

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

<p>Sent: April 19, 2004 Name: Debbie <u>Edwards</u> Address: 515 Ponderosa View City: Colorado Springs State: CO Zip: 80829</p> <p>Improvements to I-25 are critical in supporting the projected continued growth of our community. If these improvements are not made, congestion on the interstate will continue to the extent that highway traffic will divert to the surrounding neighborhoods to circumvent bottlenecks. I am already driving through town to avoid peak hours, and I'm sure I'm not the only one. Growth is inevitable, and the traffic has to go somewhere.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 6, 2004 Name: Harold <u>Eichenbaum</u> Address: 1009 Milky Way Dr. City: Colorado Springs State: CO Zip: 80906</p> <p>Four lanes in each direction in the central part of the city and three in each in outlying areas are needed at once! Capacity has been exceeded long ago. Now is the time to start the construction with a prompt completion date in order to take care of today's needs and be ready for the future. When traffic moves smoothly, it saves time, is more fuel efficient, leads to better air quality, and a better life style in Colorado Springs.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 19, 2004 Name: Robert <u>Edwards</u> III Address: 3655 El Morro Road, #21 City: Colorado Springs State: CO Zip: 80910</p> <p>I use I-25 everyday commuting to work during congested hours and during the day as a real estate broker. It would be of great benefit to increase traffic capacity and increase flow. There are times now when the congestion is extremely bad and this is only going to worsen with time as the population growth increases demand on the present system.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 22, 2004 Name: Gary <u>Eisenbraun</u> Address: 3945 W. Woodmen Road City: Colorado Springs State: CO Zip: 80919</p> <p>I think that I-25 through Colorado Springs needs to be, at least, 6 lanes from Monument to Mesa Ridge Parkway, & maybe 8 lanes from Briargate Boulevard to South Academy Boulevard. Also, I believe there should be an exit bridge established off of Fontanero Street that connects to Constitution Avenue to the east, following the current never/seldom used railroad tracks.</p> <p>The congestion in this area is sometimes extreme, and it is the only way to get to the central business district from either north or south, without using the local streets.</p> <p>Colorado Springs is no longer a "cow town", and needs to have a reasonable and acceptable interstate highway that transverses the metropolitan area.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives Considered: 6-8 lanes needed, exit to Fontanero St. should be considered</p>

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

<p>Sent: March 31, 2004</p> <p>Name: Michael r <u>Elberling</u> Address: 3523 Elmorro Road City: Colo Springs State: Co Zip: 80910</p> <p>I've lived in Colo Springs since 1981, The interstate is long overdue for wideing of the lanes. My concern is the off ramp coming north from fountain the exit on to academy blvd the short and dangerous curve there where you take the off ramp to go north on to academy blvd has seen several tractor traile over turn and also trying to get on to academy is rough. so will that be improved? Also the MLK going north to powers is that schedule to run over the POst office GMF? Far environmental goes no problems here .</p>	<p>General Support</p> <p>Transportation Concerns about (south) Academy interchange</p>	<p>Sent: April 22, 2004</p> <p>Name: Robert <u>Embery</u> Address: 5334 Windgate Ct City: colorado springs State: co Zip: 80917 Telephone: 719-574-7996</p> <p>I beleive the enviromental impact will be minimal compared to the advantages gained by improving traffic flow through Colorado Springs. Our roads are long over due for improvement. Our community has grown so quickly, we must address the traffic problems.Let's maintain a quality of life for those of us traveling on & around I-25</p> <p>Thank you! Colorado Springs native,</p>	<p>General Support</p>
--	--	---	------------------------

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

<p>Sent: April 21, 2004 Name: Gregory C. <u>Ekholm</u> Address: 3315 Brunswick Drive City: Colorado Springs State: co Zip: 80920</p> <p>I have attended some of the other open houses on the I-25 improvement project. I saw most of the points from these earlier open houses contained within this study.</p> <p>I generally agree with the plan of action regarding this much needed transportation improvement. I would like to point out a very important need that I believe is needed in the I-25 plan.</p> <p>That is the need for metered on-ramps. I have been told that many of the designed interchanges have not allowed room for this form of traffic control. I believe that unless someone can change human nature, metering is required.</p> <p>I travel the northern part of the I-25 route (Rockrimmon to Briargate Pkwy) and am constantly amazed at the cars coming</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: Include ramp metering</p>	<p>onto I-25 that believe YIELD means they have the right-of-way. I have seen cars bumper to bumper DEMAND that they all be let into the flow of traffic on I-25. This causes the I-25 traffic to jam up and a ripple effect to flow for miles at certain times of the day.</p> <p>My second suggestion relates to the later stages of the I-25 improvement project. Talk of separate lanes for vehicles with more than one person in them should also be expanded to allow for electric cars and hybrid cars also being allowed to use these special lanes.</p> <p>Thank you for taking this input. This is a much needed project and I see good thought and planning going into the project.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Alternatives Considered: Ramp metering, expanding HOV lane use to electric/hybrid fuel vehicles</p>
<p style="text-align: center;">MAY 10 2004</p> <p style="text-align: right;">1724 Wood Avenue Colorado Springs, CO 80907</p> <p>May 6, 2004</p> <p>I-25 Project Office c/o Wilson & Company 455 E. Pikes Peak Avenue Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern,</p> <p>As a resident of the historic Old North End neighborhood I am extremely frustrated by the noise level from Interstate 25. When the wall on the west side of the interstate was installed (combined with the grooved pavement and the elevated road surface), the noise level in our neighborhood east of I-25 increased significantly. Prior to the I-25 improvements, background noise from the interstate was normal and at acceptable levels. However, after the construction was completed the noise level increased appreciably and, especially at night, has gotten to the point where sleeping is difficult.</p> <p>My residence is 104 years old and does not have air conditioning. Closing windows at night is not an option. Keeping windows open at night to take advantage of the cool Colorado night air is the norm. Consequently, the traffic noise at night has become very annoying and is negatively impacting my family's ability to get a good night's sleep.</p> <p>Throughout the country noise barriers are used to protect homeowners from excessive traffic noise. My concern is why the barriers were only put on the west side of I-25 thought the Colorado Springs north end when people are also being negatively impacted by the noise that live on the east side of the interstate.</p> <p>I am not opposed to the needed improvements on I-25 through Colorado Springs, but I do strongly encourage the Colorado Department of Transportation to use available methods, materials and practices that will provide the highest and best mitigation of all negative impacts caused by the expansion of Interstate 25, including noise impacts to the historic Old North End neighborhood.</p> <p>Thank you for your consideration of our needs. I do hope that this issue can be resolved in a positive manner.</p> <p>Sincerely,  Jay T. Engeln Homeowner</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Noise: Mitigation needed</p> <p style="text-align: center;">Historic Resources</p>	<p>Recorded April 22, 2004 Mark <u>Emeson</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">NEPA Process</p>

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

<p>Sent: April 7, 2004 Name: Jay <u>Engeln</u> Address: 1724 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>As a resident of the historic old north end neighborhood I am extremely frustrated by the noise level from I-25. When the wall on the west side of the interstate was installed (combined with the grooved pavement), the noise level in our neighborhood east of I-25 increased significantly. Prior to the I-25 improvement, background noise from the interstate was normal and at acceptable levels. However, after the construction was completed the noise level has increased and, especially at night, has gotten to the point where sleeping is difficult. My residence is 100+ years old and does not have air conditioning. Closing windows at night in warm months to keep out the noise is not an option. Opening windows to take advantage of the cool Colorado nights is the norm. Consequently, the traffic noise at night has become very annoying and is negatively impacting my families ability to get a good night's sleep.</p> <p>Throughout the country noise barriers are used to protect homeowners from excessive traffic noise. My question is why the barriers were only put on the west side of I-25 through the Colorado Springs north end when people are also being negatively impacted by noise that live on the east side of the interstate?</p> <p>I do hope this is an issue that can be resolved with the proposed improvements.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Noise: Mitigation needed</p> <p>Historic Resources</p>	<p>1724 Wood Avenue Colorado Springs, CO 80907</p> <p style="text-align: right;">MAY 10 2004</p> <p>May 7, 2004</p> <p>I-25 Project Office c/o Wilson & Company 455 E. Pikes Peak Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern,</p> <p>As a resident of the historic Old North End neighborhood I am concerned about the noise level from Interstate 25. When the wall on the west side of the interstate was installed (combined with the grooved pavement and the elevated road surface), the noise level in our neighborhood east of I-25 increased significantly. Prior to the I-25 improvements, background noise from the interstate was normal and at acceptable levels. However, after the construction was completed the noise level increased appreciably and, especially at night, has gotten to the point where sleeping is difficult.</p> <p>Throughout the country noise barriers are used to protect homeowners form excessive traffic noise. My concern is why the barriers were only put on the west side of I-25 though the Colorado Springs north end when people are also being negatively impacted by the noise that live on the east side of the interstate.</p> <p>I am not opposed to the needed improvements on I-25 through Colorado Springs, but I do strongly encourage the Colorado Department of Transportation to use available methods, materials and practices that will provide the highest and best mitigation of all negative impacts caused by the expansion of Interstate 25, including noise impacts to the historic Old North End neighborhood.</p> <p>Thank you for your consideration of our needs. I do hope that this issue can be resolved in a positive manner.</p> <p>Sincerely,  Priscilla Engeln Homeowner</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Noise: Mitigation needed</p>
		<p>Sent: April 16, 2004 Name: Michele <u>Engle</u> Address: 523 Pluto Drive City: Colorado Springs State: Co</p> <p>I think the time is now to improve our interstate. My husband drives this stretch to Monument every day, and it is dangerous and time-consuming the way it stands now.</p>	<p style="text-align: center;">General Support</p>

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

<p>Sent: April 6, 2004 Name: warren <u>ennis</u> Address: 14555 river oaks drive City: colorado springs State: co Zip: 80921</p> <p>I have live in Gleneagle Colorado for the past 4 years and have notice the traffic problems we are starting to have as it pertain to To Many Cars (TMC). I work at the Peoples Bank in Gleneagle as the Mortgage Consultant for the bank, with this I do travel a conciderable amount each day, maybe two or three trips in and out of Gleneagle via struthers, gleneagle drive, northgate blvd. and voyager. In the Draft Section 4(f), section 6 I have reviewed the proposed on and off ramp scenarios 1-6 concepts, to me the first thing to do is eliminate the one's that make no cense, and I would say Concept 6 and Concept 5 are easy to eliminate. Reasons are as follow, #5 will give no access to the fastest growing intersection and development for northern el paso county, gleneagle is growing at a brisk pace and you will cut off the major entrance into Gleneagle, Sun Hill, Fox Run and the Struthers frontage business park, this will hurt all involved with no good outcome. Concept 6 is just! plain dangerous, having traffic cross over oncoming lanes and have headlights on both sides of the road are a plan to fail as drivers will be confussed and blinded in alternate weather conditions and it would cut into a portion of the mining museums land. Concept 2 is just not necessary as they are planning on the North Academy entrance to be a major access into what? big bridges, excessive budget and not realistic.</p>	<p style="text-align: center;">Issues</p> <p>Alternatives Considered</p> <p>Likes Powers Interchange Concept #3</p>	<p>Concept 1 is good except for two major faults. 1. is north bound traffic exiting into gleneagle will have to cross some major traffic obstacles for access left onto struthers, not a move I want to make. 2. is why are they spending money on bridges to exit from northbound to west into air force academy, the only time traffic is ever a problem is when the football team is playing and then they have traffic control to handle congestion. One more thing on concept 1, why are they bothering with a loop from eastbound Northgate Blvd to Northbound I-25, there will never be enough traffic to justify spending the money so they should just turn left to enter I-25 North, like it is currently. Just remember this exit will divert a large portion of traffic from the I-25 southbound to eastbound powers, I guarantee this so a bridge and clover leafs will be necessary at powers and voyager, this will be a fight with the existing homeowners as they are already there.</p> <p>Even though I like concept 1 for personal reasons, I believe concepts 3 and 4 are your best bets, seems like the path of least resistance, I like the concept of having seperate lanes entering and exiting powers and gleneagle, the bridge over voyager is necessary as the northern part of el paso county will continue to grow, so planning will make our life easier. For the plan I think workes best is Concept 3, gives drivers more time to react, the interchange will be down in a ravine so raising I-25 will improve line of sight driving and having powers go under the freeway is by far the smarter way to go.</p> <p>Thank you for reading my concerns, you may call me or e-mail if you would like to ask me any further questions.</p> <p>P.s. My brother is a civil engineer for the city of Fresno and he mention one concern as we talked about these options, is there not a rule as an engineer where as you can not have two major exits from an interstate within one mile of each other.</p>	<p style="text-align: center;">Issues</p>
---	--	--	--

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

 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Chuck Erwin</u> ③ Address: _____ Representing: _____</p> <p>COMMENTS <u>NO HOV, NO HOV, NO HOV, use four general purpose lanes in both directions for ALL users</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. <small>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>Issues</p> <p>Transportation: Convert HOV lanes to general use lanes</p>	 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below: Name: _____ Address: _____ Representing: _____</p> <p>COMMENTS <u>Construct an alternate freeway to I-25 (Powers Blvd) construct 4 lanes in each direction on I-25 general purpose only. I have talked to over 20 of my neighbors, many of which came to the meeting. They all agree with the above, and that HOVs are a WASTE of money. Turn the proposed HOV into general purpose</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form. <small>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>Issues</p> <p>Alternatives Considered: East bypass</p> <p>Transportation Convert HOV lanes to general use lanes</p>
<p>Sent: April 7, 2004 Name: Chuck <u>Erwin</u> Address: 2764 Oro Blanco Dr. City: Colorado Springs, CO State: CO Zip: 80917</p> <p>I forgot to inform you the last time I talked to you, that I have talked to about ten of my neighbors. They agree with me, that there should be four general purpose lanes, and no HOV/HOT lanes. They feel, as I do, that these lanes will not encourage carpools, and will only increase congestion, by reducing capacity. Please include these voices in the public record as opposing HOV, but in favor of more lanes.</p>	<p>General Support</p> <p>Transportation: Convert HOV/HOT lanes to general use lanes</p>	<p>Recorded April 22, 2004 Chuck <u>Erwin</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p>General support</p> <p>Transportation: Convert HOV/NOT lanes to general use lanes</p>

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

<p>Sent: April 22, 2004 Name: Patty <u>Erwin</u> Address: 2764 Oro Blanco Dr City: Colorado Springs State: CO Zip: 80917</p> <p>I agree with many of my friends and co-workers in that HOV lanes are a waste of money. What is needed is four through general purpose lanes in each direction (eight total lanes), or more. In addition, we need an alternate freeway to I-25, like Powers. I have seen tremendous growth in the area, and yet, we still do not have a second freeway that we have been planning for decades. The time has come, we need that second freeway (Powers) now. In addition, we need a couple of east/west freeways. First, is Woodmen Rd. This must be a freeway east of I-25 out to Falcon (and beyond as growth marches east) The second freeway begins at the east/west portion of Academy by Ft. Carson, and merges with Drennen Rd. and heads east. Last, there should be an east/west freeway through the middle of town. Convert Cimmeron into a freeway, cut it through south of Downtown, and connect it to the current US 24 Bypass around Circle. Then continue it east past Powers. After Powers, it would turn North, just prior to Peterson AFB, and connect to the current US 24.</p> <p>Stop wasting our money on model options that do not work. This includes HOV/HOT, Buses, including bus rapid transit, and light rail. These just do not solve the problem.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Alternatives considered: East bypass</p> <p style="text-align: center;">Transportation Convert HOV/HOT lanes to general use</p>	<p>Sent: April 1, 2004 Name: Shelia L <u>Evans</u> Address: 1290 Bent Twig Lane City: Monument State: CO Zip: 80132</p> <p>After careful reading of the EA, I was impressed; however, I do have one concern. My biggest concern is the HOV lanes do not start as far north as they should. Driving from Monument to the Broadmoor area in rush hour each day, the traffic going to and from the Monument area is very heavy and increasing in volume each day especially on Fridays. The volume of cars from Briargate to Monument is equivalent to the volume traveling from Woodmen to Fillmore (in my experience/opinion). Is there any way to increase the miles of HOV lanes to include the far northern end of the county since a majority of people from this section of El Paso as well as the southern end of Douglas County commute to the Springs each day? I am already car-pooling.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives consider: Extend HOV lanes north</p>
--	---	---	--

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

<p>Sent: May 10, 2004 Name: Siri <u>Everett</u> Address: 1600 North Nevada Ave. City: Colorado Springs State: co Zip: 80907</p> <p>PLEASE do not increase the capacity of 1-25. I believe this would be detrimental to our city's historic district because of increased noise and air pollution. Protect the core of our beautiful city by examining alternative road surfaces that diminish sound, and by refusing to erect more sound barriers, which destroy the grand views of Pikes Peak. These are human concerns, but I am also interested in protecting the animal habitat that Monument Valley Park provides. The implementation of your ideas is crucial to our city's future; past generations of planners have erred terribly by not appreciating the beauty and the history of our community. Thank you.</p>	<p style="text-align: center;">Issues</p> <p>General Opposition</p> <p>Noise</p> <p>Visual Resources</p> <p>Wildlife</p> <p>Historic Resources</p> <p>Air Quality</p>	<p>Sent: April 15, 2004 Name: David <u>Ewald</u> Address: 3809 Nuevo Dr City: Colorado Springs State: CO Zip: 80918</p> <p>I think the construction on I25 should begin ASAP to alleviate congestion.</p> <p>This city also needs more east to west high speed corridors.</p>	<p style="text-align: center;">Issues</p> <p>General Support</p> <p>Alternatives considered: East-West corridor</p>
<p>Sent: April 15, 2004 Name: Diane <u>Evergreen</u> Address: 30 S. Nevada Ave. City: Colorado Springs State: co Zip: 80901</p> <p>I strongly urge that you include carpool lanes in Phase I of the building and not at a later time. There is great community support for this and with the anticipated growth it makes sense to "train" people about these options (carpools, vans, buses) early on.</p>	<p style="text-align: center;">Proposed Action: Construct HOV lanes in phase I</p>		