

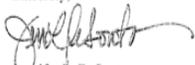
PUBLIC COMMENTS RECEIVED – In alphabetical order by last name or organization

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

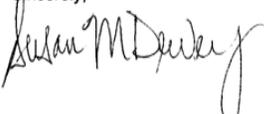
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<p style="text-align: right;">5/5/04</p> <p>Project Office MAY 1 0 2004</p> <p>I am writing to object to the current plans of CDOT regarding the expansion of I-25 and the excessive noise along the highway in the Old Henry and neighborhoods. I'm also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

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

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

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

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<p>Sent: May 10, 2004 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>In the EA under "U S Air Force Academy Resources," it mentions 7 miles of interstate and 4 interchanges that are located on Academy property, all of which have been located there since BEFORE the EA. Why then is CDOT and FHWA addressing cumulative impacts from these previous roadways and interchanges combined with any new roadways and interchanges along this 7 mile stretch yet fail to look at the cumulative impacts in other core areas? EXAMPLES: 1) Induced traffic from greater highway capacity will increase traffic congestion when vehicles leave I-25 to head along east-west corridors within Colorado Springs (Garden of the Gods, Nevada Ave., Fillmore St., Uintah St., etc.). 2) Impacts from increased highway noise when HOV lanes are opened to accommodate increased and often faster moving vehicles. 3) Impacts on property values to properties in areas adjacent and served by increased capacity on I-25.</p>	<p style="text-align: center;">Issues</p> <p>Cumulative Impacts: Questions why USAFA cumulative impacts considered but not impacts to surrounding roadways/neighborhoods</p>	<p>Sent: May 11, 2204 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>In "Scoping Comments on the Proposed Interstate Highway 25 NEPA Approach and the Proposed Cumulative Impacts Assessment in El Paso County, Colorado" sent to William C. Jones, Division Administrator, Federal Highway Administration and Robert Torres in May 2001:</p> <p>NEPA in an attachment, "Specific Comments for Environmental Impacts Assessment of I-25 Capacity Enhancements in El Paso County, Colorado" commented specifically on why the likely direct, indirect and cumulative environmental impacts of this project supported the need for a more comprehensive EIS process that looks "beyond the life of the action."</p> <p>And at the end of this attachment NEPA gave its "Summary":</p> <p>"In summary, broad evaluation of alternatives and future development impacts is needed for the roadway changes proposed on I-25 in El Paso County. Such broad evaluation of alternatives and public disclosure and comment on them is appropriate with an EIS. Foreseeable direct, indirect, and cumulative impacts of the complete project should be assessed and disclosed for public input and decision-making, following NEPA guidelines [40 CFR 1508.7], to provide for informed public decisions about metropolitan transportation needs and future development in the affected communities. That analysis, including indirect and cumulative impacts, should occur within a NEPA document...The potential direct, indirect, and cumulative impacts to wetlands, water quality, and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an EIS."</p> <p>Faced with the largest highway project in the history of Colorado Springs, one that uses federal highway dollars, for what reasons was NEPA's recommendation for an EIS ignored?</p>	<p style="text-align: center;">Issues</p> <p>General opposition: EIS needed NEPA Process</p>
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<p>Sent: May 10, 2004 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>Prior to and during the EA process, CDOT's "public process" consisted of informal meetings where boards displayed charts, graphs, maps and written information. The public was invited to look, question representatives and submit written comments on slips of paper but was not allowed input into the planning process as plans were being made. In addition, at no time was the public notified of any changes made by CDOT due to this public input. By contrast, (referring to "US Air Force Academy Resources: Cooperating Agency Status"--pg.3) "...The FHWA and CDOT have worked closely with the Air Force Academy. This interagency cooperation will continue beyond the environmental process...As the environmental process is completed, the Air Force Academy's close cooperation will be needed in the design and construction phases for any improvement on Air Force Academy Property." Other than politics, what allows for this disparity between the treatment of the Academy and the needs of the historic core of our city, neighborhoods along the I-25 corridor and a major historic park, Monument Valley Park, which, like the Academy, qualifies for the National Register?</p>	<p style="text-align: center;">Issues</p> <p>Historic Resources: Questions why USAFA and Parks/Public coordination were treated differently if both are eligible historic resources</p> <p>Historic Resources</p>	<p>Sent: May 10, 2004 Name: Pat <u>Doyle</u> Address: 1815 Wood Ave City: Colorado Springs State: CO Zip: 80907</p> <p>CDOT acknowledges the need for noise mitigation north of Uintah St. along trails on the western border of Monument Valley Park at Recreation Way. The noise level exceeds 66dBA, a criterion for noise impacts. Possibilities for mitigation were explored but rejected by the Parks Board. What does CDOT intend to do in compliance with 4(f) and for the welfare of the park users?</p> <p>Sent: May 10, 2004 Name: Ann Dukey Address: 1927 N. Tejon Colorado Springs, CO 80907</p> <p>Please see the same comments from Susan M. Dewey.</p> <p>Sent: April 22, 2004 Name: Peter <u>Dunn</u> Address: 710 W. Pikes Peak Ave City: Colorado Springs State: CO Zip: 80905-1531</p> <p>I am impressed. Congratulations. It looks like a tremendous amount of work and thought went into the research and presentation. I liked basically everything, including the sleek interchange designs; capacity improvements; wildlife, pollution, and waterway considerations; and the sound barriers. The only area that left me wanting to know more concerns lighting along I-25 in the Bijou/Colorado Ave/Cimarron areas. I am sure thought has been given to how highway lighting will be situated and the types of fixtures and lamps. Hopefully, this lighting can be directed to the highway and not excessively stray into adjoining neighborhoods. The internet presentation did not show any pictures to suggest what the lighting might look like, although it did mention lighting is being considered. I still feel continuing consideration needs to be given to future capacity improvements on I-24 as the major Colorado Springs East-West thoroughfare, both through downtown all the way to Powers and at the Cimarron-Eighth Street intersection. Thanks again for all the hard work.</p>	<p style="text-align: center;">Issues</p> <p>Parks and Recreation: Noise mitigation for impacted parks</p> <p>NEPA Process</p> <p>General Support</p> <p>Transportation Issues: Lighting should be designed for minimal impact to surrounding neighborhoods</p>
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<p>Sent: April 1, 2004 Name: Cathy <u>Durance</u> Address: 1008 North Star Drive Colorado Springs, CO 80906</p> <p>The study appears to be very thorough, impartial and easy to understand for the average citizen. Congratulations on a job well done! I have only two comments:</p> <p>1) Why will the interchanges be done in a north to south schedule? I believe that the interchanges should be done in order of least effective/most dangerous/oldest or heaviest used. Some of the interchanges on the south end of the corridor are very old and extremely dangerous. Some of the interchanges on the north end are newer and safer. Perhaps there is a good reason to do them north to south, but that reason wasn't explained in the Overview.</p> <p>2) The improvement plans seems to be well thought-out and will be effective for the long-term. PLEASE do not let the vocal minority (the environmentalists, those living in the noise-impacted areas or those being re-located) postpone this much needed improvement to our city. Thousands of people use the I-25 corridor several times a day; this issue is one of doing what is best for the majority. No matter how the plans are altered, there will always be people who complain about the impact. This plan seems to have taken many factors into consideration and it appears that the proposed changes will have the least impact environmentally.</p> <p>Again, congratulations on a job well done! I feel that the study has taken everything possible into consideration, putting forth a well-planned and reasonable proposal. Let's GET IT DONE!</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Proposed Action Questions about project scheduling</p> <p style="text-align: center;">NEPA Process</p>	<p>Sent: March 31, 2004 Name: Don <u>Duranso</u> Address: 4093 Colony Hills Circle City: Colorado Springs State: CO Zip: 80916</p> <p>I have seen growth like this in S. Calif. and in San Jose Calif. and widening the highway, though helpful, was not the total answer. We also need rapid transit. Rail worked the best and helped to relieve the congestion on the highway.</p>	<p style="text-align: center;">Issues</p> <p style="text-align: center;">Alternatives Considered: Transit options needed Rapid transit rail</p>
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