

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

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

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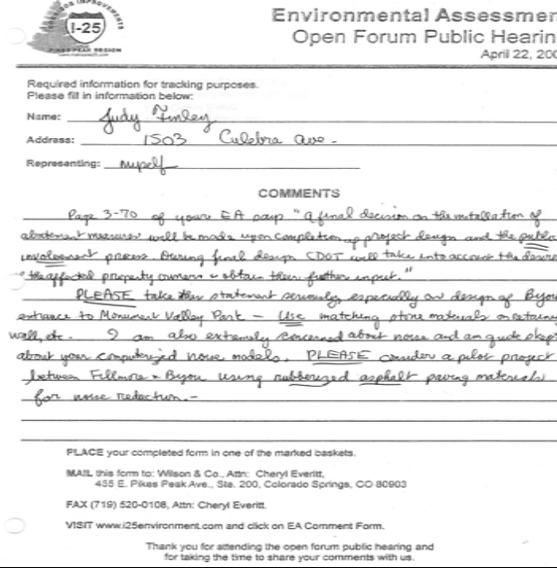
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| <p>Sent: May 10, 2004 Name: Margaret R. <u>Ferguson</u> Address: 203 Wood Terrace City: Colorado Springs State: CO Zip: 80903</p> <p>I have fought my way through the lengthy environmental Assessment Study and am quite concerned about the effects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

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

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

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

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

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

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

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