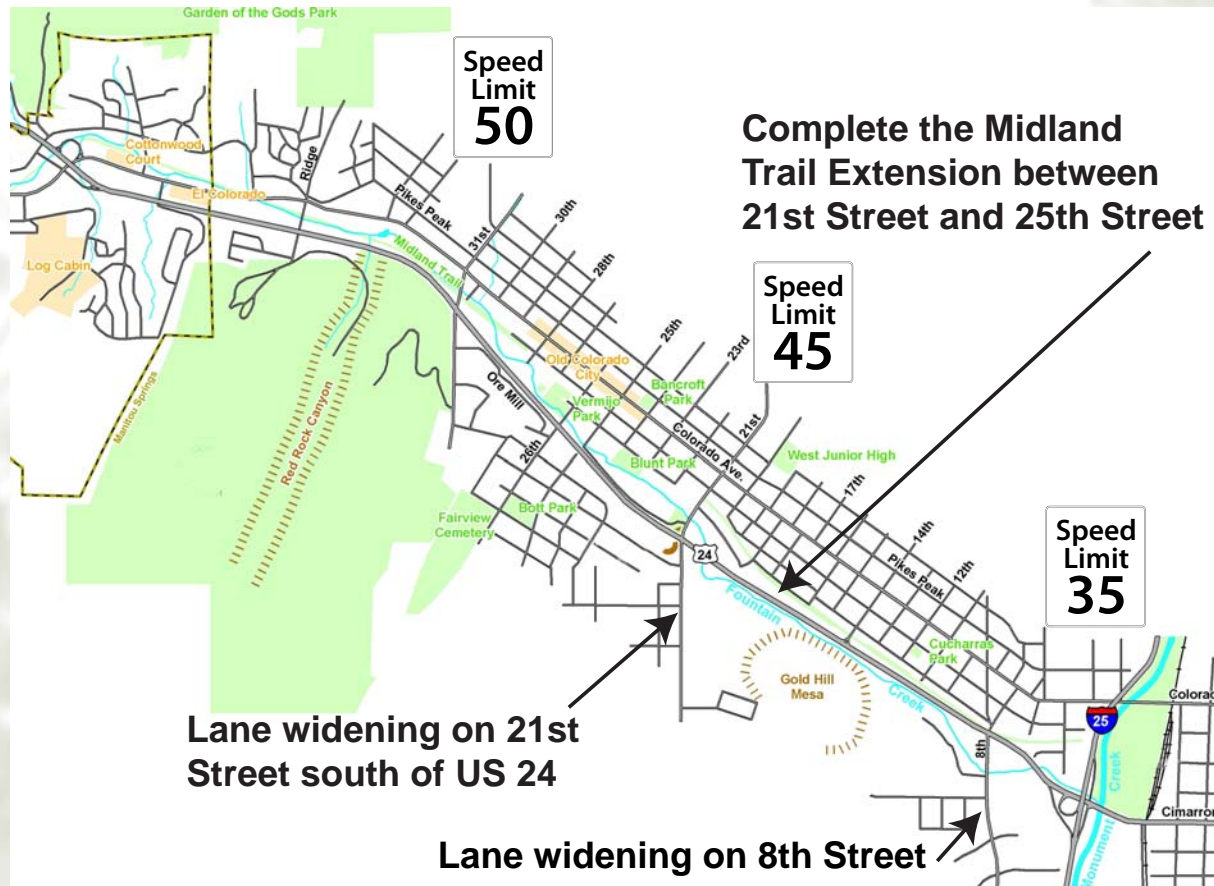
US 24 WEST MIDLAND EXPRESSWAY: THE RECOMMENDED ALTERNATIVE



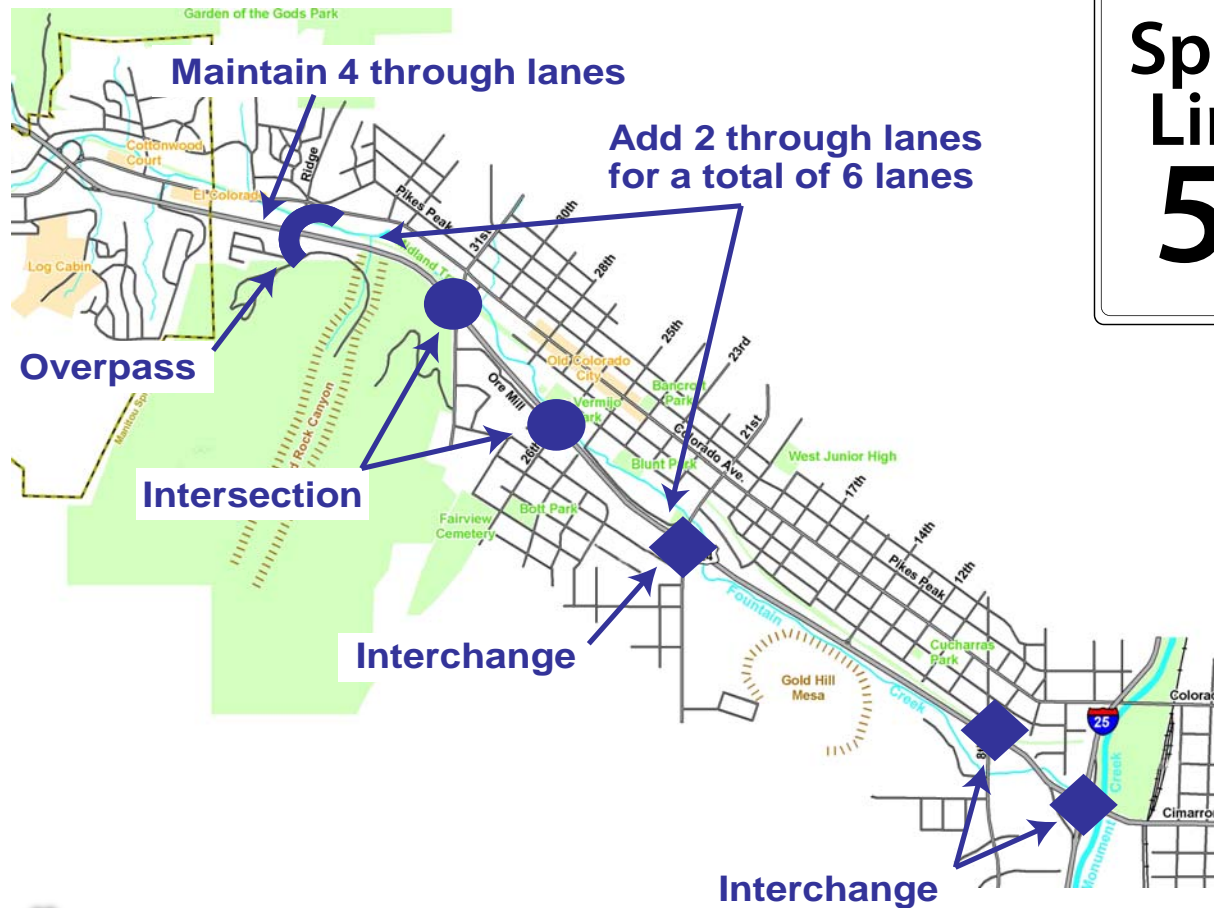
US 24 WEST MIDLAND EXPRESSWAY: THE PROPOSED ACTION

NOT FOR CONSTRUCTION
DATE: 02/28/09

No Action Alternative



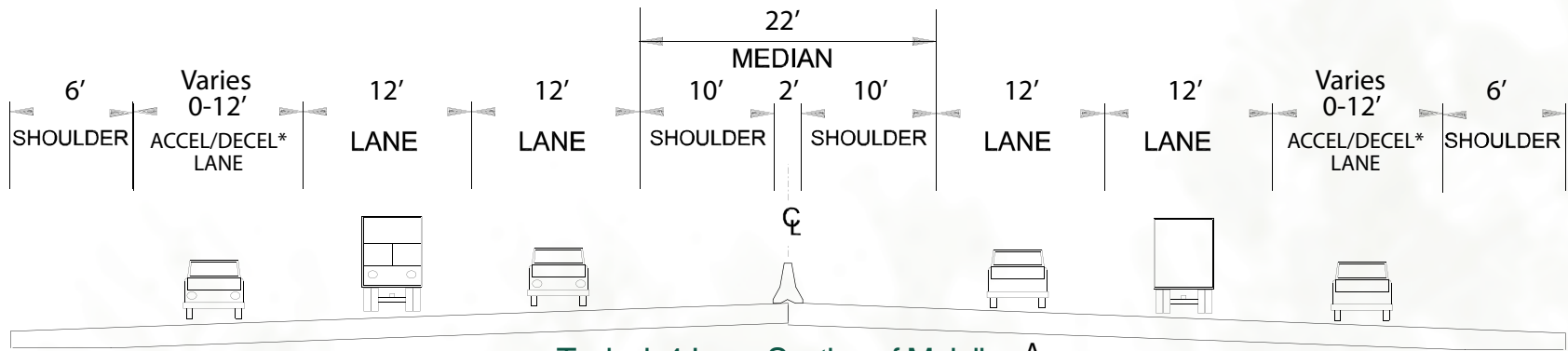
Proposed Action Midland Expressway



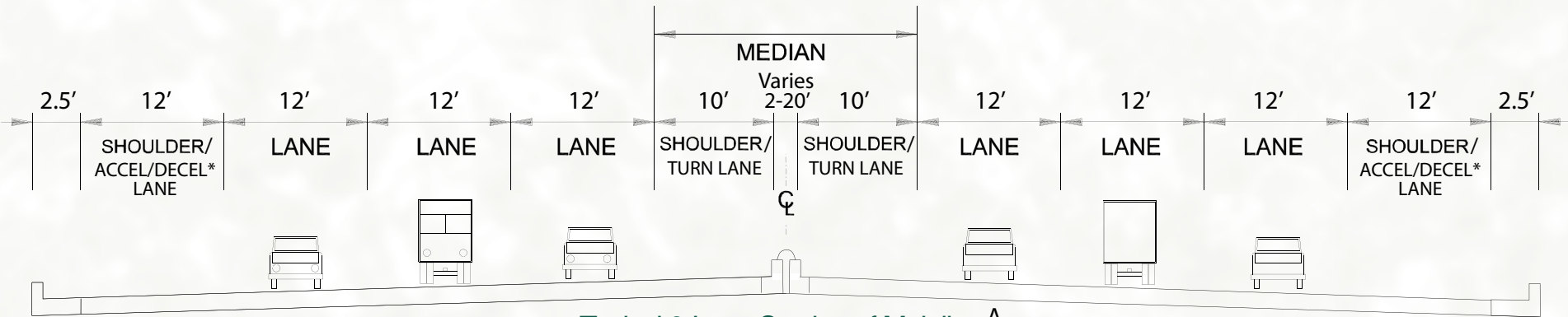
Speed
Limit
50

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The Entryway

Typical Cross Sections



Typical 4-Lane Section of Mainline^A
I-25 to 21st Street and west of Ridge Road



Typical 6-Lane Section of Mainline^A
21st Street to Ridge Road

* ACCEL/DECEL - Acceleration/Deceleration
A - Not to Scale



Envision  West

The Entryway

How You Changed this Project



▲ Miner's Statue "Shifting Gears"

◀ 21 st Street Bird's Eye View
"Greenway Master Plan"

▼ Ridge Road Overpass
"Aesthetic Guidelines"

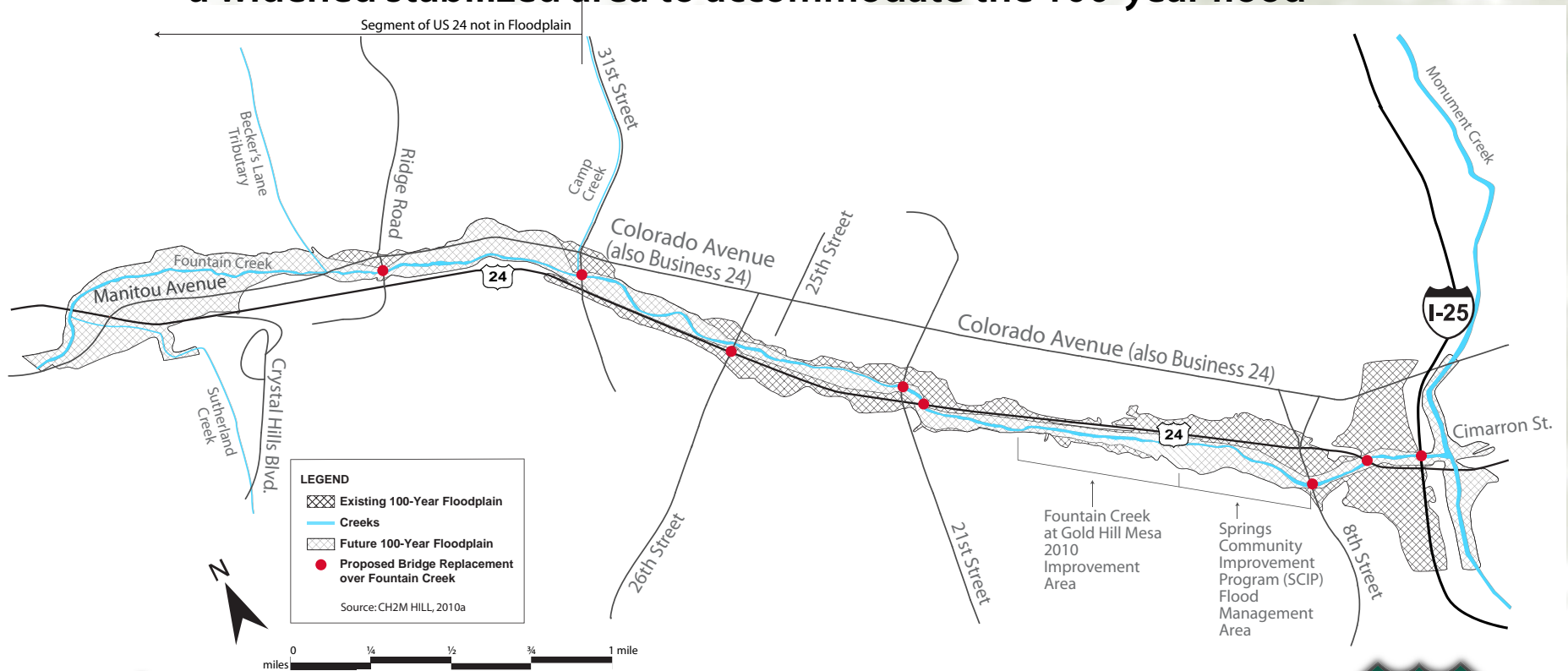


Envision **24** West

The Entryway

Floodplains

- Reduces the size of the floodplain from 378 acres to 228 acres
- At each bridge, Fountain Creek is realigned and widened
- 68 Properties and US 24 no longer within the floodplain
- Fountain Creek will be re-graded providing a low-flow channel and a widened stabilized area to accommodate the 100-year flood



Envision **24** West

The Entryway

Right of Way Impacts

- The Proposed Action would result in property acquisitions
- The footprint of the Proposed Action has not changed since August of 2008

Total Acquisitions* 87 total / 22 partial

Property Type	
Residential	9 total / 2 partial
Business Displacements	67 total / 14 partial

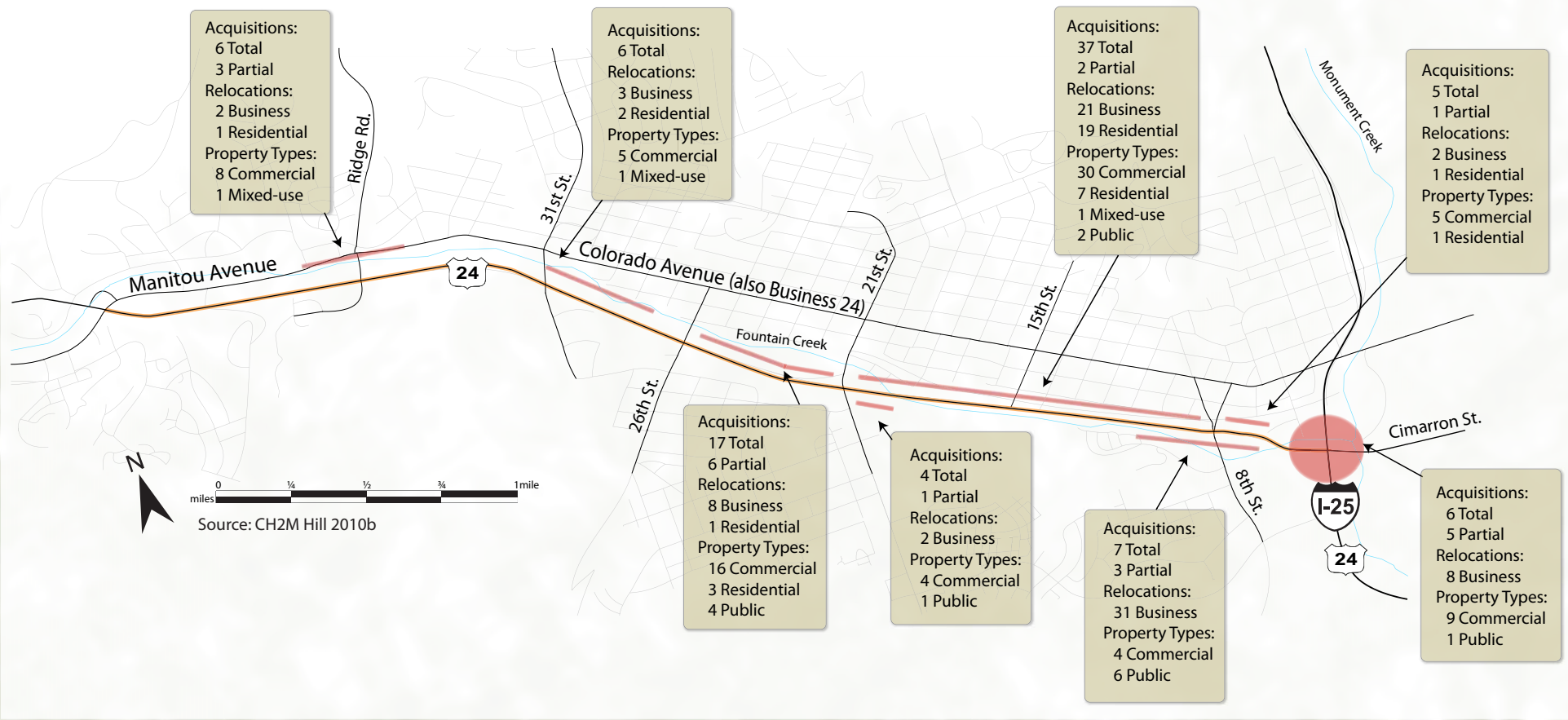
* Publicly owned properties are not included



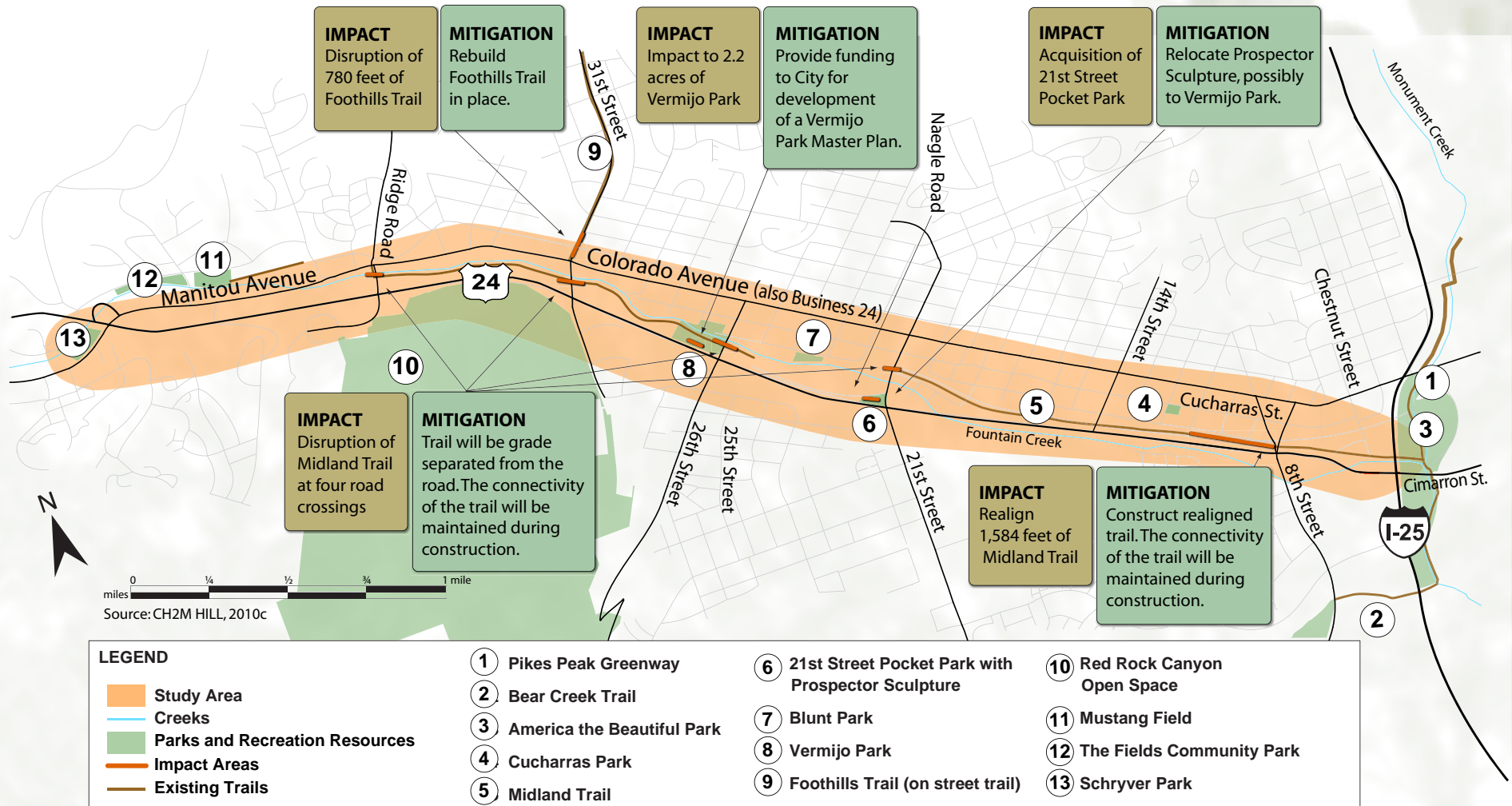
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The Entryway

Right of Way Acquisitions



Impacts and Mitigation: Parks & Trails



Parks, Trails & Recreation

Parks

- Avoids impacts to America the Beautiful Park
- Prospector sculpture will be relocated nearby
- Acquires the 21st Street Pocket Park
- Impacts Vermijo Park
- CDOT will provide funding to the City for development of a Vermijo Park Master Plan
- Avoids impacts to Red Rocks Canyon Open Space

Trails

- Realigns Midland Trail near 8th Street
- Temporarily disrupts Midland Trail during construction at Ridge Road, 31st, 26th , and 21st Streets
- Connectivity of the Midland Trail will be maintained during construction
- Temporarily disrupts Foothills Trail during construction and will be rebuilt in place



Envision  *West*

The Entryway

Impacts and Mitigation Traffic Noise

- Increased noise levels with the Proposed Action are predicted to impact 29 residences and one child development center

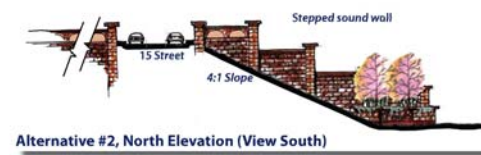
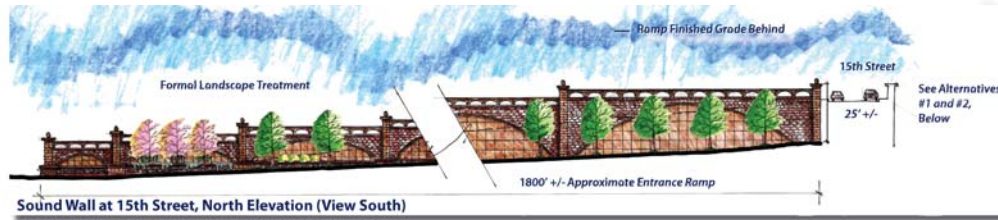
- Proposed noise mitigation along US 24:
 - North side of US 24 from 11th Street to 14th Street
 - A-1 Mobile Home Park on the south side of US 24
 - Near the residences on the south side of US 24 on Red Canyon Place

- Prior to construction, impacted residents in these areas will be surveyed for their preferences of implementation of noise mitigation techniques

- CDOT will coordinate design aesthetics with the community for noise mitigation



Traffic Noise



Envision **24** West

The Entryway

Other Resources Analyzed

- Air Quality
- Archaeological Resources
- Cumulative Impacts
- Environmental Justice
- Fish and Wildlife
- Historic Properties
- Land Use
- Native American Consultation
- Paleontological Resources
- Social Resources
- Threatened and Endangered Species
- Utilities
- Vegetation and Noxious Weeds
- Visual Resources
- Water Quality
- Wetlands and Waters of the US

Staff is available to discuss any questions you have about these resources.



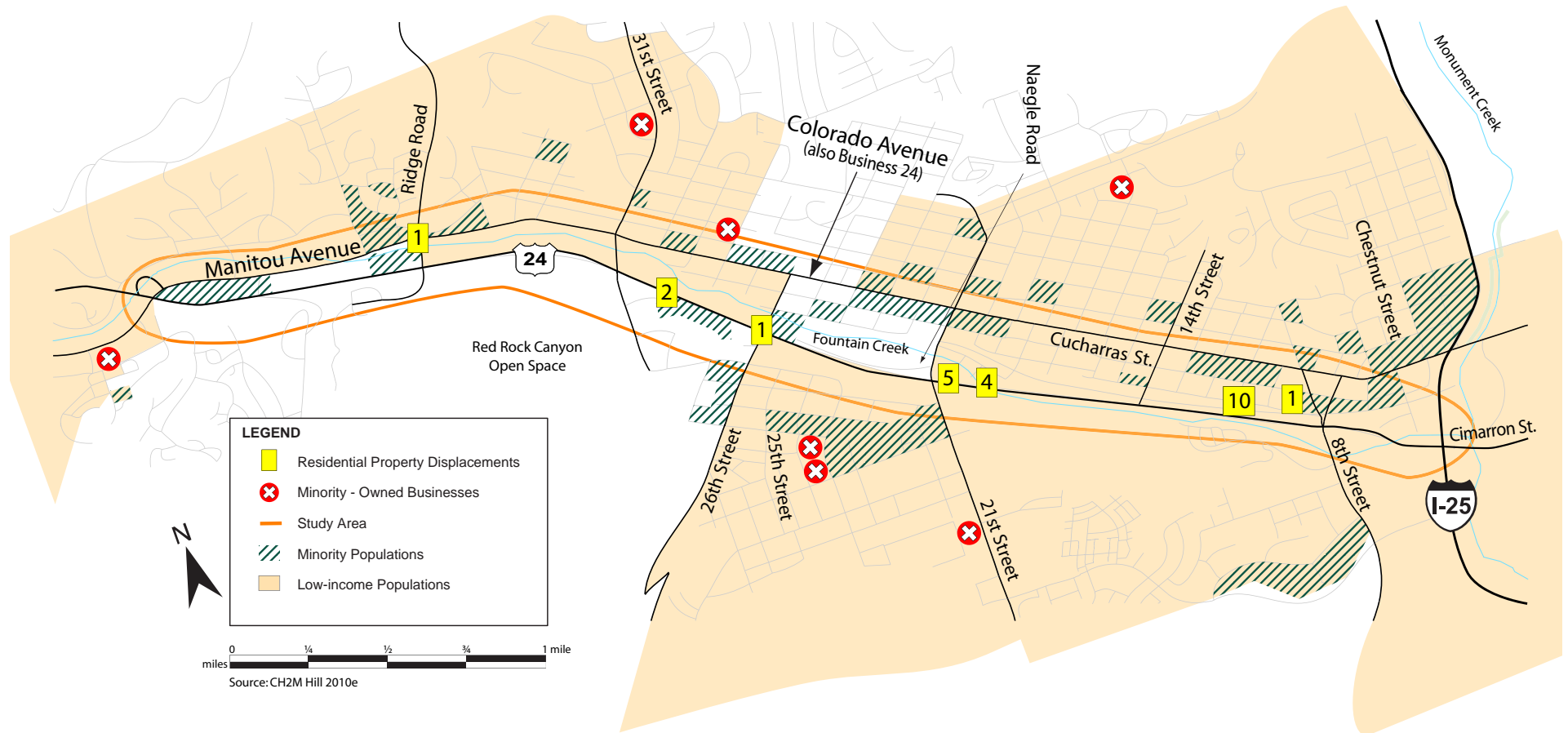
Envision  *West*

The Entryway



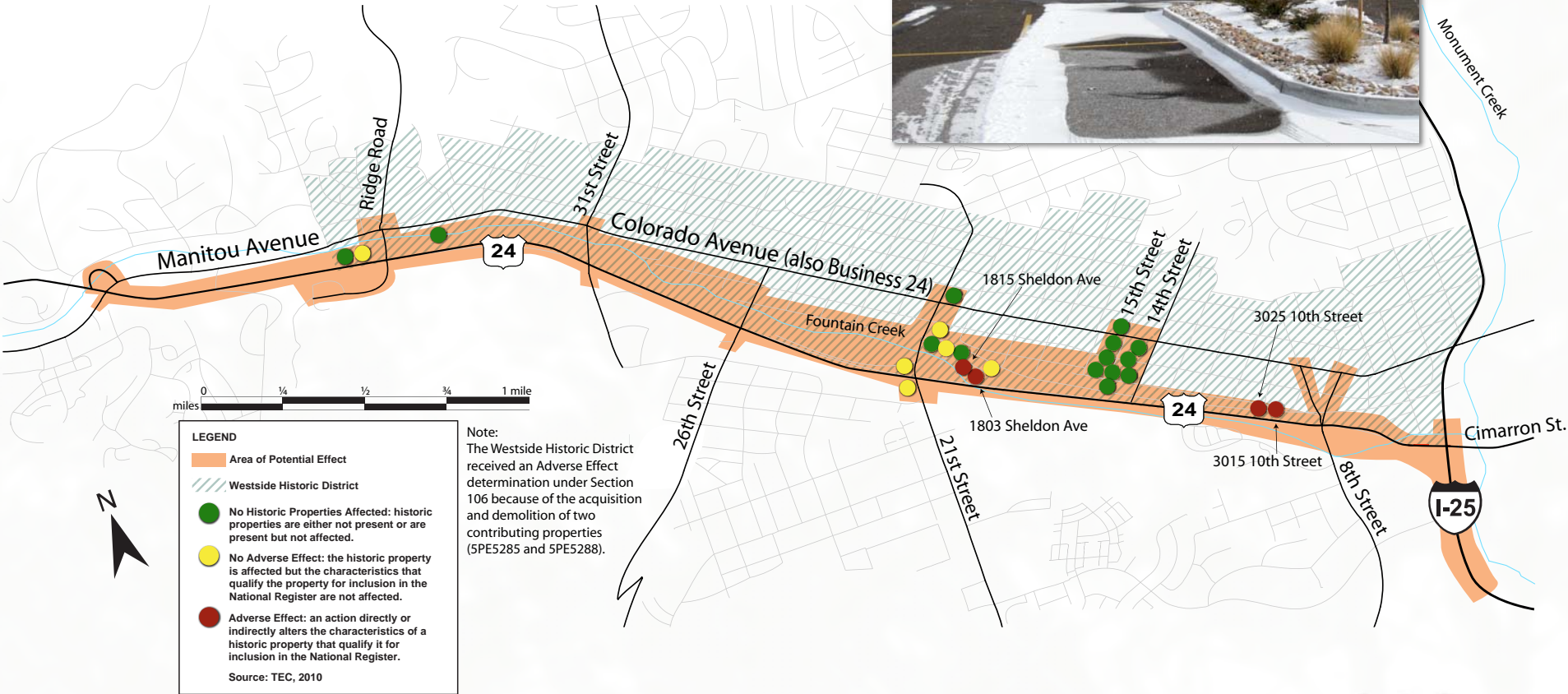
Environmental Justice

The Project Team conducted a substantial outreach to the Community.



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The Entryway

Historic Properties

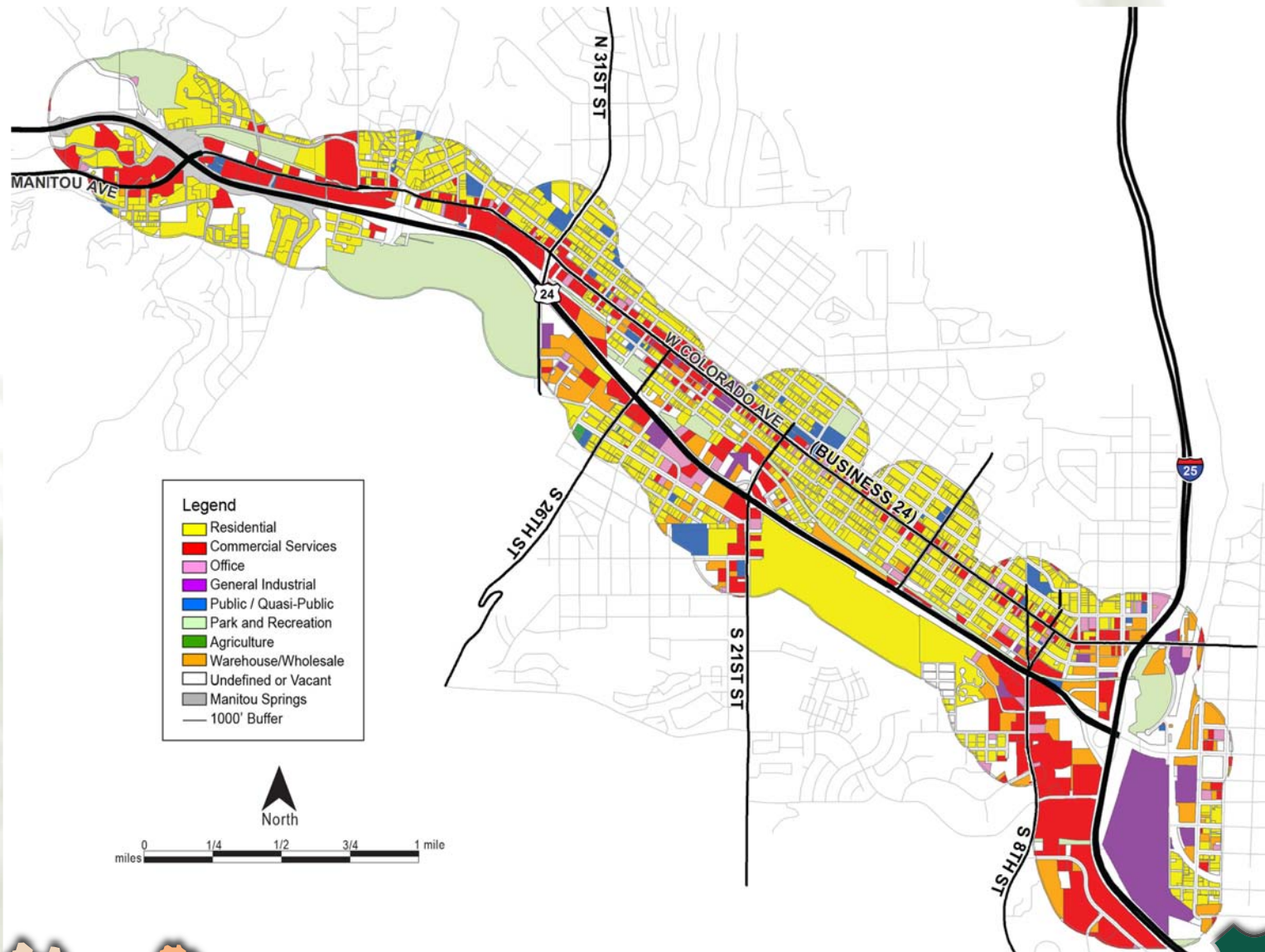


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The Entryway



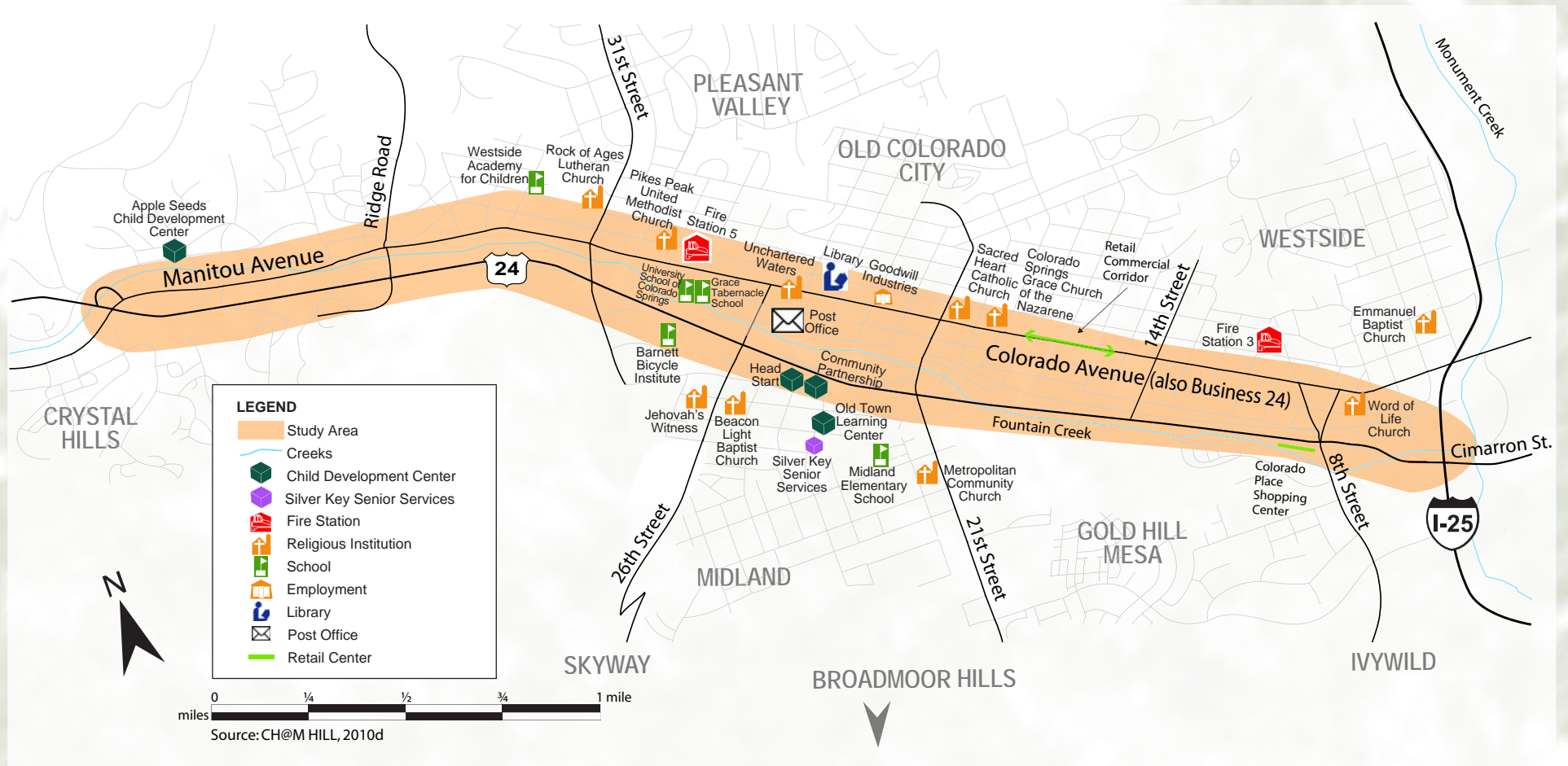
Land Use



Envision **24** West

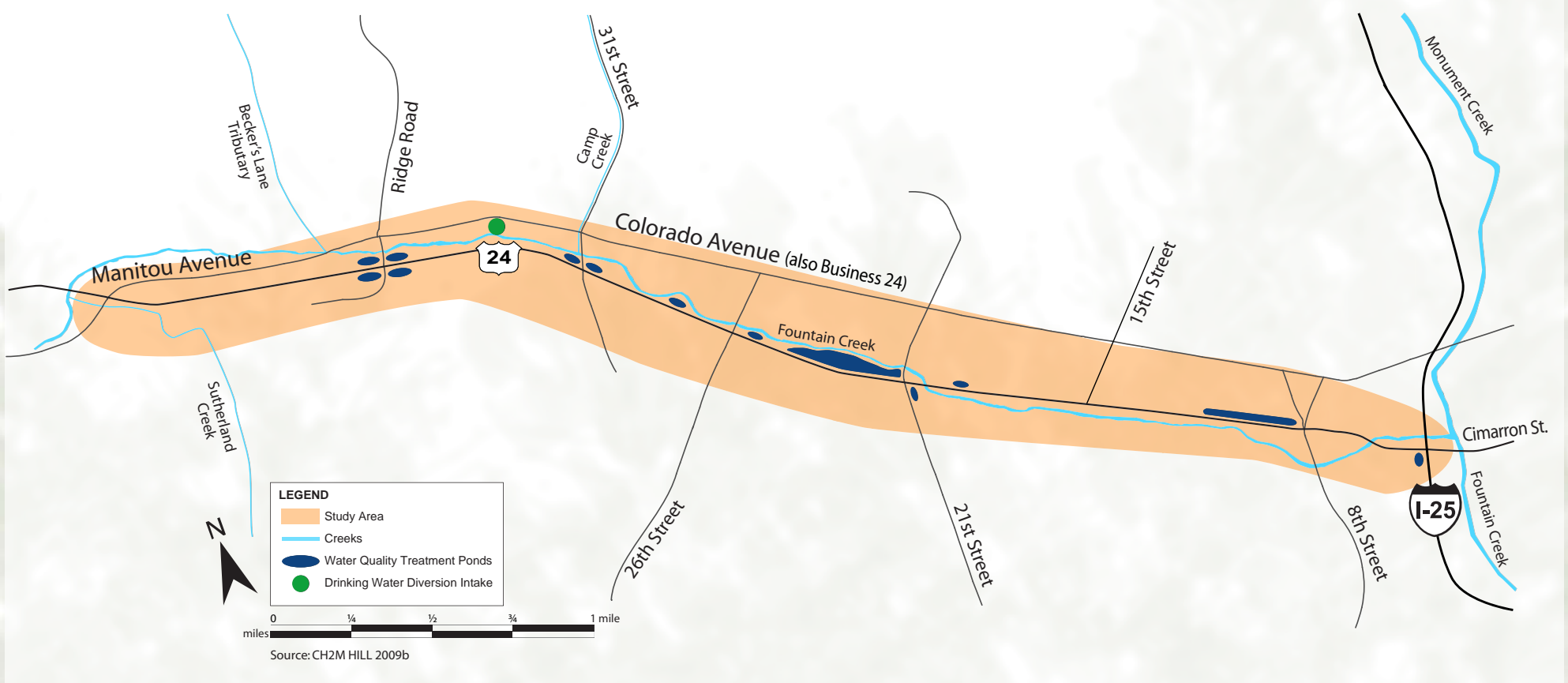
The Entryway

Social Resources



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Water Quality



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Wetlands



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The Entryway

Environmental Mitigation Commitments

- Completing the Midland Trail
- Safe detours for bikes and pedestrians during construction
- Improvements to water quality and riparian habitat along Fountain Creek
- Historic Mitigation
- Master Planning contribution for Vermijo Park
- Aesthetic Guidelines developed for US 24



Envision  *West*
The Entryway

When Will the Project be Built?

- The implementation schedule will depend on funding availability, which is uncertain at this time.
- Funding decisions are made by the Colorado Transportation Commission and by the Pikes Peak Area Council of Governments (ppacg.org)
- There are no construction funds scheduled for this project in the current Transportation Improvement Program (TIP) which is revised every two years.



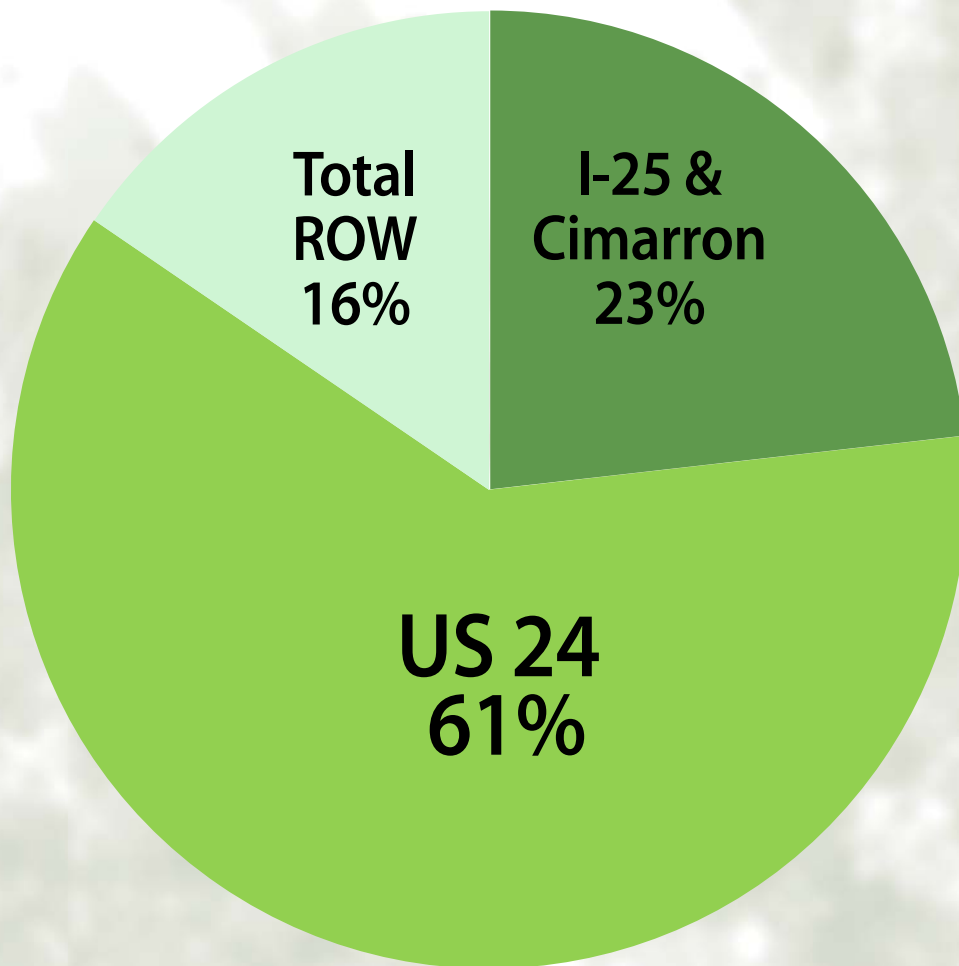
Envision  *West*

The Entryway



Estimated Construction Cost

- I-25/ Cimarron Construction - \$87 Million
- I25/ Cimarron Right of Way - \$5 Million



- US 24 Construction - \$230 Million
- US 24 Right of Way - \$50 Million



Envision **24** *West*

The Entryway

What Happens Next?

1. After the 45-day comment period is over on July 11, 2012, the project team will gather the comments and prepare responses to them.
2. CDOT and FHWA will publish the final decision document. The responses to comments collected during the comment period will be included in this document.
3. CDOT anticipates the decision document to be available during the summer of 2012.



Comment on the EA

Comment at tonight's hearing

- Fill out a comment form on the contents and findings of the EA and leave it with us.
- Sign up on the speakers' sheet if you want time to speak publicly at tonight's hearing.
- Speak to the Court Reporter before or after the hearing if you wish to make verbal comments privately.

Comment before July 11, 2012 deadline

- Comment online at:
www.coloradodot.info/projects/us24west
or
- Mail comments:
c/o Wilson & Company, 5755 Mark Dabling Blvd.,
Ste. 220 Colorado Springs, CO 80919
or
- E-mail: us24winfo@wilsonco.com
or
- Fax: 719-520-0108



Envision  *West*

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**US 24 W Environmental Assessment Public Hearing
Press Releases
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Flier**



April 27, 2012

FOR IMMEDIATE RELEASE

Contact: Kyle Blakely, 719-630-3133
kyle@blakelycompany.com

Bob Wilson, CDOT, 303-757-9431
bob.j.wilson@dot.state.co.us

US 24 WEST ENVIRONMENTAL ASSESSMENT WEBSITE RE-LAUNCHED

Colorado Springs, CO – With the US 24 West Environmental Assessment (EA) nearing completion for public review, the project team has re-launched the project website so the public can review past information and get updated on project developments. The website address is

<http://www.coloradodot.info/projects/us24west>.

“We’re getting very close to having the EA ready for public review,” said David Watt, Resident Engineer and Project Manager for CDOT. “It’s been awhile since we’ve had a public meeting. Citizens might find it useful to visit the website and review previous documents and the new information that has been posted.”

The US 24 West EA will be available for review on May 7, 2012. The EA details the recommended alternative and potential environmental impacts and mitigation for the 4-mile corridor from I-25 to the Manitou Ave. exit. The public will have 45 days to comment on the EA, with the last day for comments on June 22, 2012. A Public Hearing will be held on Monday, May 21, 2012 so the public can hear the project team present the EA and provide comments to CDOT. The public hearing will be from 4:30 p.m. to 7:30 p.m. at the Community Partnership for Child Development Office at 2330 Robinson Street in Colorado Springs. A presentation from 5:30 to 6:00 will provide information about the proposed alternative.

Note: Dates are subject to change.

###



May 25, 2012

FOR IMMEDIATE RELEASE

Contact: Kyle Blakely, 719-630-3133

kyle@blakelycompany.com

Bob Wilson, CDOT, 303-757-9431

bob.j.wilson@dot.state.co.us

US 24 WEST ENVIRONMENTAL ASSESSMENT AVAILABLE FOR PUBLIC REVIEW

Colorado Springs, CO – The Environmental Assessment (EA) for the US 24 West project is now available for public review. The project document details the recommended future improvements for the 4-mile corridor from I-25 to the Manitou Ave. exit.

The document is available for review at these locations:

Pikes Peak Library District
Old Colorado City Branch
2418 West Pikes Peak Avenue
Colorado Springs, CO 80904
(719) 634-1698

CDOT Region 2
North Program Office
1480 Quail Lake Loop, Suite A
Colorado Springs, CO 80906
(719) 227-3200

Pikes Peak Library District
Penrose Branch
20 North Cascade Avenue
Colorado Springs, CO 80903
(719) 531-6333

FHWA Colorado Division Office
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
(720) 963-3000

Pikes Peak Library District
Ute Pass Branch
8010 Severy
Cascade, CO 80809
(719) 684-9342

Pikes Peak Area Council of Governments
15 South Seventh Street
Colorado Springs, CO 80905
(719) 471-7080

(more)

Rampart Library District
Woodland Park Branch
218 East Midland Avenue
Woodland Park, CO 80866
(719) 687-9281

Manitou Springs Public Library
701 Manitou Avenue
Manitou Springs, CO 80829
(719) 685-5206

City of Colorado Springs
City Clerk Office
30 South Nevada Ave # 101
Colorado Springs, CO 80903-1802
(719) 385-5901

CDOT Headquarters
Public Relations Office
4201 East Arkansas Avenue, #277
Denver, CO 80220

Electronic copies are available at: <http://www.coloradodot.info/projects/us24west>.

"We encourage the public to review the EA prior to the Public Hearing," said David Watt, CDOT Resident Engineer and Project Manager. "Members of the project team will be available that evening to answer questions about the EA and proposed highway improvements."

The public will have 45 days to comment on the EA, from May 28, 2012 to July 11, 2012. The Public Hearing for the document will be held on Monday, June 11, 2012, from 4:30 p.m. to 7:30 p.m. at the Community Partnership for Child Development office at 2330 Robinson Street in Colorado Springs. A presentation from 5:30 to 6:00 will provide information about the proposed alternative.

Note: Dates are subject to change.

###

The U.S. 24 Environmental Assessment is a Federal Highway Administration and Colorado Department of Transportation project



June 1, 2012

FOR IMMEDIATE RELEASE

Contact: Kyle Blakely, 719-630-3133
kyle@blakelycompany.com

Bob Wilson, CDOT, 303-757-9431
bob.j.wilson@dot.state.co.us

PUBLIC HEARING SET FOR US 24 WEST ENVIRONMENTAL ASSESSMENT

Colorado Springs, CO – The public hearing for the US 24 West Environmental Assessment (EA) will take place on Monday, June 11, 2012, from 4:30 p.m. to 7:30 p.m. at the Community Partnership for Child Development office at 2330 Robinson Street in Colorado Springs.

The public is invited to attend and provide comments. The format for the meeting will be a Public Hearing, with presentations by the US 24 West project team. A presentation from 5:30 to 6:00 will provide information about the proposed alternative. Displays also will be set-up for viewing, with project team members available to answer questions.

The US 24 improvements include:

- Widens 4 miles of US 24 in Colorado Springs from I-25 westward to Ridge Road
- Replaces 9 bridges
- Upgrades 2 intersections to interchanges
- Improves the I-25/Cimarron Interchange
- Constructs cross streets with sidewalks
- Improves the Midland Trail

The project document details the recommended future improvements for the 4-mile corridor from I-25 to the Manitou Ave. exit. The EA is available for review prior to the Public Hearing. Copies were distributed to public locations on May 28, 2012, to the Old Colorado City Branch Library, Pikes Peak Area Council of Governments, and at the City Clerk Office. For a list of other locations where the EA is available, visit <http://www.coloradodot.info/projects/us24west>, or call 719-477-4970.

“We’re pleased to present the EA to the public and receive their comments,” said David Watt, Resident Engineer and Project Manager for CDOT. “The recommendations were shaped by the community — citizens, businesses, planners, government officials and other stakeholders — and many of the public’s ideas were incorporated into the EA.”

(more)

The anticipated schedule of activities, leading up to a Decision Document, includes*:

- May 25, 2012 — Copies of the proposed EA delivered to area depositories.
- May 28, 2012 — Beginning of the 45 day public comment period
- June 11, 2012 — Public Hearing
- July 11, 2012 — End of 45 day public comment period – Draft Decision Document
- Summer 2012 — Signed Decision Document (estimated)

*Dates are subject to change.

###

*The U.S. 24 Environmental Assessment is a Federal Highway Administration and Colorado
Department of Transportation project*

**US 24 West Environmental Assessment
Public Hearing
Media List**

Newspapers:

Colorado Springs Business Journal
Colorado Springs Independent
Pikes Peak Journal
Westside Pioneer
Catholic Herald
The Gazette
Cheyenne Edition
African American Voice
Pikes Peak Courier View

Television Stations:

KOAA (NBC)
KRDO (ABC)
KKTU (CBS)
KXRM (Fox)

Radio Stations:

Cumulus Broadcasting Stations
Clear Channel Communications
Colorado Springs Radio Broadcasters
KRCC (NPR)



CDOT and FHWA invite you to review the results of the US 24 West Environmental Assessment (EA)

Public Review and Comment:

Attend Public Hearing - June 11, 2012

4:30 pm to 7:30 pm - Presentation at 5:30 pm
Community Partnership for Child Development
2330 Robinson Street, please enter by the front door

Review and Comment Online

www.coloradodot.info/projects/us24west
From now until July 11, 2012

Review at the Old Colorado City Branch Library

Call 719-477-4970 for more document locations
and information



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CDOT and FHWA invite you to review the results of the US 24 West Environmental Assessment (EA)

Public Review and Comment:

Attend the Public Hearing - June 11, 2012

4:30 pm to 7:30 pm - Presentation at 5:30 pm
Community Partnership for Child Development
2330 Robinson Street, please enter by the front door

Review and Comment Online

www.coloradodot.info/projects/us24west
From now until July 11, 2012



Review at the Old Colorado City Branch Library

Call 719-477-4970 for more document locations and information.

Please see complete details on the ways to comment on the back of this postcard.



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The EA document reports on the environmental impacts of the proposed safety and capacity improvements to US 24 West.

This document is available for public review. Your comments will be accepted from now through July 11, 2012.

We invite your comments in these ways:

1. In Person: Public Hearing - June 11, 2012

Community Partnership for Child Development
2330 Robinson Street - 4:30 pm to 7:30 pm

Reasonable accommodations will be provided upon request for people with disabilities. If you require special accommodations to participate in the public hearing, please call 719-477-4970.
Llame al 719-477-4970 si necesita servicios especiales o si necesita traducción al español para poder participar en esta reunión.

2. Online: www.coloradodot.info/projects/us24west

3. E-mail: us24winfo@wilsonco.com

4. Fax: 719-520-0108

**5. Mail: c/o Wilson & Company, 5755 Mark Dabling Blvd.
Ste. 220, Colorado Springs, CO 80919**



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CDOT and FHWA invite you to review the results of the US 24 West Environmental Assessment (EA)

The EA document reports on the environmental impacts of the proposed safety and capacity improvements to US 24 West.

Ways to Comment:

■ Attend the Public Hearing - June 11, 2012

4:30 pm to 7:30 pm - Presentation at 5:30 pm
Community Partnership for Child Development
2330 Robinson Street - please enter by the front door.

Reasonable accommodations will be provided upon request for people with disabilities. If you require special accommodations to participate in the public hearing, please call 719-477-4970. Llame al 719-477-4970 si necesita servicios especiales o si necesita traducción al español para poder participar en esta reunión.

■ Review and Comment Online

www.coloradodot.info/projects/us24west
from now until July 11, 2012



■ Review at the Old Colorado City Branch Library

Call 719-477-4970 for more document locations and information.

■ You can also send comments by:

E-mail: us24winfo@wilsonco.com

Fax: 719-520-0108

Mail: c/o Wilson & Company
5755 Mark Dabling Blvd., Ste. 220
Colorado Springs, CO 80919



Envision  West
The Entryway



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US 24 W Environmental Assessment Public Hearing Print Coverage

Citizens get chance to sound off on Hwy 24 EA; CDOT accepting written comments until July 11

Capping eight years of meetings and study by the Colorado Department of Transportation (CDOT) and a team of consultants, an open house, presentation and public hearing on the Environmental Assessment (EA) for the Westside Highway 24 expansion project attracted more than 100 citizens June 11.

The event at the Community Partnership for Child Development build-

ing at 2330 Robinson Street marked the last scheduled public gathering before CDOT submits its "Envision 24 West" EA for federal review.

"It's an exciting time," said Dave Watt, the lead engineer for "Envision," extolling the proposed project's potential to solve currently worsening traffic jams on a four-mile stretch of highway west of I-25.

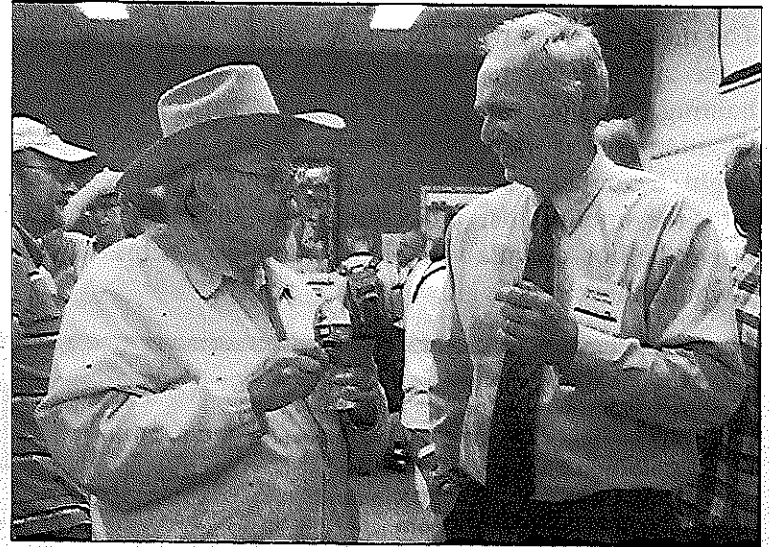
"This is the concluding part

of the study."

In a separate interview, he predicted that approval from the Federal Highway Administration (FHWA) could occur within a few months; however, no construction funding exists yet — neither the estimated \$230 million for construction nor \$50 million to purchase right of way.

The EA presentation

See 'Hwy 24,' Page 5



Dave Hughes (left), a Westside civic leader who has been a regular attendee at the Colorado Department of Transportation's "Envision 24 West" meetings since they started in 2004, talks with "Envision" consultant Kevin Shanks during the open house June 11.

Westside Pioneer photo

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Hwy 24

From Page 1

offered no major divergence from the basic plans that the public has seen over the past four years – a general widening with interchanges at 8th and 21st streets, six-lane at-grade intersections at 26th and 31st and an overpass at Ridge Road. The public hearing revealed some citizen questions, requests and/or complaints. Points that were raised included:

- Noise walls (seeking more information about how the locations to receive such walls were chosen and what abatement options exist). Note: Two of the sites are between about 10th and 14th streets, with the other in front of homes west of Ridge Road.
- The lack of ramps at Ridge Road, which would prevent direct highway access to or from Red Rock Canyon Open Space. (The plan suggests that access can come just as well from Colorado Avenue, with Ridge Road safer than it is now by going under the highway.)
- Pedestrian overpasses to better connect the two sides of the highway. (No overpasses would be funded in the project, although the

companion “Midland Greenway Plan,” which was handed out at the June 11 event and includes a non-stop Midland Trail along the project’s length, shows a potential overpass at 25th Street that could be separately funded).

- Seventy-seven business relocations, including a loss of much of the existing stores at the 8th and 21st intersections. The concern is that such would hurt Westside commerce

The EA predicts that all 77 eliminated businesses will be able to relocate within 10 miles of where they are now.

(although the EA predicts that all 77 will be able to relocate within 10 miles of where they are now, and that the easier access afforded by an upgraded highway will prove a boon for business).

- The 21st Street interchange (its need was questioned, in part because of property losses at every corner except the one with the historic, recently renovated Midland Roundhouse. The EA states that it’s needed because of anticipated traffic volumes).

- A potential “greenway,” partially funded by CDOT, that’s envisioned along Fountain Creek where Naegele Road is now. One concern is that there’s no guarantee the creek will have much flow (because Colorado Springs Utilities can – and does at times –

divert most of its water at 33rd Street).

- The statistical data that led to regional traffic projections (questions were brought up as to whether the CDOT analysis is overestimating future traffic and is thus seeking greater roadway capacity than needed).

Watt credited citizens for helping drive many of the key decisions that led to the final EA, such as keeping 26th at grade to ease access to Old Colorado City, respecting the Roundhouse building’s National Historic Registry status at 21st Street and changing the roadway design for the adjacent Cimarron/I-25 interchange to use one less stoplight.

Another CDOT handout at the June 11 meeting was a color booklet called “Shifting Gears,” that claims “51 ways the community shaped the solution for US 24 West.”

“The Westside community was very much engaged in the process,” Watt said at the meeting. “We may not have always agreed, but because of sticking with it we have a lot better project.”

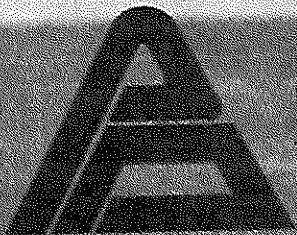
Should funding become available, the EA states that Eighth Street is the highest priority for that part of the highway corridor, along with the Cimarron/I-25 interchange. The latter is not part of Envision 24 West, although aspects of the project (such as a future flyover)

See ‘Hwy 24,’ next page

SATURDAY BUSINESS Magazine

With
Robin Roberts

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As in past years, Ride for

Hwy 24

From Page 5

would augment it.

Two of the speakers, Organization of Westside Neighbors (OWN) President Welling Clark and former OWN president Jim Fenimore, urged CDOT to build the Eighth Street interchange first and see if that solves the main traffic problems before moving on to any other authorized work in the EA.

Bill Koerner, former Manitou Springs mayor, who represented the town on a CDOT-organized technical committee during the planning period, lauded "Envision" as a "marvelous result for anybody on the Westside," although he did urge CDOT to "make it look good."

For those who did not go to the meeting, a public comment period is continuing through July 11. The EA can be found at the website: coloradodot.info/projects/us

24west. A hard copy is at the Old Colorado City Library.

The Envision phone is 477-4970. The e-mail is us24winfo@wilsonco.com.

CORRECTION: Based on initial information from CDOT, a graphics cutline in the June 7 *Westside Pioneer* incorrectly stated that the KFC at 31st and Colorado would be one of the property acquisitions in the expansion project. CDOT has since clarified that this would not be the case.

Westside Pioneer article

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June 15, 2012 Volume XXX, Number 24

Public Reviews Environmental Impact of Plans for U.S. Highway 24

BY CALEB VOLZ

More than 100 people gathered Monday, June 11, to hear about the state's plans for changing the stretch of U.S. Highway 24 from Manitou to Manitou Springs, and how those plans will impact the surrounding environment.

The public meeting at the Community Partnership for Childhood Development office on Robinson Street focused on discussing the recently released U.S. 24 West Environmental Assessment (EA) with interested citizens in an open forum, but leaders of the U.S. 24 West project also used this opportunity to discuss the overall plans with community members.

The EA brought before the community, which will be publicly available for comment until July 11, evaluated how the proposed changes to U.S. 24 would



Interested community members reviewed maps of proposed changes to U.S. Highway 24 at a meeting held by the Colorado Department of Transportation at the Community Partnership for Childhood Development office on Robinson Street last Monday.

affect the areas around the highway. Mitigating steps were proposed for each negative effect.

The environmental assessment indicates that the project will actually have a positive impact on Fountain Creek as it will reduce the flood plain area from 378 acres to 228 acres, and improve the creek's water quality through the use of special filtering ponds. According to the EA, the trails and parks near U.S. 24 would remain largely unaffected and the Red Rocks Canyon Open Space and America the Beautiful Park will be completely untouched.

However, not all surrounding areas will be unaffected. Plans call for the whole or partial acquisition of about 100 properties at various places along the five-mile stretch of U.S. 24, including mostly commer-

Continued on page 17

Highway 24

from page 1

cial properties but also some public and private properties and involving approximately 75 different owners. Officials said owners will be offered a fair market price and a chance to negotiate for their holdings.

A final concern raised by the environmental assessment was the increase in noise created by the project which the Colorado Department of Transportation (CDOT) says will be mitigated by the construction of strategically placed walls to block the noise from potentially affected communities.

According to CDOT officials, the highway plans are designed to address future needs in the area. Since that section of U.S. 24 was built in 1964, there have been few if any major improvements.

"What you see is about what was built in 1964," said CDOT Resident Engineer and Project Manager Dave Watt. The problem is that while the highway has not changed, the amount of traffic it carries has. The populations of El Paso and Teller counties have grown dramatically since 1964 and, according to CDOT, are projected to continue growing into the future so that U.S. 24 will not be able to efficiently carry traffic from downtown into the mountains and vice versa.

In 2004, CDOT initiated this plan to allow U.S. 24 to effectively carry greater

volumes of traffic. The major features of the plan now are to maintain four lanes of highway west of Ridge Road, create an overpass at Ridge Road, increase U.S. 24 to three lanes of traffic moving in each direction from 26th Street to 31st Street, and slide the intersection of U.S. 24 and 21st slightly to the north of its current location.

In changing the location of the 21st Street intersection, according to Watt, the project has no intention of acquiring or impacting the Midland Terminal Railroad Roundhouse which is on the national historic register, and is protected by the federal government.

These overall plans will be "a great improvement to the U.S. 24 corridor," said Tom Wrona, a CDOT regional transportation director.

The intent is to carry out the complete project with an estimated cost of \$230 million in phases over the next 25 years, as funds become available. The first priority as determined by the Pikes Peak Area Council of Governments will be improving the I-25/U.S. 24 interchange which will take an estimated \$87 million in funds.

For more details on the project and the environmental assessment, and to give comments, see: <http://www.coloradodot.info/projects/us24west>



June 7, 2012

Your weekly news source for the Colorado Springs Westside

Volume 9, Number 23

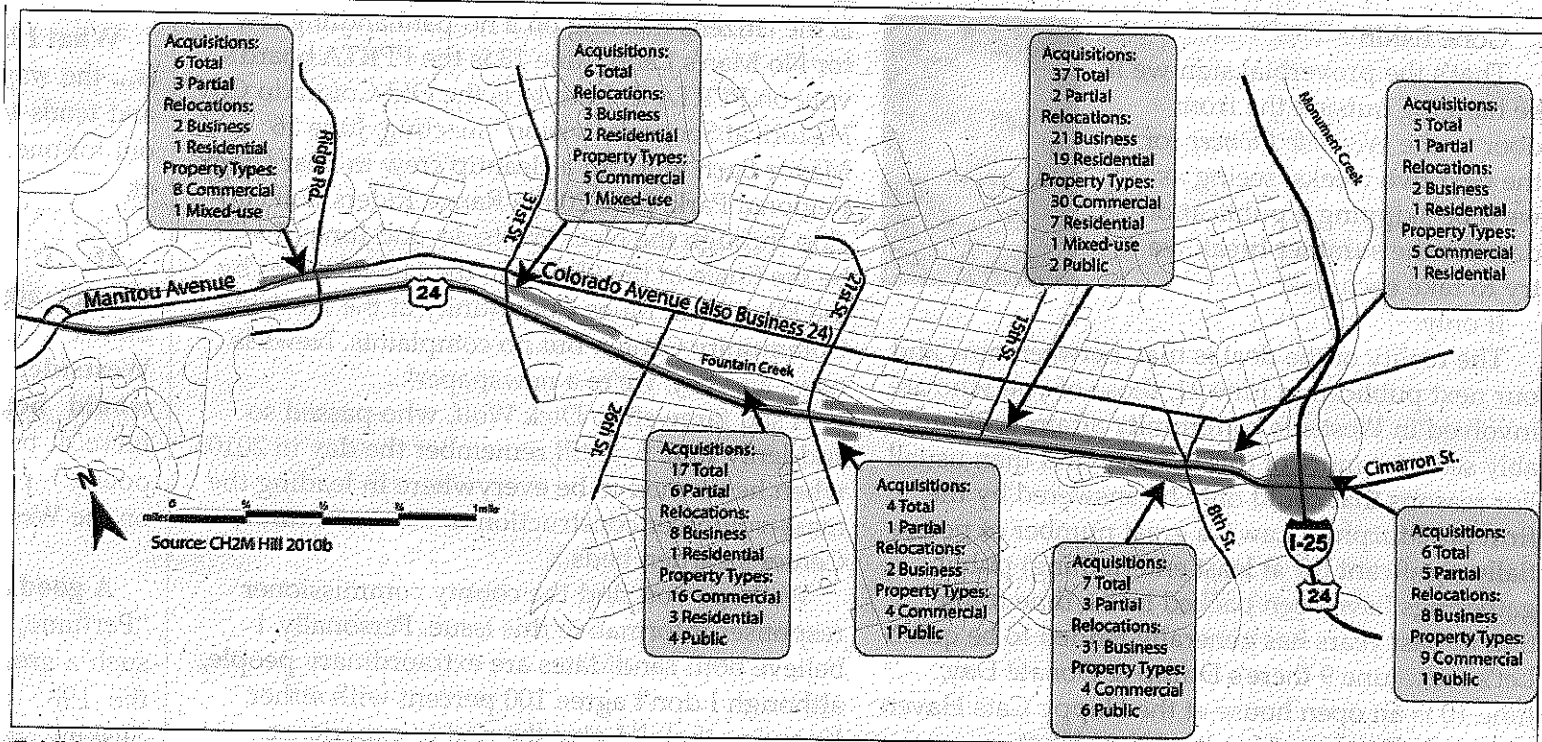


Exhibit 3.6 of the US 24 West Environmental Assessment (EA) shows sites where property acquisitions are needed for right of way in the envisioned expansion project. The state is required to pay fair market value and relocate property owners if the taking is significant enough. Not displayed in the exhibit (but shown elsewhere in the EA) is a swath along the west side of 31st Street that would take out the KFC restaurant.

Courtesy of Colorado Department of Transportation and CH2M Hill

8th Street interchange to lead off Hwy 24 work

The Eighth Street interchange is slated to be the first project in the planned \$230 million Westside Highway 24 expansion, according to the US 24 West Environmental Assessment (EA) that was released for review in late May. A public hearing on the document, prepared by the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA), will be Monday, June 11 from 4:30 to 7:30 p.m. – including a presentation from 5:30 to 6 – at the Community Partnership for Child Development office, 2330 Robinson St.

See 'Hwy 24,' Page 6

Hwy 24

From Page 1

The project scope, also including an interchange at 21st Street and expansion from four to six lanes from 21st to Ridge Road, is between I-25 and Ridge.

"The 8th Street and US

24/I-25 interchanges are the highest priority on the US 24 corridor because this complex serves both local and regional motorists, and currently experiences the most congestion," reads Section 2.5 of the EA.

The idea is to coordinate the work as much as possible with a separately

planned CDOT reconstruction of the I-25/Cimarron interchange about a third of a mile east of Eighth Street, elaborated Dave Watt, lead engineer on the US 24 West effort. No time frame has been set for the Highway 24/Eighth Street construction, although the EA notes that the region's

Transportation Improvement Plan (TIP) includes the proposal that \$3 million be put toward "final design activities" as early as 2013.

The interchange, in which the highway would go over Eighth Street, would mean the elimination of the Colorado Place shopping center at the southwest corner as well as commercial activity at the southeast cor-

ner (formerly the Express Inn, it's currently inactive). The northside corners would stay basically the same as now. The Midland Trail would be slightly relocated (and get rebuilt with an "undercrossing" at the interchange), the EA states.

A benefit to highway users would be no longer

See 'Hwy 24,' Page 9

June 7, 2012

WESTSIDE
Pioneer

Page 9

Hwy 24

From Page 6

facing a stoplight at Eighth.

The project would also rebuild or replace the two Fountain Creek bridges near the interchange.

After the Eighth Street interchange project is complete, US 24 West would continue west toward the 21st Street interchange, which would also have the highway on top.

As at Eighth, there is no clear schedule for the actual

construction at 21st, nor for any of the rest of the corridor. "Moving Forward," a separate regional document that lists project priorities by dates, suggests that Eighth might not occur until 2020 and 21st Street until 2030. "It depends on how the

funding comes in," Watt said.

Also, noted CDOT staffer Cheryl Everitt, economic or social changes could alter the methodical east-to-west construction pattern, for example, if private develop-

ment occurred in the Ridge Road area, making traffic upgrades there a priority.

The EA public hearing is required in the CDOT-FHWA process to get the project scope approved.

Westside Pioneer article

A Local & State

SECTION

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TRANSPORTATION

PUBLIC CAN WEIGH IN ON HIGHWAY 24 IMPROVEMENTS

Proposals include widening road, overpasses, improving Cimarron/I-25 interchange

BY BOB STEPHENS
bob.stephens@gazette.com

El Paso County Commissioner Sallie Clark said that Monday's public hearing about planned improvements to U.S. 24 on the west side could

be contentious.

"Highway 24 is very controversial," Clark said. "It has been for a long time."

The meeting is 4:30-7:30 p.m. at the Community Partnership for Child Development office,

2330 Robinson St. The public is invited to attend and make comments.

Clark, who represents that area of the county, was asked if she'll attend.

"Are you kidding? Oh, yeah,

I'll be there," she said. "And I'll have a pre-meeting."

The Colorado Department of Transportation and the Federal Highway Administration completed an environmental assessment on the impacts

SEE HIGHWAY • PAGE 4

**TO
LEARN
MORE**

For details, visit www.coloradodot.info/projects/us24west.

Mother writes with honesty about tough times in family

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LOCAL & STATE

HIGHWAY: Clark says adding overpass disputed because it affects businesses

FROM PAGE 3

of safety and capacity improvements planned for U.S. 24. The public comment period, which lasts 45 days, ends July 11.

At Monday's hearing, displays will be set up for viewing, with U.S. 24 West Project Team members available to answer questions. A 30-minute presentation at 5:30 p.m. will provide information about proposed improvements, which include:

- Widening four miles of U.S. 24 from Interstate 25 west to Ridge Road.
- Upgrading 8th and 21st street intersections to overpasses, eliminating stoplights.
- Replacing nine bridges.
- Improving the Cimarron/I-25 interchange.
- Improving the Midland

Trail.

- Widening intersections at 31st and 26th streets.
- Building a Ridge Road underpass for access to Red Rock Canyon from Colorado Avenue.

CDOT Project Manager Don Watt said it's a "phased project" that is expected to cost \$230 million, although no funding is earmarked. Funding would likely come from a variety of sources, including CDOT.

"It's all about striking a balance," Watt said. "This has been an eight-year process. We hope to issue a final decision document late this summer. I'll call that a building permit."

Clark said the first phase should be the Cimarron/I-25 interchange.

Watt said the final decision document means that U.S. 24 West would then

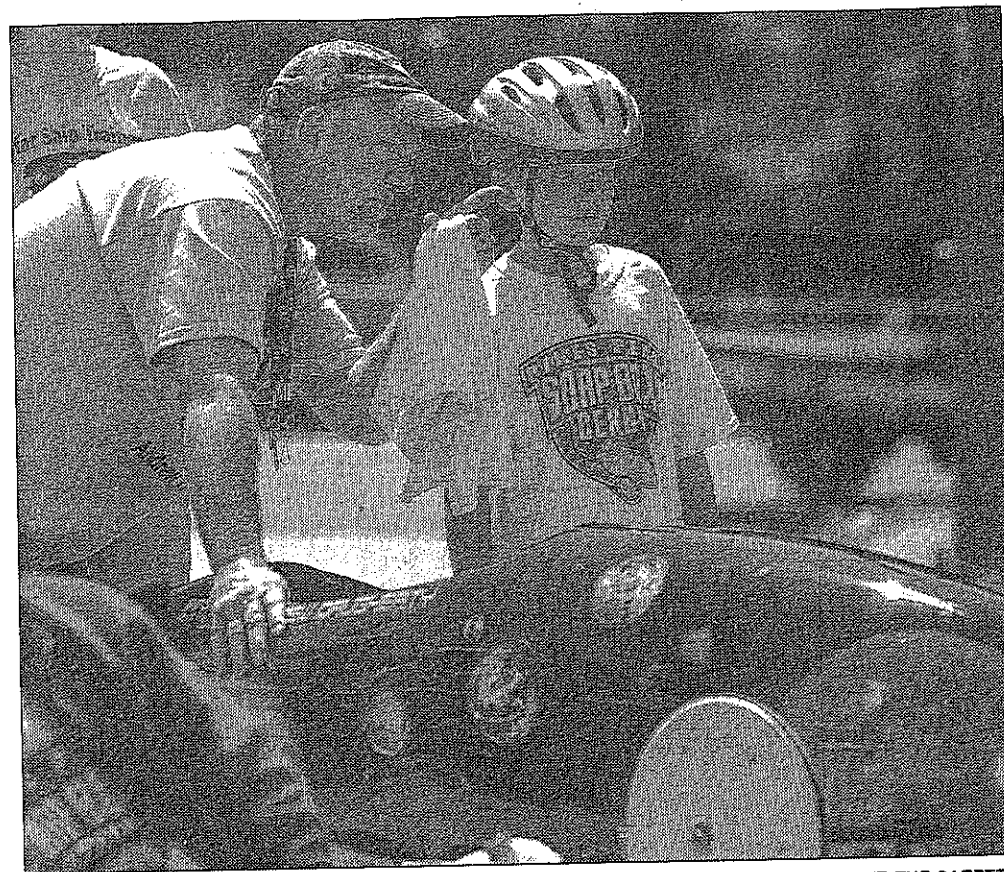
be in the mix with the Cimarron/I-25 interchange and Powers Boulevard projects whenever funding is available.

The Pikes Peak Area Council of Governments — which includes El Paso County, the city of Colorado Springs and Manitou Springs among its members — listed the Cimarron/I-25 interchange as its top priority.

Clark said adding an overpass at 21st Street is the most controversial aspect because the space needed would eliminate several business sites, including the old railroad Round House.

"The neighborhood objects to it," Clark said. "People don't want an overpass at 21st Street. Neither do I."

Contact Bob Stephens: 636-0276
 Twitter @bobgstephens
 Facebook Gazette Bob Stephens



JERILEE BENNETT, THE GAZETTE

Andrew Daugherty gets some racing tips from his dad, Dennis Daugherty, before racing Sunday in the Pikes Peak Soap Box Derby.

RACE: Building cars creates family bonds, director says

FROM PAGE 3

his lungs, and the chemotherapy left him unable to go to school for weeks at a

artist's commitment to seriously ill children.

"Between Facebook and PayPal, the money just started coming in," she said.

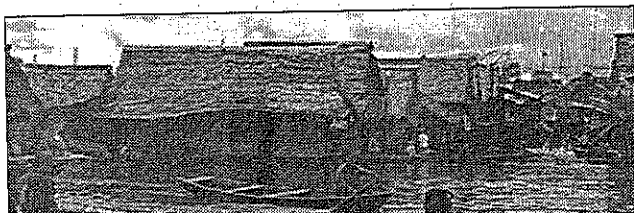
the best," mentor Ron Heard said.

One of their racers, Jesse, 11, showed up in his slippers to save weight and give himself

PERU: 'Experience transforms the lives of young people'

FROM PAGE 3

teach dental hygiene and distribute toothbrushes. The students also will teach wound care to deal with such common ailments as



PIONEER

WESTSIDE



FREE

May 31, 2012

Your weekly news source for the Colorado Springs Westside

Volume 9, Number 22

Highway 24 Environmental Assessment goes before public

Leading up to a public hearing Monday, June 11, the Colorado Department of Transportation (CDOT) has released to the public its Environmental Assessment (EA) for a proposed major expansion of Westside Highway 24.

The hearing will be from 4:30 to 7:30 p.m. — including a presentation from 5:30 to 6 — at the Community Partnership for Child Development office at 2330 Robinson St. and will

The EA release is a milestone in the public planning process that CDOT started in 2004. The expansion is proposed based on traffic pre-conditions that the current four-lane highway, slowed by at-grade intersections, will have continually worse traffic jams in the coming years. The document contains an executive summary, six chapters and nine appendices, detailing development plans as well as mitigation of construction impacts on traffic, noise, drainage, parks, historic properties and other areas.

When finalized, the EA will be a formal document that goes to the Federal Highway Administration (FHWA) for review. If the

See Hwy 24, Page 13

Hwy 24

From Page 1

FHWA approves the EA, it will become the document used for construction; however, no funding has yet been appropriated for the targeted four-mile corridor between I-25 and Ridge Road.

The public will have 45 days to comment on the EA. Copies are available on

the Westside at the Old Colorado City Library, 2418 W. Pikes Peak Ave.; or the Pikes Peak Area Council of Governments building, 15 S. Seventh St., or online at coloradodot.info/projects/us24west.

The EA's basic expansion layout is like that of the "preferred alternative" that CDOT presented in 2010, calling for interchanges at 8th and 21st streets, six-lane at-grade intersections at 26th and 31st streets and an overpass at Ridge Road.

15 and 18 feet in height, would be built on the north side of the highway between 11th and 14th streets, as well as in front of the the A-1 mobile home park on the south side of the highway around the 1500 block and in front of the residences on the south side of the highway on Red Canyon Place (just west of Red Rock Canyon Open Space).

Assuming a new interchange will also be built at I-25 (a project that's separate from the scope of the EA), the document calls for a "flyover" from the highway to carry eastbound

drivers to the northbound interstate lanes.

CDOT will only fund Ridge Road as a no-access overpass; however, "others" could add ramps there, according to EA's "Proposed Action" map.

"Others" could also fund an overpass at 15th Street with an eastbound on-ramp and a westbound off-ramp, the map shows.

Another possibility for "others" would be to create a kind of frontage road south of the highway, connecting the Gold Hill Mesa development with Eighth Street.

With the interchange at 21st Street, the Prospector statue "will be relocated to a location along US 24," the EA states.

'Approximately 78 acres of land would need to be acquired through acquisition of all or part of 109 parcels.'

—EA Executive Summary

(continued on next page)

G

**US 24 W Environmental Assessment Public Hearing
Verbal Comments at Hearing
Written Comments at Hearing
Emailed Comments (as of July 2, 2012)
Mailed Comment (as of July 2, 2012)**

Everitt, Cheryl A.

From: c.vilcek@gmail.com on behalf of Vilcek [littlewolf@pcisys.net]
Sent: Tuesday, May 22, 2012 12:56 PM
To: us24winfo
Subject: Light rail and HOV lane question

US 24 W Info,

Your website says:

Q: Were high occupancy lanes (HOV) lanes studied for the corridor?

A: Yes. HOV lanes were suggested as a solution in the beginning of the project, as was light rail to Teller County. A member of the Technical Leadership Team, representing Mountain Metro Transit reviewed these suggestions and the long range plans for transit on US24 and found that US 24 West was not planned as an HOV corridor nor a light rail corridor.

I'd like to understand why a representative of Metro Transit was allowed to make the determination that light rail was not a consideration. That sounds like a conflict of interests. Could you please explain?

Thank you,
Mrs. Vilcek

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Thursday, May 24, 2012 3:08 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
P.J.
Last Name
Robbins
Street Address
332 Rockledge Lane
City
Manitou Springs,
State
CO
Zip Code
80829-2324
Telephone
719-685-1711
Fax
Your E-Mail Address
pjrobbins@q.com

Comments

Have read the documents for proposed action and non-action, and I am in total agreement and support the "proposed action" plan to improve the traffic flow for this area for years to come...PJR

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Friday, May 25, 2012 11:37 AM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
 Thomas
Last Name
 Gartner
Street Address
 2727 West Platte Ave.
City
 Colorado Springs
State
 CO
Zip Code
 80904
Telephone
 719-339-8029
Fax
Your E-Mail Address
 tgartner01@yahoo.com

Comments
I would like to see all traffic lights removed or mitigated. Hwy 24 should be a by pass road with minimum traffic lights for ease in getting to the mountains.
Also, what about light rail line along Hwy 24 for future transportation needs? Of course in-conjunction with Colorado Springs Transportation Plans. Thanks

Thanks!
Alison

Everitt, Cheryl A.

From: Andrea.Garcia@CH2M.com
Sent: Thursday, May 31, 2012 10:12 AM
To: Lisa.Streisfeld@dot.state.co.us; Robert.Frei@DOT.STATE.CO.US
Cc: MaryJo.Vobejda@CH2M.com; David.Watt@DOT.STATE.CO.US; Everitt, Cheryl A.; Andrea.Garcia@CH2M.com
Subject: RE: US24 West EA

Lisa,
I assume we will add this to our list of formal comments and address it with all other comments in the Decision Document which is why I copied Cheryl. Since sending out a biologist will impact the budget, I have copied Dave and Mary Jo on this email. I suggest we wait until the comment period closes to see if other similar issues come out that will need follow-up with field staff. That way we can use our environmental staff efficiently.

Regards,
Andrea Garcia

From: Streisfeld, Lisa [<mailto:Lisa.Streisfeld@dot.state.co.us>]
Sent: Thursday, May 31, 2012 9:36 AM
To: Frei, Robert; Garcia, Andrea/DEN
Subject: RE: US24 West EA

I have not seen any Gunnison prairie dogs in the project area. However, having a biologist do another walk through...especially near gold hill mesa and thecreek is a good idea. The data is a little stale and having a new set of eyes to review would be helpful. Lisa

From: Frei, Robert
Sent: Thursday, May 31, 2012 9:34 AM
To: andrea.garcia@CH2M.com
Cc: Streisfeld, Lisa
Subject: FW: US24 West EA

Hi Andrea-
Address the informal comment below from USFWS for the Final EA.
Thanks-
Rob

→ **From:** [Alison Michael@fws.gov](mailto:Alison_Michael@fws.gov) [mailto:Alison_Michael@fws.gov]
Sent: Wednesday, May 30, 2012 4:27 PM
To: Frei, Robert
Subject: US24 West EA

Hi Rob,

I didn't want to make a formal comment about this on the website, so I'll tell you instead! If you want me to comment formally, let me know. I noticed that the most recent species list for the project is from 2005. As you know, there have been changes since then, which may or may not affect the analysis. I think that the biggest change is the addition of the Gunnison's prairie dog as a Candidate, and it wasn't mentioned in the EA. I don't know if they're in the project area or not, given its urban nature.

5

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Friday, June 01, 2012 10:33 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name

Rob

Last Name

Luggie

Street Address

301 Crystal Hills Blvd.

City

Manitou Springs

State

CO

Zip Code

80829

Telephone

Fax

Your E-Mail Address

rob.luggie@gmail.com

Comments

I support the midland expressway option. My wife and I travel U.S. 24 quite often and are frustrated by the poor traffic flow and poorly timed stop lights at the intersections. We have found that, if traveling to downtown Colorado Springs, we can reach our destination just as quickly by taking Colorado Avenue despite that fact that the speed limit on 24 is almost twice as high. But despite this frustration, I think we are most excited about the possibility of an overpass at Ridge Road. We often hike down through RRCOS to travel by foot to Old Colorado City, and we have been wishing there was a safe way to cross 24 on foot. In fact, I think the No Action Proposal should include such a remedy. When I was growing up in Montana, the state dug tunnels under Hwy 93 for wildlife to safely cross the road. Something like this with a hiking/biking trail would be great.

6

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Saturday, June 02, 2012 7:48 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
Werner
Last Name
Heim
Street Address
881 Oxford Lane
City
Colorado Springs
State
Colorado
Zip Code
80905
Telephone
(719) 632-4415
Fax
Your E-Mail Address
wheim@coloradocollege.edu

Comments

Maps with more detail are needed on this web page for the major intersections, e.g. I25/US24, Eighth Street/US24, etc. Eventually, an Interstate road will be needed from a junction with I-70 near Limon to one with I-70 near Grand Junction and passing through Colorado Springs. Therefore, US24 should be rebuilt to meet Interstate standards for eventual incorporation into this new Interstate road.

7

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Thursday, June 07, 2012 11:16 AM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
Robert
Last Name
Giacolono
Street Address
20101 Thunder Rd. West
City
Colorado Springs
State
CO
Zip Code
80908
Telephone
719-522-2455
Fax
Your E-Mail Address
rjg193@hotmail.com

Comments

From what I see I like the Proposed Action Map. I am surprised that 31st and 26th street intersections are at-grade, but I understand that some WestSiders did not want US24 to turn into an expressway though their neighborhoods.

My comment is that I hope construction on the 8th St. and I25 portion of this plan could be started earlier than the rest of the project if there are not enough funds for the entire project. The interchange at I25 and Cimmaron (US24) is dangerous and needs to be modified as soon as possible. Fixing the I25 interchange should be a top priority.



Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Friday, June 08, 2012 1:50 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
Bill
Last Name
Koerner
Street Address
1040 S. 8th St
City
COS
State
CO
Zip Code
80905
Telephone
719-633-6884
Fax
633-7480
Your E-Mail Address
bill@trailsandopenspaces.org

Comments

Will the US 24 flyover design at Ridge Road include a trail connection both north to the Midland Trail and South to Red Rock Canyon Open Space? I expect that Ridge would accomodate this trail connection per previous discussions but want assurance that it is in the design.

Thanks, Bill

Trails and Open Space Coalition
633-6884

the tourist-attracting Round House and the inevitable closure of the Ghost Town Museum is BAD PUBLIC POLICY.

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Monday, June 11, 2012 8:38 AM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
David
Last Name
Hughes
Street Address
6 North 24th Street
City
Colorado Springs
State
Colorado
Zip Code
80904
Telephone
719-636-2040
Fax
Your E-Mail Address
dave@oldcolo.com

Comments

Under ANY and ALL proposed changed DO NOT EVEN THINK ABOUT removing the original, historic, Midland Railroad Round House on the South West corner of existing 21st Street. Nor should there be a vehicle Overpass built between the south and north sides of 21st Street at that same location

That extensively (and very costly) redeveloped Round House, connected on the same tract of land to the ONLY Museum,(Ghost Town Museum) that is readily tourist-accessible off US24 with ample parking between the Round House and the Museum, built out of the original large Railroad Yard buildings.

Those two structures - the Round House and Ghost Town Museum (which has large stagecoach sized items which CANNOT be fit into smaller buildings) are inextricably linked to the Old Colorado City National Historic district (with 100 smaller commercial buildings) between 24th and 27th Streets on Colorado Avenue.

The proposed widening of all US24 (which sits, actually, on the original Midland Railroad track bed) all in the worship of accommodating automobile traffic the largest portion of which is just local - from Woodland Park to Manitou - daily business traffic, flies in the face of national and state efforts to REDUCE car traffic in our looming energy reducing nation. Already your plans will destroy large number of businesses adjacent to the Midland Expressway - which have served (business and employment) for the lower income Westside of Colorado Springs)since 1963 when you FIRST built the expressway.

The entire Midland Corridor project will be, in any case, destructive and NOT supportive of the Westside Colorado Springs economy. To further destroy, only for the purpose of reducing by a few minutes the pass-through traffic times on the Midland Expressway segment of US 24, by destruction of

10

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Monday, June 11, 2012 12:43 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name

Nancy

Last Name

Poe

Street Address

901 and 907 West Cucharras

City

Colorado Springs

State

CO

Zip Code

80904

Telephone

Fax

Your E-Mail Address

nancypoe@q.com

Comments

The proposed construction map is unreadable online. I am handicapped and not able to get to meeting. My two properties in the address above, 901 and 907 West Cucharras will be directly affected by the proposed construction. The I-25 US West 24 interchange needs to be redone. The 8th street and 21st street and certainly not the Ridge Road intersections do not need to be redone. All you will do is to destroy tourism and land values west of Ridge Road all the way to Lake George by your construction and destroy residences that are impacted by the increased size of the intersection construction because of the increased noise and fumes. Additionally you will be wasting taxpayer dollars on construction that is not needed. Fix I-25 and US 24 West and leave it at that. There is no congestion at Ridge Road and 24. Period. 21st street works just fine and there is no congestion there either. The 8th street congestion is the result of the I-25 exchange. Why don't you fix just I-25 and then see what happens before committing our tax dollars to fix problems that don't exist. Why didn't you print a decent size map showing exactly what is proposed and put it in the Gazette so that people could see it instead of giving us a pastel and charcoal mess online or mandating that we go see it at the library. I can't climb the steps.



Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Monday, June 11, 2012 1:12 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
Donald
Last Name
Kallaus
Street Address
1312 E. Madison St.
City
Colorado Springs
State
CO
Zip Code
80907
Telephone
719 630-7332

Fax
Your E-Mail Address
Comments

The Historic Midland Railway Roundhouse is an integral part of the unique history that makes up Old Colorado City/Colorado Springs westside. An irreplaceable asset. Its beautiful renovation ensures its place, not only as an important asset, but a place of social gathering much vital to not just the westside, but to the overall community, region and state.

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Monday, June 11, 2012 2:58 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
Suzanne
Last Name
Schorsch
Street Address
220 Medford Drive
City
Colorado Springs
State
Colorado
Zip Code
80921
Telephone
719331-1786
Fax
Your E-Mail Address
suzanne.schorsch@gmail.com

Comments
Please do not widen US 24 in any manner that would destroy the historic roundhouse of the midland railroad or the Ghost Town museum!!!! We have lost too many historic treasures in the Colorado Springs area in the name of "progress" which really only hurts the area as we "look" no different that any other city. We must hold on to those things that give Colorado Springs its unique historic feel. If you want a by pass, that is exactly what you will get..Tourist will bypass Colorado Springs and Old Colorado City to head to other destinations!

Flat surfaced brick and concrete walls do not reduce the overall sound level, but rather reflect the sound in a different direction. I wonder if it would be possible to experiment with walls that have alternating concavities and convexities to scatter the noise. Another possibility would be wedge shaped forms projecting from the walls that would deflect the noise skyward, diminishing lateral noise deflection, rather than simply redirecting to a slightly higher neighborhood. Again, the aesthetics of having evergreen spruce trees lining the highway would be ideal, but I have been told by some of your project team members that trees do not reduce noise penetration levels significantly.

5) I agree strongly with the first speaker and with County Commissioner Sally Clark that ramps are desirable at Ridge Road and should be part of any funding for the proposed project. I have stated this in previous comments to CH2M HILL.

There are multiple reasons to include ramps at Ridge Road, not the least of which is the economic damage that was done to the area now known as "No Man's Land" when the main highway, which was previously Colorado Avenue, was moved to its present location with the building of Hwy 4 (on the previous Midland Railroad right-of-way), which Hwy 4 was later renamed Hwy 24 or I-24.

The old Colorado Avenue highway, much like Route 66, was lined with motels, rental cottages/cabins, roadside stands that sold ice and cider, and grocery stores, which all depended for their livelihood to a large extent on the summertime traffic that passed by on the Colorado Avenue highway. When the highway moved to its present location, CDOT should have erected signs along the new highway pointing to the abandoned area of Colorado Avenue and reading "Lodging, Gas, Food, Water - Next Right." Adding ramps at Ridge Road would allow for more direct access to this disadvantaged economic zone and end the isolation that has long plagued the business community in this area.

Another problem that results from not adding ramps at Ridge Road will be the increased traffic on Colorado Avenue between 31st St and Ridge Road. There is already considerable congestion along Colorado Ave. in front of Red Rocks Shopping Center, Long's Drugs, and Safeway. Adding volume to this stretch of road will be precarious.

Similarly, the section of 31st St that connects Hwy 24 and Colorado Avenue is very short, occurring where those 2 roadways form the neck of an hourglass formation. Already, the traffic going north on 31st St is backed up from the light at Colorado Ave nearly into the oncoming westbound traffic on Hwy 24. If the projected traffic volumes for 2020 and 2035 become a reality, traffic will be backed up into Hwy 24. Forcing additional traffic onto this already congested connecting section of 31st St, which traffic would otherwise go to a Ridge Road with ramps, is not desirable.

Ridge Road is so named because it follows the geological ridge formation down from Garden of the Gods Park to the north of Hwy 24. It also provides convenient access to the Red Rocks Canyon Park to the south of Hwy 24. Both of these parks continue to experience increases in park visitors annually, many of whom use the existing ramps at Ridge Road-Hwy 24 intersection.

Similarly, the residents of "Red Canyon Place" residential neighborhood on the southwest corner of Ridge Road-Hwy 24 intersection would be severely disadvantaged getting to and from their homes without continued access directly from Hwy 24 to Ridge Road.

Thank you for this opportunity to participate in planning for the future of the Westside and the Colorado Highway System.

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Friday, June 15, 2012 8:32 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
Peter
Last Name
Dunn
Street Address
710 W. Pikes Peak Ave
City
Colorado Springs
State
CO
Zip Code
80905-1531
Telephone
719-471-1293
Fax
Your E-Mail Address
wavetheory_99@hotmail.com

Comments

I attended the US 24 West Environmental Assessment Public Hearing on June 11, 2012 at the CPCD building on Robinson Street and have attended many of the earlier meetings regarding the planning and conception for the Hwy 24 Corridor project(s). I agree with basically all the comments made by those who spoke during the public comment period at the meeting.

- 1) I would like to see more advance planning for pedestrian/bicycle/wheelchair passage across, over, or under the completed highway so that the improved Hwy 24 does not end up being a physical barricade/social barrier between neighborhoods, schools, and parks.
- 2) I agree with the project team's objective to speed up the traffic along the 24 corridor by eliminating some of the traffic lights. However, I question the overall benefit of a 50 mph speed limit when there are going to be 2 signalized at-grade intersections at 31st and 26th Streets, which come in close sequence to each other. It seems that accommodation should be planned to allow for future addition of ramps at both 31st and 26th.
- 3) If ramps cannot be provided by the proposed project at 31st and 26th streets, then there seems to be little reason to attempt to speed up the traffic at 21st Street. By staying at grade at 21st Street, this would preserve Angler's Covey, protect the view from and to the Round House, and allow the Miner's statue to remain at basically the same location.
- 4) I would comment that the addition of noise mitigation walls during the rebuilding of I-25 a few years ago was not completely successful. Some of my neighbors who live in the first and second blocks of N 7th St (north of W. Pikes Peak Ave) have experienced significantly increased noise levels where they had little noise before. We are unsure whether this increase in noise was a result of changing the road surface to concrete from asphalt or a result of adding the noise mitigation walls.

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Wednesday, June 20, 2012 9:24 PM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name
Ray
Last Name
Krueger
Street Address
1913 Flintlock Ter W
City
Colorado Springs
State
Colorado
Zip Code
80920

Telephone
Fax
Your E-Mail Address
Comments

Page 1-2, lines 41-44 incorrectly mention an express bus commuter service which refers to the Ute Pass Express terminated by Mountain Metro Transit several months ago.

Everitt, Cheryl A.

From: WCMS_Notify@dot.state.co.us
Sent: Tuesday, June 26, 2012 4:25 AM
To: us24winfo
Cc: Everitt, Cheryl A.
Subject: Form Submission

First Name

daniel

Last Name

fleming

Street Address

430 saint vrain pl apt g

City

colorado springs

State

colorado

Zip Code

80904

Telephone

719-930-9749

Fax

Your E-Mail Address

danflem1@juno.com

Comments

My concern is the total possible destruction of the botanical garden. ie the secrest garden at 19th street. with hundred year old trees we would loose some totaly unique to the west side along with colorado. This site can not be moved and would put itout of business and destroy a mans lifw time work. contrart to what has been said not all of the 77 business can be moved and on your maps you show this as an empty two guest cottages and a guest chapel wedding event site and reception area. We can't believe you wish to pave paradise for a road. 21st street in not needed with its by pass . to send that type of traffic past the chrush on colorado is ridiculas. you should only have major acces at 8th and 31st and have just side access at 21. You need to reevaluated this concept and update you mapps since they are outdated already. The area changes every year. Thank you and have a good day.

Rec'd 6/15/12

OFFICIAL COMMENT FORM

In order for your comment to be officially recorded, please drop it in the comment box provided or mail this form to: c/o Wilson & Company, 5755 Mark Dabling Blvd., Ste. 220, Colorado Springs, CO 80919 or send via fax to 719.520-0108, You may also comment officially in person at the Public Hearing, online at www.coloradodot.info/projects/us24west

Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 6-14-12

Ed PRENZLOW
*First Name *Last Name

(719) 244 0948
Area Code Phone Number

411 So. 26th ST
Street Address

()
Area Code Fax Number

C.S. CO 80904
*City *State *ZIP

Ed.PRENZLOW@gmail.com
E-mail Address

Comments:

WHY CAN'T NOISE BARRIERS (OR ALTERNATIVES) BE ON THE SOUTH SIDE OF 24 FROM 24th TO 26th STREETS? NOISE BARRIERS WERE RECOMMENDED FOR A-1 MOBILE HOMES WHICH ARE AT LEAST 200' FROM HIGHWAY. A CHILD LEARNING CENTER AND MAYBE A DOZEN RESIDENTS (SINGLE FAMILY) ARE ON ROBINSON ST. FROM 24th TO 26th. IN ADDITION, THERE ARE 50+ RV SPACES AND CABINS FROM 25th TO 26th ST - SOME WITHIN 20' (TEN TIMES CLOSER) & MANY OF THESE SPACES ARE OCCUPIED FOR MONTHS AND SOME FOR MORE THAN A YEAR OR TWO. AS FAR AS THE GOLDFIELD RV PARK IS CONCERNED, NOISE IS NOT THE ONLY ISSUE. A WALL WOULD PROTECT THE PEOPLE FROM HIGH SPEED CARS & TRUCKS FROM CRASHING THROUGH THE HIGHWAY FENCE, IT WOULD CONTROL WATER (FLOODING) FROM FOUNTAIN CREEK AND VERY IMPORTANTLY - HELP ESTHETICALLY. WOULD YOU PLEASE CONSIDER THE

*Required for documentation and will become part of the project record.

(feel free to use the back side of paper if needed)

ABOVE?

SINCERELY, Ed PRENZLOW



US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 - 4:30 p.m. to 7:30 p.m.

OFFICIAL COMMENT FORM

In order for your comment to be officially recorded, please drop it in the comment box provided or mail this form to: c/o Wilson & Company, 5755 Mark Dabling Blvd., Ste. 220, Colorado Springs, CO 80919 or send via fax to 719.520-0108, You may also comment officially in person at the Public Hearing, online at www.coloradodot.info/projects/us24west

Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: Jane W 6/11/12

Jane Wilson
*First Name *Last Name

(719) 635-2863
Area Code Phone Number

2628 Bott
Street Address

()
Area Code Fax Number

Co. Sp. CO. 80904
*City *State *ZIP

E-mail Address

Comments:

- ① Prioritize 1st - 8th & Cimarron
- ② How can you go from 4 lanes to 6 lanes and back to 4 again where is the traffic going to go? From ~~8th~~ 21st to Ridge - not much traffic is going to turn off. You will have bottlenecks at both ends!
- ③ You are displacing businesses and homes for no gain. Tax revenue will be lost.
- ④ Is the section from 21st to Ridge just a sacrifice so you can get funding? What is the purpose?
- ⑤ The improvements to 21st and 31st st. intersections are better than your 1st proposals

*Required for documentation and will become part of the project record.

(feel free to use the back side of paper if needed)



US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 - 4:30 p.m. to 7:30 p.m.

OFFICIAL COMMENT FORM

In order for your comment to be officially recorded, please drop it in the comment box provided or mail this form to: c/o Wilson & Company, 5755 Mark Dabling Blvd., Ste. 220, Colorado Springs, CO 80919 or send via fax to 719.520-0108, You may also comment officially in person at the Public Hearing, online at www.coloradodot.info/projects/us24west

Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2011

Barbara Hitchcock
*First Name *Last Name

(719) 475-2055
Area Code Phone Number

1029 W. Vermijo Ave
Street Address

() /
Area Code Fax Number

Co spgs Co 80904
*City *State *ZIP

/
E-mail Address

Comments: ① How will you provide safe passage for wildlife from the north side of US 24 to Fountain Creek? Deer have perilously crossed the highway for generations and their habits must be taken into consideration.
② Comments made by Anglers Covey owner are disappointing. As I recall, he moved his business from Colorado Ave after the US 24 project was proposed. He knew his business would be impacted prior to that move.

*Required for documentation and will become part of the project record.
(feel free to use the back side of paper if needed)

OFFICIAL COMMENT FORM

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2012

DAVID MENTER - Transit Planning Supervisor (Mountain Metro Transit)
 *First Name *Last Name Area Code Phone Number
1015 Transit Drive () ()
 Street Address Area Code Fax Number
COLO SPRINGS, CO 80903 dmenter@springsgov.com
 *City *State *ZIP E-mail Address

Comments: I Represent the City of Colorado Springs Transit Services Division.

With respect to the proposed TRANSIT Park N Ride (at US24/31st St), WHAT OPPORTUNITIES EXIST with this project for CDOT to purchase the property at this time?

AT THE present time there are no local transit dollars planned for the city (Mountain Metro Transit) to purchase this site. If there is a chance for an "opportunity" to be preserved by CDOT Action as part of this project of US 24, that at this time looks to be the most feasible way to

*Required for documentation and will become part of the project record. ensure this Park N Ride parcel can be preserved.

(feel free to use the back side of paper if needed)

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11 2012

<u>MIA</u> *First Name	<u>Foster</u> *Last Name	<u>719</u> (630) Area Code	<u>630 7510</u> Phone Number
<u>3165 W. Kiowa</u> Street Address		<u>()</u> Area Code	<u></u> Fax Number
<u>Co Sp</u> *City	<u>Co</u> *State	<u>80904</u> *ZIP	<u></u> E-mail Address

Comments:

Fix ~~the~~ Cimmaron + I-25 otherwise DO NOT FEN U.
Proposal does not address thru traffic - widening will cause a
larger bottleneck + Topography (bluff and creek) w. of 31st
prohibits widening. Negative impact for local residents from
increased fumes, noise, drainage impairment from more
pavement, loss of local business, increased volume of
traffic, wasted taxpayer dollars.
please don't.

* large RV's trucks and other traffic continuing up the pass.

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(feel free to use the back side of paper if needed)



US 24 West Public Hearing
Community Partnership for Child Development
2330 Robinson Street - Colorado Springs, CO
June 11, 2012 - 4:30 p.m. to 7:30 p.m.

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 6/11/12

Dave Dombach
*First Name *Last Name

(719) 306 4698
Area Code Phone Number

1322 Arch St Apt C
Street Address

()
Area Code Fax Number

CS CO 80904
*City *State *ZIP

colordadombach@gmail.com
E-mail Address

Comments:

*Hwy 24 form
Include on-off access to Ridge Rd for Access to Red Rock
Canyon Open Space*

*Required for documentation and will become part of the project record.

(feel free to use the back side of paper if needed)



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 10 June 12

_____		()	_____	
*First Name	*Last Name	Area Code	Phone Number	
_____		()	_____	
Street Address		Area Code	Fax Number	
_____	_____	_____	_____	
*City	*State	*ZIP	E-mail Address	

Comments: This is a great project. My neighbors
hate it because they don't live in reality
that reality is grow and adapt or
perish. Build it soon. And fix 31st
and us 24 soon!! It sucks,

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2012

ANCHIE FISCO
*First Name *Last Name
3023 1/2 W. Colo. Ave
Street Address
CS CO 80904
*City *State *ZIP

(719), 271-0974
Area Code Phone Number
(719), ~~719~~ 632-2873
Area Code Fax Number
anchie129@yahoo.com
E-mail Address

Comments:

My certain concern is about my particular business (Fountain Creek RV Park). It is about 10 acres, of a campground a RV Storage.

- ① When will the project start?
- ② How will you help us relocate the business?
- How will you help us in general?

③ Is it really necessary to remove Fountain Creek RV Park? Why?

- We are providing tourists of Colorado Springs a place to stay while they are giving the city of Colorado Springs ~~business~~ businesses by them going to the places of interest.

Please call us back ASAP (719) 271-0974.

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(feel free to use the back side of paper if needed)



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: June 11, 2011

Anchie FISCO
*First Name *Last Name

(719) - 271 - 0974
(719) 598-0998
Area Code Phone Number

3023 1/2 W. Colorado Ave
Street Address

(719) 632-2873
Area Code Fax Number

CS CO 80904
*City *State *ZIP

anchie129@yahoo.com
E-mail Address

Comments:

I have spent my whole lifeseavings in investing
Fountain Creek RVPark. I am opposed to the
project because it will destroy a very important
business as well as other businesses in the area.

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(feel free to use the back side of paper if needed)



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Date: 6/11/12

ERIC FETSCH
*First Name *Last Name
3323 BISHOP PINE
Street Address
C/S CO 80904
*City *State *ZIP

719 332 2412
Area Code Phone Number
()
Area Code Fax Number
ERIC.FETSCH@COLORADO
E-mail Address CLASSICS.COM

Comments:

INTRODUCE POTENTIAL TIMING BY
10YR INCREMENTS
ADD CONTROL TURN ARROWS ON 26th ST
PUT STOPLIGHT ON RIDGE ROAD
FOR PED / BIKE

RED
YELLOW
GREEN

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 11 June 2012

Karen Fleming
*First Name *Last Name
430 St Krin Pl. Apt G
Street Address
Co. Spg Co 80904
*City *State *ZIP

(719) 633-8234
Area Code Phone Number
()
Area Code Fax Number
kdfleming@yahoo.com
E-mail Address

Comments:

Although this (companies) have alot of carts, graphics, diagrams, and artist work - They seem to be unable (or unwilling) to understand Human, Nature, environmental impact on Residents, Businesses, and Colorado itself.

We believe in land, sky, water & life. But this huge project destroys the fireses to actually look at us as who we are and why we live here. These companies promise "21 Greenway Master plan" like your park n' ride are not even anything that ~~is~~ is in your job description.

Why? Why do we need a monster like this. Because some people have to get somewhere 5 minutes faster? Why destroy the beauty of Colorado Springs - to Add more ~~pay~~ pavement? Why?

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(feel free to use the back side of paper if needed)

There is NO good reason for this - fix what we have and then maybe -



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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 6/11/12

Cindy Horton
*First Name *Last Name

719, 636 3941
Area Code Phone Number

3627 W. Colorado
Street Address

()
Area Code Fax Number

AS CO 80901
*City *State *ZIP

Horton@scac.com
E-mail Address

Comments:

We own and operate The Timberidge of which 1990 is slated to be acquired for flood control.

This parcel will directly adjoin an existing business. We request that any flood control plan include aesthetic considerations.

Morgan

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(feel free to use the back side of paper if needed)

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Public Comments on the Environmental Assessment will be accepted until July 11, 2012.

Date: 11 Jun 2012

Eddie
~~John~~ Klein
*First Name *Last Name

719 635-8835
Area Code Phone Number

3421 W Pikes Peak Ave
Street Address

()
Area Code Fax Number

CO 80904
*City *State *ZIP

E-mail Address

Comments:

No action needed ^{at all} or until improvements to the 21st street and 31st bridges and expansion of 4 lane to Colo Ave. These two streets are bottle necks on and especially off Cimarron. No higher speed limit of more than 45 MPH should be allowed as asking for traffic accidents. The improvement of 125 and Cimarron is needed.

What is the quality of the water into Mountain creek off of the Gold Hill Creek area or for years was lobed polluted until a former Senator cleaned it up with the stroke of a pen (upon his retirement).

Opposed to any 13th street or other entrance/exit to Colo Ave from Gold Hill Mesa, Eighth

*Required for documentation and will become part of the project record. Street will serve nicely as an

extra access. NO State \$ for any Gold Hill access tower

Colo Spr improved Mass Transit (bus or
street car) will relieve a lot of the
traffic on Cimarron (Hay 24) and on
Colo Ave. The present transit system
is, sedly, a joke and very poorly
managed if at all!! - Poor Bus
Service.

Thanks,
Eddie

PUBLIC HEARING ON US 24 WEST ENVIRONMENTAL ASSESSMENT

MONDAY, JUNE 11, 2012

COMMUNITY PARTNERSHIP FOR CHILD DEVELOPMENT

2330 ROBINSON STREET

COLORADO SPRINGS, COLORADO

The following is the transcript
containing the public comments regarding the
environmental assessment of US Highway 24 West
improvements proposed by the Colorado Department of
Transportation:

1 WHEREUPON, the following proceedings were

2 had:

3 MS. CHERYL EVERITT: Our first speaker is
4 Roger -- now, let me get my glasses on. Roger,
5 I think it's Naichtigal. Roger, are you still
6 here? All right, we'll move on.

7 Chris Stoddard? Is Chris Stoddard
8 here?

9 MS. CRIS STODDARD: I am here. I guess
10 I'll say something.

11 MS. CHERYL EVERITT: Please, state your
12 name and spell it.

13 MS. CRIS STODDARD: My name is Cris,
14 C-R-I-S, Stoddard, S-T-O-D-D-A-R-D. This feels
15 weird. I could just write a comment, but since
16 I'm here, I live at 25th and Robinson, and I
17 love this plan. I'd like to thank the people
18 involved in this plan because these
19 (indicating), I think, are really critical.

20 I was coming up the pass from the
21 interstate at 1:30 today and this (indicating)
22 was backed up all the way to 8th because so
23 many people wanted to turn left onto 21st; and
24 I'm tired of it.

25 So while I read in the paper that



1 somebody, some politician said we don't want
2 overpasses, I'm a west side resident and I want
3 these fly-overs. I think they're a great idea.

4 One thing that bothers me, though, is, I
5 think that this should be CDOT's responsibility
6 to provide access ramps to Ridge Road, because,
7 you know, I live right about here (indicating),
8 and I can walk to the park, or bike; but a lot
9 of people drive. And this parking lot is full
10 every time I go past it.

11 And I think it's irresponsible to off
12 load that traffic on to 31st, or way up here at
13 Manitou Av when this book says we're not going
14 to off load more traffic onto Colorado.

15 Anybody that wants to go to the park
16 can either park over here and walk up steep Hog
17 Back Ridge, or they would have to go on
18 Colorado Avenue; and I don't understand why
19 CDOT can't just provide these ramps if they're
20 going to do a bridge here. And thank you for
21 saving the Round House.

22 MS. CHERYL EVERITT: Thank you. Our next
23 speaker is Dave Hughes. Dave, come on up.
24 Please, state your name and spell it for the
25 Court Reporter.



1 MR. DAVID HUGHES: David Hughes,
2 H-U-G-H-E-S. Okay? I don't need to speak
3 about the thing. There's been a lot of
4 improvements since I was on the committees
5 here, and just two points.

6 And since it was mis-reported in the
7 Gazette this morning about both an overpass as
8 opposed to an interchange, and also
9 mis-reported that the Round House would be
10 removed, that's obviously not going to happen,
11 so I have no problem.

12 I would say, however, since I'm way far
13 ahead of everybody--well, I'll be dead before
14 you, too, before many of you--but the point is,
15 I question, and always questioned the
16 projection of the car trips in 2035. I know
17 Welling Clark and others have done an analysis
18 on it, but I have a different reason, I think,
19 than that.

20 I think that by ten to fifteen years,
21 you're going to see changes in which finally
22 the low-tech people, who live in Colorado
23 Springs, and Woodland Park are going to be
24 urged, if the City gets off its whatever and
25 gets so that you don't drive from Manitou



1 across about 20 miles twice around, but they
2 set up -- the City sets up a work center that
3 comes down at the bottom to Crystal Park area
4 and goes tele-communicating to do the same
5 work.

6 And the value of that is not only
7 economics, but the value of that also is the
8 cost of maintaining this -- this thing is going
9 to be incredible if it continues to have the
10 traffic that, you know, that is projected.

11 But I really don't think -- I think
12 the City might get smart enough that it won't
13 cause that quite -- that traffic, so I am very
14 sketchy. And I hope you're prepared to
15 basically scale back the bigger ones so we
16 don't end up with a road -- a bridge to nowhere
17 in here. It's called Woodland Park. Okay?

18 MS. CHERYL EVERITT: Thank you, Dave.
19 David Leinweber? Please, state your name and
20 spell it for the Court Reporter.

21 MR. DAVID LEINWEBER: David Leinweber;
22 it's L-E-I-N-W-E-B-E-R. I'm the owner of the
23 Anglers' Covey building and the owner of
24 Anglers' Covey. And I've invested my entire
25 life savings into that project, and this



1 highway will destroy everything. So obviously
2 I'm fairly opposed to the whole idea.

3 There are a couple of things that I
4 just don't think were considered. One is loss
5 of property tax values. With all the
6 displacement of commercial entities, there's
7 going to be a considerable amount of property
8 tax that's not going to be able to be
9 collected. Also, the loss of sales tax
10 revenues.

11 I'm not sure why those things weren't
12 really considered in this report so that we
13 could have a real balanced look at what is
14 going to be the loss. There's a lot of
15 businesses that are going to just disappear,
16 and so I'm really concerned about that.

17 Finally, the last thing is that
18 currently, so that everyone knows, there is no
19 stream flow guarantee below Safeway, and so at
20 any time, they can turn Fountain Creek to zero.
21 And so I'm not sure--and I think this project
22 should look at that--that if this is going to
23 be a river park that goes through there and you
24 have no water, you might want to check into
25 that. So --



1 UNIDENTIFIED SPEAKER: Who's that
2 controlled by?

3 MR. DAVID LEINWEBER: That's controlled
4 by water rights people.

5 UNIDENTIFIED SPEAKER: CSU.

6 MS. CHERYL EVERITT: I'm right behind
7 you. Thank you, Mr. Leinweber. Sallie Clark?

8 MS. SALLIE CLARK: Thank you, Cheryl.
9 First of all, I'm Commissioner Sallie Clark and
10 I wanted to let you know that I've been
11 involved in this project for a very long time,
12 since it began.

13 A couple of things I wanted to
14 mention, that I don't know if Bob Stevens is
15 still here, but he -- I don't mean to pick on
16 you, Bob, but you pick on me pretty frequently,
17 so we'll trade.

18 I wanted to mention that I did not say
19 that the Round House was going to be
20 eliminated. We were talking about two
21 different things, about Anglers' Covey and the
22 Round House, and somehow that just didn't quite
23 make it out, communicated correctly.

24 Being that as it may, we heard
25 tonight from CDOT that the Round House wouldn't



1 be eliminated. My concern for the Round House
2 is the fact that it would be in the shadow of
3 an enormous interchange, and would make it
4 essentially really unusable as a beautiful
5 historic building. We really do need to make
6 sure we preserve that.

7 I am also concerned about Anglers'
8 Covey on the opposite side, and I think that
9 maybe that the 21st Street interchange is
10 overkill.

11 A couple of items I wanted to bring out,
12 I think that it's important, too, to note, I
13 heard the comment about Ridge Road, and I think
14 that's a really valid comment. Jerry
15 Heimlicher and I, when he was on City Council,
16 we had talked about lift ramps and the ability
17 to get to Red Rock Canyon from Highway 24, and
18 not having to be routed over to -- off of 31st
19 onto Colorado, and I think that we need to
20 re-explore that, because I think that that
21 would make it much easier to get in and out of
22 Red Rock Canyon, but also create some great
23 safety provisions.

24 But to dump all that traffic onto
25 Colorado Avenue, I don't think, is in the best



1 interest of the neighborhood or essentially
2 those who utilize Red Rock Canyon. So I hope
3 that we can continue to work on that.

4 Noise mitigation, big concern. If you
5 build more noise walls, the noise goes up and
6 out instead of looking at -- continuing to look
7 at berms and where we can do that, and noise
8 mitigation that actually absorbs sound versus
9 just deflects it to other places.

10 I'd like to hear a little bit more
11 about the time line and the process of where
12 you all can continue to participate in this;
13 and I wanted to wage my thanks as well to
14 Council of Neighbors and organizations,
15 previously Jan Doran, now Dave Monger, and all
16 the work that they did in trying to shepherd
17 this through this very long process; as well as
18 our Organization of West Side Neighbors.

19 We have -- this is a real magnitude
20 of improvements, and I think that there is give
21 and take in this project. I don't think we're
22 done yet. I know we're not done yet.

23 I know that we, first of all, don't
24 have the money that the state -- we're, first
25 of all, trying to get I-25 and Cimarron



1 interchange done first to see what kind of
2 impact it has on the traffic flow--those of us
3 that travel that all the time--to really
4 prioritize what's the most important to the
5 least important, and to have the least impact
6 on the neighborhood, and bring us together
7 rather than divide us more.

8 Pedestrian overpasses were -- also have
9 been discussed for a long time. I know we
10 were -- we talked about that a long time ago,
11 especially when it related to the development
12 of Gold Hill Mesa, and potential for kids to
13 cross--and we talked about schools--kids to
14 cross across Highway 24.

15 So I'm going to stop now 'cause I'm
16 probably almost at my five minutes, but I
17 appreciate you all being here tonight. We're
18 not done yet. We're going to continue to move
19 along this process, and I'm committed to being
20 at the table, and being a very vocal voice for
21 the neighborhood and for the residents of the
22 west side. So thanks.

23 MS. CHERYL EVERITT: All right. Welling?

24 MR. WELLLING CLARK: I don't have a last
25 name.



1 MS. CHERYL EVERITT: I know. Welling
2 Clark, I'm sorry, Welling Clark.

3 MR. WELLING CLARK: First name is
4 Welling, W-E-L-L-I-N-G; last name is Clark.

5 Comments that have been made have
6 been made before, but I just have four
7 questions I'd like to pose to CDOT, and I'm
8 hoping that CDOT will commit to this.

9 One, would CDOT commit to completing
10 the highest priority projects first? And that
11 is I-25/Highway 24. That is the most complex
12 interchange in the whole system in here, and
13 from a simulating -- from a simulation modeling
14 standpoint, removing the complexity, the
15 results could then be measured compared with
16 data that has actually been calculated. That
17 would give confidence or non-confidence to
18 those results.

19 If P.P.A.C.G. growth and traffic data
20 changes, will CDOT re-evaluate the validity of
21 some of the proposed projects? Where that
22 comes in is the rapid growth of jobs in Manitou
23 Springs between 2030 and 2035. A lot of that
24 drives the overpass.

25 On a traffic noise question, I noted



1 that it said 29 residents will be affected, and
2 in elevating it and raising that traffic to 50
3 miles an hour, let's just say the neighbors
4 would have some concerns about that--the people
5 that live there--but I think there's going to
6 be more than that.

7 But would CDOT commit to having a
8 meeting with the residents prior to 11 July to
9 go over the traffic noise studies and how the
10 impacts were assessed, and what do the impacts
11 mean? 'Cause that's a real key thing for them.

12 The last question I have is would
13 CDOT agree to do the -- there are some projects
14 that we agreed upon--I-25 is a mess; Eighth
15 Street is a mess; the interchanges at 26th and
16 31st Street--will CDOT commit to working
17 together on the common ground that we have to
18 do those projects, and then look at the more
19 tested projects later on from the standpoint of
20 building trust and verifying and validating the
21 data with actual results? That's all I have.

22 MS. CHERYL EVERITT: Thank you, Welling.
23 Jim Fenimore? Jim, you were right here. Oh,
24 there you are. State your name and spell it
25 for the Court Reporter.



1 MR. JIM FENIMORE: My name's Jim
2 Fenimore; last name is F-E-N-I-M-O-R-E. I,
3 myself have been involved with the project for
4 quite a few years. I've not been around in
5 town much, but prior to that, I was involved
6 quite heavily.

7 Number one is, I raised some of the
8 statements that have been made earlier that
9 this is our bottle neck right here
10 (indicating). This is where it starts. I feel
11 like the project ought to be started here
12 (indicating).

13 It's also a danger point. The reason
14 I haven't been in town much the last few years
15 is I've started driving a truck, so I've been
16 on the road. And I travel this quite a bit
17 going back and forth to the auctions for the
18 transport of cars.

19 This is a real dangerous intersect --
20 part of I-25. There's always semis getting
21 turned over here. So for safety, and also the
22 bottle neck, we need to start at I-25, seek
23 federal funds; and we can also build this in
24 sections, portions if we get the money.

25 The way this is designed, we take and



1 work our way back, and we get Eighth Street
2 taken care of, that's going to take care of a
3 lot of it for the next couple years as far as
4 traffic being backed up in this area, plus
5 safety.

6 So, you know, that's a concern of mine
7 is we start at the most important part of the
8 project. You know, we need to make a priority
9 on that.

10 And also as far as the noise, a big part
11 of my interest initially was the noise because
12 of -- I live down here off of basically I-25
13 and Bijou. We do have a concrete wall down
14 there, but I can tell you, it doesn't stop the
15 noise. So what we need to do is we need to do
16 mitigation as far as trees, plants, shrubs,
17 berms, things that absorb the noise, not
18 ricochet it off the wall back and forth down
19 the road. So that's a big thing that we need
20 to consider.

21 Plus this is the gateway to our city.
22 This is a gateway going up to the mountains. I
23 think we need to take and promote to the people
24 that come to visit our town that we have a nice
25 city, so we make it look more like a parkway,



1 it's more appealing to the eye. It also helps
2 the west side. It's going to help our property
3 values, also, 'cause we don't want to lose our
4 property values over here. That's a big
5 concern.

6 Pedestrian cross-overs is a big one.
7 This highway goes right through the west side.
8 It makes a big division. We have people on the
9 south side that have a hard time getting over
10 here (indicating). I think our businesses
11 would do better in Old Colorado City if we made
12 it easier for the people that live on the south
13 side of the highway to get over here, and vice
14 versa, to the businesses that are over here.
15 So we need to work on cross-overs for
16 pedestrians and for kids so it's safe.

17 There's fences that are cut down through
18 here where the kids cross through, and, you
19 know, just a matter of time of getting run over
20 and getting hurt or killed. So we need to take
21 that into consideration for safety also, and
22 helping our businesses that are getting
23 relocated.

24 I hate to see any businesses get
25 relocated, but it's like the Anglers' Covey



1 property. When I came to Colorado Springs back
2 in 2001, my dad and I looked at buying that
3 property for investment. At that time, we knew
4 that that intersection, at one time, was going
5 to get redeveloped. So when you invest money
6 into properties, just like the Auto Zone or
7 Advanced Auto, you're gambling on what
8 you're -- if you're going to get your money
9 back out of it, so you can't be griping if you
10 throw your money into it.

11 Also, Bob Willard's putting in a
12 shopping center area--at least that was the
13 last time I knew--so there's going to be --
14 where these businesses are getting moved, there
15 will be opportunity over in Bob Willard's
16 development, along with this -- there's other
17 places we can help the businesses relocate and
18 still help our side of the west side.

19 Unfortunately, we don't have enough
20 shopping centers, but hopefully Bob will help
21 us out on that. So that's my main concerns.

22 MS. CHERYL EVERITT: Thank you very much.
23 Bill Koerner? State your name, spell it.

24 MR. BILL KOERNER: My name is Bill
25 Koerner, K-O-E-R-N-E-R. I represented Manitou



1 Springs, or one of the representatives through
2 this process--I was part of their technical
3 team--and have been with this whole thing from
4 the very beginning.

5 And I think from where we've started,
6 it's a -- we're ending up, at this point, with
7 a marvelous result for anybody who lives on the
8 west side.

9 Yes, it's a balance between a lot of
10 issues, but I think the project team should be
11 complimented for the amount of energy and work
12 that they've put in to get where they've gotten
13 to, because it's -- clearly there are some
14 issues that need further discussion, from the
15 comments that were made tonight. I'll even
16 make a couple of those, myself. But overall,
17 it's a great plan.

18 We all know what the traffic
19 congestion does when things back up. We've all
20 sat through the waits of 21st Street with the
21 left turn. And so addressing this whole
22 corridor as a big project with three separate
23 pieces might be a very good way to look at it.

24 And, yes, you start with the U.S.
25 24/I-25 interchange and basically work west. I



1 think another component of this certainly is
2 what happens with what we call no man's land,
3 which has been a consistent issue over the
4 years. It's been a divider between Old
5 Colorado City and Manitou Springs.

6 We need to work together and make
7 sure that this project really comes off as a
8 real benefit for all of us, and I think it
9 will.

10 A couple of details: I also work for
11 the Trails and Open Space Coalition. I'm
12 really glad to see this greenway plan, this
13 corridor. Making the waters alive and
14 available as a -- as an amenity for our
15 communities is very important.

16 And the comment was made by the
17 gentleman from Anglers' Covey that the water
18 has shut off in the past, and that's very true.
19 The 31st -- 33rd Street pumping station can dry
20 out the creek, and did during the drought in
21 2002-2004.

22 One of the things we've really gotta
23 look at is talking with Colorado Springs
24 Utilities and making sure they don't dry out
25 this creek anymore.



1 We faced the same problem in Manitou
2 Springs. We came to a solution, kept water in
3 Ruxton Creek. There's no reason why we can't
4 do this with Fountain Creek so it doesn't turn
5 into a big mud pit; and basically that's what
6 can happen.

7 We're talking about fish habitat;
8 we're talking about water amenities for
9 everybody to enjoy, sedimentation and water
10 cleaning ponds. These all need to work, and
11 you need water flow to be able to do it. So I
12 would strongly urge the project team to talk to
13 CSU about this particular issue.

14 I guess the only other thing I could say
15 is I think it's going to be a real boon for
16 economic development. Getting traffic to flow
17 evenly, getting people liking to come to a
18 place, and having it look really good is just a
19 wonderful thing. We've been able to do that in
20 Manitou Springs.

21 If you haven't been there lately, go
22 look. We've got tons of people; businesses are
23 doing well. It's quite a remarkable turn-
24 around from what existed 30 years ago when I
25 arrived in this community. So I think this



1 whole project can do a very similar thing for
2 this entire corridor, and I -- again, I thank
3 the project engineers.

4 MS. CHERYL EVERITT: Thank you, Bill.
5 This concludes our public comment period in
6 this open forum. However, our Court Reporter
7 will be here; he'll be in here in the hall. If
8 you would like to make a private public comment
9 for the record, you can visit with Tim in the
10 hall. He'll be here until 7:30.

11 If you haven't finished going through
12 the boards, please, do. Our noise expert is
13 here. Several of you had questions with regard
14 to noise, and Jeff Cerjan, there in the back,
15 has some information to share with you.

16 And a final thing, be sure to pick up
17 your "Shifting Gears." It's our little thank
18 you for all your help during this time. And
19 thank you for coming.

20
21 (This completed the public discussion
22 and no "private" comments were made to the
23 reporter)

24

25

