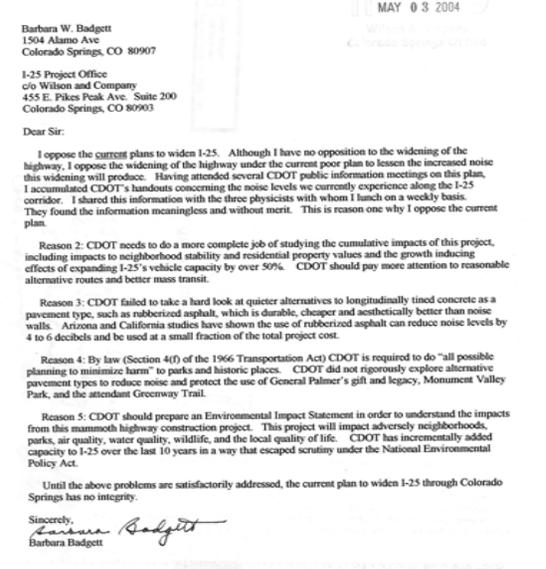


PUBLIC COMMENTS RECEIVED – In alphabetical order by last name or organization

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

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

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

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

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

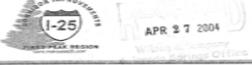
PUBLIC COMMENTS RECEIVED – In alphabetical order by last name or organization

<p>→ Wilson Engineers From: Fawn Bell Date: May 10, 2004 Re: I-25 - EA Comments</p> <p>MAY 12 2004</p> <p>Attached please find letters to include with my comments. Additional mitigations measures need to be provided by CDOT due to several increased noise along the east side of the I-25 corridor with noise carried to as far as the Memorial Hospital neighborhood.</p> <p>Explanation should be provided as to why Wilson Engineers and CDOT took PPAAG that an EA and an EIS is the same thing. Legally, this is not true. Explanation should be provided as to why rubberized asphalt has not been provided even though that was recommended by CDOT's consultant from Sweden. Explanation should be provided regarding a disregard for the cumulative aspects of the project. Explanation should be provided as to why the CDOT funding plan used to build the project to the community has been ignored. Explain why CDOT removed vegetation during "Safety Improvements", across increasing water runoff into mountain creeks, and use rock fill to seal mountain creeks. Explain why CDOT did not take the state of downtown Boulder into account that is so common without an EIS and interstate. That is so common. Explain why CDOT ignored these promises. Explain how and when ignored these promises. Explain how and when ignored these promises. Explain how and when ignored these promises.</p> <p>2004.10.01</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise: Provide additional mitigation measures, rubberized asphalt should be considered</p> <p>Cumulative impacts: Not adequately addressed</p> <p>Visual impacts: Landscaping</p> <p>Noise: Model Inconsistencies</p>	<p>Additionally, the data to be input into the computer program is not consistent. We were informed that truck count data from 1995 would be used and yet, the noise level from before the wall construction would be thrown out and a sampling of current readings will be used to establish a base noise level. This distinction is extremely important because mitigation will only be required if a change of 10 decibels can be shown. We all know that a significant amount of the noise increase has already occurred and that an additional 10 decibels above today's level will not be projected. In other words, obsolete data will be used to determine truck volume and noise and current data that ignores the noise that we citizens have been addressing for two years will be considered as the "existing condition". Clearly, you can see that this method and the data to be used are flawed to the point of being rigged.</p> <p>The irony of the situation is that most of the noise that is currently troubling has been "engineered" in the design solution of the "safety improvements" and capacity increase. When the audience was asked to recommend mitigation ideas the following suggestions were made:</p> <ol style="list-style-type: none"> 1. Add a earthen berm to provide an adjacent landform which is higher than the interstate and thereby blocking noise. 2. Explore surface treatments to make the noise barrier wall sound absorptive, not reflective. 3. Add vegetation to visually block the source of noise and interrupt the path of the sounds. 4. Replace the tined concrete road surface with another, quieter surface. 5. Enforce 55mph speeds which will reduce the noise compared to 70 mph which is the speed actually driven in this stretch of the interstate. <p>When we compare these suggestions with the engineered solution to the road construction that has taken place we find just the opposite of these recommendations.</p> <ol style="list-style-type: none"> 1. The vertical alignment of the road surface was raised creating a more direct line of noise to the residences and a stronger transfer of noise. 2. Although the citizens' committee explored and requested sound absorptive material for the noise wall, this solution was not investigated by CDOT. 3. Vegetation was removed including, according to public meetings, over 200 trees. 4. The most noise-generating surface was selected - tined concrete. With the "safety improvement" straightening of the lanes, vehicles can now be driven much faster in the corridor, resulting in higher speeds, accidents and more noise. CDOT insists that any enforcement of the speed limit lies with the City. <p>In fact, had these engineered changes not occurred, the noise would not be at current levels. The increase in traffic volume simply does not account for the increase in noise.</p> <p>Thank you for considering these disturbing facts that were disclosed at the meeting. If you find that a fair EA is not likely to result from this method and if you are concerned</p>	<p>ISSUES</p> <p>NEPA Process</p> <p>Noise: Mitigation through berms, noise barrier surface treatment, vegetation, alternative surfaces, speed enforcement</p>
<p>August 27, 2001</p> <p>RE: Environmental Mitigation for Neighborhoods Affected By I-25 Expansion</p> <p>Dear PPAAG and City Council Members:</p> <p>This letter is to thank you for your support in the investigation of pending detrimental environmental impacts of the widening of I-25 and to make you aware of the concerns raised at the meeting of July 25, 2001 at the Elk's Lodge at 3400 North Nevada Avenue. This meeting was sponsored by CDOT and Wilson Engineers and conducted by Hankard Engineering, the noise consultant.</p> <p>As you are aware, an Environmental Assessment is currently underway as a prerequisite for widening I-25 for capacity improvements. During the presentation Dave Poling used a section drawing of the proposed Interstate to explain the eventual size of the pavement. When asked, "What additional paving beyond what you have already constructed on the north bound lanes, will be required in order to have the number of lanes for which this EA is required?" he responded that all of the concrete surfaces with the exception of shoulders on the outside edge and median have already been constructed. He also indicated that, in effect, including the continuous acceleration and deceleration lane, the segment of road from Bijou to Fillmore will be a 10 lane interstate rather than the 8 lanes the EA addresses.</p> <p>This information is disturbing because, despite the fact that the public has continually been told that the only work completed to date is "safety improvements", the expanded interstate has, as we suspected, already been built. This has been done without completing the EA and without permission from your organizations.</p> <p>This information is especially troubling when taken together with the method outlined by Hankard Engineering for evaluating the noise component of the EA. The audience was informed that only a sampling of actual noise levels will be recorded. The noise study will be the result of the "projections" based on a computer modeling software rather than on actual noise readings taken along the interstate. The "peak" noise hour will be a best guess rather than a determination based on tracking actual noise over the timeframe of the study. When pressed to explain the method it was discovered that the model did not take into account many factors that have been established as critical in understanding the noise in this corridor. These factors that are not reflected in the model include 1. winds and weather effects; 2. train noise reflected off of the sound barrier wall; 3. Variable "peak" noise hours; 4. Spikes in noise; 5. the valley formation which effects the typical noise reduction associated with distance from the source and 6. the posted 55mph model will be used instead of the actual speeds which often reach a more noise generating 75 mph. This method appears to be heavily flawed.</p>	<p>COPY 103</p> <p>NEPA Process Road already built without EA process</p> <p>Noise: Model assumptions flawed, data inconsistent</p>	<p>that capacity improvements have been constructed prior to EA findings please support the following:</p> <ol style="list-style-type: none"> 1. Hire an independent consultant to review the proposed methodology for accuracy and fairness. 2. Require that the consultant generate a noise contour map which will indicate the projected noise levels and how distant from the interstate those levels are anticipated to occur (Union Blvd., Kissing Camels?). 3. Support an EIS rather than an EA. 4. Enforce the posted 55 mph from Academy Blvd. North to Academy Blvd. South. <p>Your attention to this matter is appreciated.</p> <p>Sincerely,</p> <p>Fawn Hayes Bell</p>	<p>NEPA Process</p> <p>Conduct EIS</p> <p>Noise: Prepare noise contour maps</p> <p>Transportation: Enforce posted speeds</p>

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

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

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

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

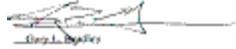
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<p>Sent: May 3, 2004 Name: Christian W. Blees Address: 6285 Colfax Terrace City: Colorado Springs State: CO Zip: 80906</p> <p>It seems to me that making these improvements to I-25 will actually help with many of the environmental impacts. The fact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

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

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

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

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

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

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<p>Sent: April 6, 2004 Name: Sam <u>Byrne</u> Address: 531 Empress St. City: Colorado Springs State: CO Zip: 80911</p> <p>I think that the EA proposal is one that has been needed for several years. I've lived in the region for over 15 years and have seen no significant attempts (short of the recent improvements to the downtown corridor of I25) to remedy a steadily degrading traffic problem in Colorado Springs. Poor design and poor planning on the part of the Colorado Springs developers have led to extremely frustrating commutes and downright dangerous roadways. Unfortunately, no alternatives exist for citizens who would prefer to not clog the roadways. Side roads are terribly under-maintained and are often far too populated by traffic signals to permit sane driving. No viable public transit solution exists to compete with the roadways and as the recent budget cuts have increased, even those shameful excuses for public transit (i.e. bus routes) have been eliminated from some areas of town thereby permitting absolutely no choice. I tried for a few years to eliminate driving (because I was frustrated with horrible roadways) only to discover that bicycling is not really a viable solution either since the roadways are really not equipped to be shared by anyone.</p> <p>I was thrilled to hear that I-25 is finally on the list for improvements and would suggest that if we as a community value safety on the roadway, then we should make concessions wherever necessary to facilitate the improvements. Environmentally, I am sure that a larger road will have at least a minimal impact on the areas next to the highway (Monument Valley Park is certainly an appreciated divergence from the growing commercial properties downtown), however, I am willing to listen with open ears and an open mind to the changes proposed since I find myself on the road that runs by the park just as often as I find myself in the park.</p> <p>For our community's sake fix our roadways (this also means crosstown roadways by the way).</p>	<p>ISSUES</p> <p>General Support</p> <p>Transportation Resources</p> <p>Parks and Recreation</p>	<p>Sent: April 3, 2004 Name: Alyssa <u>Byrnes</u> Address: 19825 Belatrix Dr. City: Monument State: CO Zip: 80132</p> <p>After struggling to make it with only two lanes during the past twelve years I have lived in Monument, hearing about this new plan to improve I-25 to three lanes is giving me new faith in the brains behind our citie's planning committee</p> <hr/> <p>Sent: March 29, 2003 Name: Jecoah <u>Byrnes</u> Address: 13535 Ashbrook Heights City: Colorado Springs State: CO Zip: 80921</p> <p>I think it's a MUST to move forward in the advancement of our highways in El Paso County. Colorado Springs is already years behind in our road improvements and to stall them any longer would be a terrible shame and an even greater threat to our already struggling local economy. By not widening the roadways we are in no way going to lessen the congestion, but simply increase the already overwhelming danger of driving on our local roadways. Lastly, one long-term consideration would be to allow room for light rail/commuter rail along I-25 for future use. While we might not have the need for it now, a light rail line to carry commuters between Colorado Springs and Denver might someday be a very cost effective and wise decision.</p> <p>The overall study is great and I think it appropriately addresses our current needs while anticipating our future growth. BUILD IT!</p>	<p>ISSUES</p> <p>General Support</p> <p>General Support</p> <p>Alternatives considered: Allow for light rail ROW</p>
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