

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

<p>Sent: May 11, 2004 Name: Sherry <u>MacDonald</u> Address: 1141 Dark Pine Court City: Monument State: CO Zip: 80132</p> <p>Some are very reasonable but a new on ramp at the weigh station in Monument is a very dangerous proposition and a hazard to all who have to merge into the far left lane to accommodate trucks merging onto the freeway. There is no space and no time to do so without distracting a driver and leads to a possible accident. The off ramp to the city of Monument is so far out of the way that it surprises that any business is alive with the amount of traffic/business they must be losing.</p>	<p>ISSUES</p> <p>Transportation: Safety/Economic concerns about Monument interchange</p>	<p>Sent: May 11, 2004 Name: Jan and Tom <u>Mahony</u> Address: 1730 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>We believe that not nearly enough study has been done, particularly with respect to the use of rubberized asphalt to reduce the noise and other detrimental effects of this huge increase in traffic through the core of Colorado Springs. We feel CDOT is giving lip-service to our complaints and wants to ram the highway through as it wants. CDOT is not doing "all possible planning to minimize harm" as it is required to by the 1966 Transportation Act. CDOT has been very short sighted in planning for I-25 as it impacts Colorado Springs. Highway money seems to all be spent in and around Denver. We have lived in this neighborhood for 26 years and can attest to the noise, dirt, bad air and ill effects that have greatly increased along with increased vehicle numbers and tined concrete. You say it isn't so bad. It IS bad and it needs to be mitigated.</p>	<p>ISSUES</p> <p>General opposition</p> <p>Noise: No mitigation offered, rubberized asphalt should be considered</p>
<p>MAY 13 2004</p> <p><i>Wendy</i></p> <p>126 West Curamillo Street Colorado Springs Colorado 80907 719-634-2230</p> <p><i>To Whom It May Concern,</i> <i>I have lived in the Old North</i> <i>End over 30 years. My parents and</i> <i>grand parents also lived in this</i> <i>area. The noise and pollution from</i> <i>I-25 have had a major impact and</i> <i>anyone who says otherwise doesn't</i> <i>live in this neighborhood. This</i> <i>small historic area is truly a treasure</i> <i>for Colorado Springs and I would</i> <i>like to see it remain the jewel that</i> <i>it is. Please do all you can to</i> <i>protect our environment, our way of</i> <i>life and our way of life by pursuing any</i> <i>and all alternatives to concrete and</i> <i>asphalt. I speak for a wonderful</i> <i>neighborhood - lets work together to</i> <i>keep it. Thank you</i> <i>Wendy Pollock</i></p>	<p>General Opposition</p> <p>Noise</p> <p>Air Quality</p>	<p>Sent: May 5, 2004 Name: Kenneth <u>Majerus</u> Address: 3720 Cranswood Way City: COLORADO SPRINGS State: CO Zip: 80918</p> <p>I travel the I-25 corridor between Woodman and Lake every day. The traffic congestion and hazardous conditions seem to get worse each day. We must do something and, based on the report, adding an additional lane makes the most sense to me. I support this measure 100%.</p>	<p>General Support</p>

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<p>Sent: April 23, 2004 Name: Mark S. <u>Malone</u> Address: 2715 Dristol Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I strongly support the effort to increase the capacity of I-25 by widening it to 6 lanes. In fact, the State of Colorado should actually be planning to widen I-25 to 8 lanes -- population and traffic are only going to increase in the future. I've lived in the Springs from 1991-93 and from 1998 to the present, and have seen the increase in congestion personally. When the improvements to I-25 were completed in downtown Colorado Springs, the driving environment improved markedly, and continues to be much better than in the past. The new 6-lane I-25 will provide similar positive results. In terms of construction, I strongly recommend closing some interchanges entirely if that will decrease the construction time, so as to avoid another 3-year headache like the Woodman interchange project. Thanks for taking my inputs. Hopefully we can move forward with these I-25 improvements shortly.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 24, 2004 Name: Dale <u>Marich</u> Address: 831 Skyway Blvd. City: Colorado Springs State: CO Zip: 80906</p> <p>I was born and raised in Colorado Springs and have seen incredible growth in the area. The widening of I-25 should have been done many years ago. The interchange at Cimarron and I-25 is a major problem, especially in the summer during the tourist season, and the North-bound on-ramp there is treatorous to say the least. Given the size of our community, it is imperative that everthing needs to be done to push through the red tape required to make the necessary and long overdue improvements to I-25.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>To Whom It May Concern:</p> <p><i>30/04</i> APR 08 2004</p> <p><u>Yes I do agree that I-25 needs to be widen. I think we are already behind. I have some thoughts to give to you. I think that a HOV and carpool lane would be a waste of precious driving lane. You need to see during rush hour that there is only 1 person in the car. You need to know what the town is made up. We have families that play soccer have band practice or play in other activities. They need to get home to drive kids around. I think that not too many people would be carpooling. Then there or others that are going to night school that needs to get to class. This town is spread out. Its not like Denver where you have a big down town. I think that having 4 lanes of driving would be that best thing. Then we would be ready for more traffic to come. I do know that monies are not there to get 4 lanes. I drove up to Denver Last weekend. Now I know where the money is going to, I think that El Paso County needs to get there fare share of money. I think that doing it all at once would make more sense.</u></p> <p><u>I think that building a new interchange at the end of Briargate Blvd. Would help elevate the big rush at Woodmen Avc. and Research Pkwy. I would do more shopping in the area. Woodmen is just a mess. The road is not big enough to handle the traffic.</u> <i>Down where gamers sport is</i></p> <p><u>I do think a loop around the east would be perfect. To bypass the town, its too late for Powers to be that. Its already Academy Jr. There is so much being built out east. I know I live out here. The loop will be a great access to the east.</u></p> <p><u>There is one thing that can be change right now. The painted lanes at Bijou exit going south are very bad. The yellow lines need to be extended out. Then painted arrows need to be painted to designate the lanes to go.</u> <i>WHAT IS TRYING TO SAY THE TURNING LANES MUST BE ESTABLISHED MUCH SOONER</i></p> <p>Thank you Cheryl Marchand</p> 	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives Considered: East Bypass</p> <p style="text-align: center;">Alternatives considered: Build new interchange at Briargate, convert HOV to general use lanes</p> <p style="text-align: center;">Transportation: Striping needs to be repainted at Bijou exit</p>	<p>Recorded April 22, 2004 Dale <u>Marich</u> See comments in "Public Hearing Transcripts" in Appendix C</p> <p>Sent: April 17, 2004 Name: Barry <u>Martin</u> Address: 1825 Paseo Del Oro City: Colorado Springs State: CO Zip: 80904</p> <p>I believe the Study was carefull thought out. I am for the proposed capacity improvements. Our community continues to grow, as it should, and the improvements will greatly improve the quality of life for all citizens.</p>	<p style="text-align: center;">Alternatives considered: Third lane needed between Monument and Castle Rock</p> <p style="text-align: center;">General Support</p>

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<p>Sent: April 23, 2004 Name: Jere <u>Martin</u> Address: 1718 N. Tejon Street City: Co. Springs State: Co Zip: 80907 We need better noise protection then we have now for the historical north end neighborhood and the park both of which have become far less enjoyable because of the constant noise from the highway. The noise is bad now and when you increase the lanes I can't imagine what it will be like. A quiet, family neighborhood has been greatly impacted by what has been done.....please remedy this!!</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition</p> <p>Noise: Mitigation needed</p>	<p>Sent: April 27, 2004 Name: Sara W. <u>Martin</u> Address: 831 E. Boulder Street City: Colorado Springs State: CO Zip: 80903 Please move ahead immediately to commence and complete this project of critical importance to Colorado Springs and The Pikes Peak region. The safe and efficient movement of traffic through our city is vital to our economic survival, and the need for timely commencement of this project cannot be over-emphasized. The growth and development of a human community cannot help but affect the surrounding landscape. The prairies have been impacted by the growth of Colorado Springs for well over 100 years, but there remain wetlands, parklands, and other areas for wildlife and plant life. It's been studied enough. Build it! Anyone who has moved to the "historic North End" since the 1960's has only himself to blame if the potential impact of the already existing interstate wasn't a consideration. Freeway and train traffic are music - the commerce that keep our city alive. Build it!</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>NEPA Process</p>
<p>Sent: April 22, 2004 Name: Ron <u>Martin</u> Address: 1718 No. Tejon City: Colo. Springs State: CO Zip: 80907 I am very supportive of the maximum noise barriers possible being installed along the east side of I-25 between downtown and Fillmore, especially along Monument Park. The noise level has increased dramatically since the installation of barriers on the westside of I-25 for 6 lanes of traffic. With the proposed increase to 8 lanes, the noise would be unbearable for park users and residents all the way to Nevada if these new noise barrier are not built almost immediately. The historic downtown and historic residences are close to being destroyed by the noise levels that currently exist because of I-25 expansion. As a former president of The Historic North End Homeowners Association, I can tell you that this highly vocal organization will not sit by and see this area be finished off.</p>	<p>General opposition</p> <p>Noise: Mitigation (barriers) needed to minimize impact to parks and neighborhoods</p> <p>Historic Resources</p>	<p>Sent: May 10, 2004 Name: Barbara <u>Hau</u> and Don <u>Marvel</u> Address: 2378 Wood Avenue City: Colorado Springs State: CO Zip: 80907 We live in the HISTORIC Old Northend Neighborhood of Colorado Springs. Our property borders on Monument Valley Park developed by General Palmer to be a BEAUTIFUL gateway to Colorado Springs. The current plan to enlarge I 25 through the heart of a primarily residential residential area and immediatly adjacent park will destroy any fragment of residential, park like quality envisioned by any past, current, or future residents of the area who have been stewards of this rare remnant of historic Colorado Springs for more than a century. We do not want MORE noise, air and water pollution, litter, etc. Why are there not more "buffer" trees along the current interstate. Please wise up and put future transportation \$ toward a "rail" using current tracks or an eastern TOLL road to facilitate "through" traffic along the front range, rather than further destroying the residential and park like areas of our communities. Sincerely from people who CARE!!!</p>	<p>General Opposition</p> <p>Historic REsources</p> <p>Noise: Impacts to park and neighborhoods, buffer trees needed</p> <p>Alternatives considered: Eastern bypass toll road, rail options</p>

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<p>Sent: April 14, 2004 Name: Lon <u>Matejczyk</u> Address: 31 East Platte Suite 300 City: Colorado Springs State: CO Zip: 80903</p> <p>There are no options; this project should have been started years ago. The transportation issues when resolved, will have a profound impact on our economic development and business recruitment. The quality of life in the area will be improved, making CS an even better place for businesses and families. The changes also will make the area safer and decrease road rage. There might even be an economic impact from employees being more productive because they get to work earlier and have more time with their families.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 15, 2004 Name: Darcie <u>Maurer</u> Address: 929 High Road City: Manitou Springs State: co Zip: 80829</p> <p>We definitely need expansion of I25. Traffic between Denver and Colorado Springs is congested and dangerously crowded. It is a primary corridor that needs attention.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>
<p>Sent: May 10, 2004 Name: Jim <u>Matson</u> Address: 1323 N Weber St City: Colorado Springs State: CO Zip: 80903</p> <p>I am concerned about the proposed expansion of I-25 through the heart of Colorado Springs. The rise in noise levels on the east side of the freeway in recent years, notably in Monument Valley Park but also in adjacent residential areas, significantly diminishes the quality of life in the Old North End. Please consider all possible avenues of noise abatement, including rubberized asphalt, in your expansion plans.</p>	<p style="text-align: center;">General opposition</p> <p style="text-align: center;">Noise: Consider all mitigation methods incl. rubberized asphalt</p>	<p>Sent: April 19, 2004 Name: Shaun <u>McCarthy</u> Address: 3355 Orion Drive City: Colorado Springs State: CO Zip: 80906</p> <p>PLEASE, PLEASE move forward as quickly as possible with the proposed capacity improvements. It is long overdue and critically important for the long term viability of our region. Also, it is just as critically important for the safety of the travelers on I25 through our region.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 22, 2004 Name: susan <u>mcconnell</u> Address: 6240 Viewfield Heights City: Colorado Springs State: CO Zip: 80919</p> <p>I think the study seems to have covered the most important bases and that in general, the recommendations are on target.</p> <p>In particular, I live in the southern part of the Rockrimmon neighborhood and am glad to see that the I-25/Rockrimmon/Nevada interchanges will be improved and connected. I especially like the potential of heading east to Nevada without having to detour south to Garden of the Gods Road first. I also am in favor of extending the interchange connection to meet Corporate Drive. All of this should greatly enhance travel on and off the interstate to/from my home, as well as within the immediate community.</p> <p>One issue of concern about the rerouting of local roads/ramps is the issue of lighting/illumination. Presently, it's kind of creepy taking the northbound exit for Rockrimmon at night---traveling under the highway in a completely unlit area. I don't always feel safe. I would hope that better lighting is part of the improvement package.</p> <p>Looking at the larger picture, I am somewhat skeptical (but open-minded) about the use of HOV lanes throughout the I25 corridor through the city. But if they can be easily switched back and forth as traffic congestion dictates, I imagine they might help. Just haven't really observed that up in Denver and elsewhere.</p> <p>I have some level of concern regarding aesthetics. Since the highway is going to become larger and hence more visible, I am wondering what steps will be taken to ensure that medians and side landscaping design is topnotch--and to the extent possible, requiring minimal maintenance--utilizing combinations of stone or tile work, rock and xericscape.</p> <p>Also, I have understood that Confluence Park is in part intended to serve as an attractive, viewable city component from the highway---so that visitors as well as residents traveling through the city, and especially passing downtown, will have a pleasant view and positive perception of the community. Will the section of I-25 passing the park employ sound and/or decorative walls? I hope that special attention is paid in that particular area.</p> <p>Overall, since I-25 is our only major highway through town, and it has become increasingly crowded and now backs up continuously throughout weekdays and weekends, I'm in favor of the expansion to additional lanes to improve mobility.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Lighting at interchanges, effectiveness of HOV lanes</p> <p style="text-align: center;">Visual Resources</p> <p style="text-align: center;">Parks and Recreation: Confluence Park</p>	<p style="text-align: center;">Comments on I-25 Expansion 22 April, 2004</p> <p>I do not support an expansion of the current I-25 roadway. It seems to me that it would be much better to create a new artery on the EAST side of town. I do not have a multimillion dollar survey to back up any of my points, BUT It Seems To Me that:</p> <ul style="list-style-type: none"> - The population center of Colorado Springs has moved considerably east since I-25 was built and will continue to move east, probably at an increasing rate, in the future. - The people living on the east side of town have no good north-south throughway. (Powers is being degraded continuously by more traffic and more lights) - There are no good east-west throughways other than the Martin Luther King bypass. - We are not serving our eastern living citizens well as far as north-south traffic ways go. - I question whether, in fact, <u>only</u> 15,000 vehicles would currently be taken off I-25 by an eastern route. If traffic volume were lower on an eastern route I bet more and more motorists would use that highway as would thru traffic if it connected on the south end of town. In any case, a very high percentage of the increased traffic (60,000 cars by 2025) would use an eastern artery. - Adding a third lane to I-25 is certainly the cheapest way to go today. However, any future modification of I-25 will be very expensive (as will the current modification). There are a lot of terrain problems and most of the adjacent property is developed. Buying up adjacent property is both expensive and hard on people. On the east the terrain is flat and open right of ways can be bought up early on. - Adding more and more traffic right up against the mountain/hillsides produces ever more pollution and noise, particularly as the traffic comes to almost a standstill as it will when traffic builds (probably faster than is predicted). Against the mountains it seems to stay trapped whereas on the plain it can dissipate much more easily. <p style="text-align: right;"><i>Worth McCarr 412 Summit Cliff etc</i></p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Alternatives considered: East bypass</p> <p style="text-align: center;">Air Quality</p>
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<p>Sent: April 12, 2004 Name: John A. <u>McDevitt</u> Address: 18485 Lazy Summer Way City: Monument State: CO Zip: 80132</p> <p>The expansion of I-25 to handle both current and projected traffic loads is critical. Currently, I-25 is at, or exceeds, capacity for the majority of daytime travelling. It becomes even worse during the summertime, when out-of-state vacationers increase the traffic load, the increased presence of RVs and camping trailers aggravate the situation even further. Given the ongoing growth in northern El Paso county, the I-25 expansion from Briargate to Monument should be configured/built as a 8 lane section, with only 6 lanes available, now. If not, then there will be a need to expand to 8 lanes as soon as this project concludes - let's build in growth from the beginning. Currently, the use of I-25 to commute to/from the northern edge of El Paso county to the southern part of Colorado Springs forces one to experience extensive delays, increasing incidents of aggressive driving, accidents, etc.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Over the past 5 years, more and more commuters exit I-25 and use Powers Blvd or Academy Blvd as alternate commuter routes - creating a traffic situation that exceeds the traffic capacity of these streets. One suggestion for the Baptist Road improvement project: Eliminate Struthers Road all together, especially its intersection with Baptist Road. Re-direct north-south traffic to the new Jackson Creek Parkway. Use the funds for improving the Struthers-Baptist Rd intersection to improve the capacity of Jackson Creek Pkwy. Another suggestion is to connect Jackson Creek Parkway south to NorthGate Road all the way until it connects with Voyager Parkway. An alternative N-S road would reduce the Interstate congestion. - Suggestion for the Woodman Rd to Rockrimmon Blvd section of I-25: Extend the on-ramp from Woodman so that it intersects I-25 south of the Nevada off-ramp, also eliminate the Commerce Center Drive on-ramp. If nothing else, build a traffic barrier along the left edge of this on-ramp to prevent any traffic from trying to merge onto the Interstate and then immediately exit on Nevada - currently creating a very dangerous 4 lane change maneuver in less than a few hundred feet. The current configuration of an on-ramp from the right and an off-ramp to the left creates too many dangerous lane changes - resulting in a high accident area. Suggestion: Install metering lights on all on-ramps (North & South) from S. Academy Blvd through Briargate. Suggestion: Do not make the Car Pool lanes separate from the main roadway. They need to be available for use, in both directions, during weekends and holidays to handle the extra vacationer traffic. Maybe they could be used as a dedicated Tractor Trailer, RV and Trailer thruway - all Tractor Trailers, RVs and trailers would be required to use these lanes vice using the other 3 lanes of directional traffic.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives considered: Make 8 lanes from Briargate to Monument, Woodmen/Nevada Interchange, install ramp meters, do not barrier separate HOV lanes</p>
<p>Sent: May 3, 2004 Name: Michael <u>McDevitt</u> Address: 9025 Rochester Drive City: Colorado Springs State: CO Zip: 80920</p> <p>It is extremely important that we expand and improve I-25, in areas where it is needed. Without doing this now, we run the risk of turning a morning and evening commute into an experience that our residents will not want to endure any longer. We have watched this scenario play out in other cities around the U.S., where they were unwilling to invest in the roadways, and they are paying the price now! We do not want that to happen here --- and there is still time to address it, if we act now</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>I think its ironic to look back at the decision in the 1950s to route the interstate though what is likely the most difficult area of the city (to keep the highway near downtown) when the best option would have been along the present route of Academy Blvd, likely the some of the same homeowners who wanted to route the highway on its present course are not some of the people who think it's "too loud" to expand further.</p> <p>Having travelled throughout a number of major US metro areas, I find it almost saddening that we live in a community of over 500k people (metro) and we have one 4-lane interstate going through the city, and a 2 mile spur road (US 24 Bypass) to move traffic through the area, limited access. It is obvious that other areas of the country with much smaller populations and equivalent densities have had the transportation purse-strings to themselves over the past decades, including the billion dollar TREX project in Denver Metro. It's time Colorado</p>	<p style="text-align: center;">ISSUES</p>

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<p>Sent: April 21, 2004 Name: Justin P. <u>McDonald</u> Address: 560F Autumn Crest Circle City: Colorado Springs State: CO Zip: 80919</p> <p>I have reviewed the I-25 Environmental Assesment as time permitted over the past few weeks. I find that CDOT and the project engineers have put together a comprehensive and well thought out proposal to bring our sole local freeway up to 21st century standards. I know from past reading that CDOT has been trying for over 20 years to begin work on this extremely congested portion of I-25. It it probably good in some respects that the improvements have been put off unitl now, as all the new environmentally friendly engineering and construction techniques should have little impact on an already disturbed area. I do think that the concerns of the "North-Enders" should be considered, if it takes putting up more sound wall to please them, I think this should be considered so that this project is not depayed futher, at which point we would likely see total grid-lock on this freeway.</p>	<p>General support</p> <p>Noise: Provide noise walls</p>	<p>Springs gets what it needs before it starts impacting econmic development directly. It is known that their are saftey issues with the current design, now approaching 50 years old, so for even that reason alone, the project as proposed should move forward while the funding (at least partial) is available.</p> <p>My last comment would be to make sure that interchange designs are going to be adequate for the future. I have concerns that the now 3 year project at Woodmen Rd is at best a "half-effort", traffic is still backing up on the southbound turn lanes from westbound Woodmen to I-25 (when all lanes are open), which I believe was once proposed to be a southbound flyover, much like the flyover that Parker and I-225 got on its (more rapid) reconstruction. With the volume that Woodmen has now, and will surely increase as the city expands north and eastward, I am concerned that this situation will need to be addressed well before the end of the new interchange's design life. It is my sincere hope the the Nevada -Rockrimmon and Cimmaron - Bijou interchanges have been planned such that they are not only better than today's interchanges, but prepared for the future. Then again, almost anything is better than what we have at Nevada - Rockrimmon now!</p> <p>Well, that's my "say", thanks for letting the public comment on this, again I think it is well thought out and I look forward to the finished product...we'll get there!</p>	
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<p>Sent: May 6, 2004 Name: Michal L. <u>McDowell</u> Address: 1441 High Chateau Rd. City: Florissant State: CO Zip: 80816</p> <p>I cannot empahsize enough the importance to the whole community that the completion of this project is. We seem to be in the mode of letting a few people who have strictly their own special interests i.e. environmentalism, no growth, too much traffic in my neighborhood, and on and on and on ad infinitum control what is good for the whole community. If this project is not completed as soon as possible Colorado Springs metro area is going to suffer a great deal. The traffic will still come and we will literally be gridlocked. We are now at certain times of the day. If this happens it will severly impact our economic development and this failure will trickle down to affect the well being of many in this community. Lets not let a few selfish individuals ruin the good things we have in Colorado Springs for the majority of sensible citizens who know this highway needs to be expanded for economic and safetys sake.</p>	<p>ISSUES</p> <p>General support</p> <p>NEPA Process</p>	<p>MAR 30 2004 03-29-04 Wilson & Company Colorado Springs Office</p> <p>WILSON & CO This is in response to the GAZETTE Article on 28 March: Widening 1-25 to six lanes, at a cost of \$500 million. is the worst idea anyone has come up with in a very long time. How many more vehicles will our mere lane accomodate? and how many more can we expect in the next 15-20 years? and wont adding a lane there just add more congestion to the already bedimed road south of there? Why not do it right? So just and build a six or eight lane highway and if you only complete six lanes than, build it so additional lanes can be added without redooing all the interchanges. - Plan ahead. It will not cost as much to do it right now as it will to re-do it in the future. Several years ago we were told of a plan to go east with a bi-pass road, but that plan was cancelled, they said, because the federal government would pay for widening 1-25, but</p>	<p>ISSUES</p> <p>General opposition</p> <p>Transportation: Capacity concerns</p> <p>Alternatives considered: East bypass</p>
<p>Sent: April 22, 2004 Name: Jim <u>McElroy</u> Address: 2260 Cape Pine Way City: Col Spgs State: CO Zip: 80919</p> <p>support the expansion of I25 as proposed.</p>	<p>General support</p>	<p>03-28-04</p> <p>the state would have to pay for a bi-pass road. -- So what? its all tax payers money and it matters little which pocket it comes from. Even if you widen 1-25 now, we will have to have a bi-pass in the near future. So- lets put that \$500 million into a road that will serve us for many years to come.</p> <p>Respectfully Submitted Curtis McEaha</p> <p> Curtis D. McEaha 4120 Anita Cir. Colorado Springs, CO 80918</p> <p>719 598-9121</p>	

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<p>Sent: April 23, 2004 Name: Thomas <u>McGhghy</u> Address: 1180 W. Bella Casa DR City: Pueblo West State: CO Zip: 81007 As I drive this stretch of the road between Pueblo and Denver very often as a commuter. it will be very nice to see the roadway improved for more capacity and allowing traffic to move more freely. The sooner the better that this is accomplished.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>William F. <u>McKenna</u> continued The result is traffic backing up the I-25 exit ramp. I have seen mornings where the traffic is backed out onto I-25 causing a dangerous situation. Rusina should be closed. The traffic for Rusina can take one of the connecting streets which intersect it to the west. The island which separates the west bound and east bound Garden of the Gods entrance should be extended west down G o'G's solidifying the merge lane. Thanks for the venue to provide input.</p>	<p style="text-align: center;">ISSUES</p>
<p>Sent: April 9, 2004 Name: T.J. <u>McGinty</u> Address: 1215 West Bijou City: Colorado Springs State: CO Zip: 80904 Read the report and want to say thank you for your carefully considered approach to the project. It's nice to see people committed to do things to the best of their ability.</p>	<p style="text-align: center;">General support</p>	<p>Sent: April 17, 2004 Name: Iris <u>McKenzie</u> Address: 4123 Sunny Vista Heights City: Colorado Springs State: co Zip: 80918 I think that the work to increase the capacity on I-25 needs to be done as soon as possible to relieve some of the congestion. The funds allocated for it need to be devoted to it so that the problems can be taken care of as soon as possible.</p>	<p style="text-align: center;">General support</p>
<p>Sent: April 7, 2004 Name: William F. <u>McKenna</u> Address: 4359 Morning Glory Rd City: colorado springs State: co Zip: 80920 My comments are directed towards capacity improvement. Taking the west bound exit off I-25 onto Garden of the Gods Rd there is an intersection for a north bound road named Rusina St. The exit for Rusina is perhaps 50 - 100 ft from the beginning of the merge lane for the west bound Garden of the Gods traffic. It is so close to the merge lane that many, many motorists are tentative (some are intimidated) about entering Garden of the Gods even though the merge lane is for them.</p>	<p style="text-align: center;">Alternatives considered: Access management issues at Garden Of The Gods ramps, close Rusina</p>	<p>Sent: April 5, 2004 Name: Jack <u>McNelly</u> Address: 320 Scrub Oak Way City: Monument State: CO Zip: 80132 I commute daily from Monument to I-25 and Circle Dr.. I look forward to the improvements. I am concerned that, for the majority of the vehicles, the interstate will be constricted to two lanes in each direction during the high volume periods when we need the additional lanes most. My observation, though unscientific, is that the HOV lanes in Denver are under-utilized and a huge waste of capacity. The priority for this project should be traffic congestion relief, not social engineering. I eagerly await your response.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Alternatives considered: Convert HOV to general purpose lanes</p>

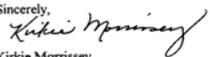
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<p>Sent: April 9, 2004 Name: Beverly <u>Menzer</u> Address: 1206 1/2 N. Cascade Ave. #3 City: Colorado Springs State: CO Zip: 80903 I wholeheartedly am for all improvements. Please let us continue efforts to assist the people of the area in commuting safely and quickly. I feel we are behind the times offering additional methods of travel.</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: April 28, 2004 Name: Joe <u>Mihelich</u> Address: 7830 Lindsey Drive City: Colorado Springs State: CO Zip: 80920 The ESA is well prepared and, I believe, addresses all aspects of the proposed improvements. I strongly support the improvements to I25. As a Northside resident I have commuted for many years on the I and have been involved in many stop-and-go scenarios. If these improvements are delayed there is a very strong possibility that neighborhood streets will be negatively impacted for many years to come. Businesses will suffer as neighborhood shopping will affect the I-25 corridor to only doing business with locals in the area. Any further delays will adversely affect North/South travel throughout the corridor.</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: April 7, 2004 Name: Steve <u>Merritt</u> Address: 3215 Hollycrest Drive City: colorado springs State: co Zip: 80920 Increase of capacity is necessary to continue safety and to provide adequate transportation routes. The updates to I25 should be completed as soon as possible.</p>	<p>General support</p>	<p>Sent: April 3, 2004 Name: Donald <u>Miles</u> Address: 3815 Schoolwood Ct City: Colorado Springs State: CO Zip: 80918 The assessment is quite thorough. The project is much overdue. However, I do question the installation of HOV lanes. While these lanes do provide a benefit in many areas, I personally do not believe the population and work centers in the area would yield the proper cost benefit. Instead of segregated HOV lanes, I would recommend two non-HOV lanes.</p>	<p>General support</p> <p>Alternatives considered: Convert HOV to general purpose lanes</p>
<p>Sent: March 28, 2004 Name: Rob <u>Meyers</u> Address: 6650 Dream Weaver Dr. City: Colorado Springs State: CO Zip: 80918 I am all for the expansion project. I was particularly happy to see that an additional expansion of a 4th lane was being considered on the north half of town. With the vast majority of the growth occurring on the north side of town, the traffic on I-25 continues to get worse each year. The only thing that I feel is being overlooked is the addition of a third lane going each direction between Monument and Castle Rock. A 3rd lane here would most likely reduce traffic accidents on this stretch of highway along with make it much easier for the people who live here to travel between Colorado Springs and Denver.</p>	<p>General Support</p> <p>Add third lane from Monument to Castle Rock</p>	<p>Sent: April 17, 2004 Name: Dawn <u>Miller</u> Address: 560 Lindstrom Dr City: cs State: co Zip: 80911 No HOV lanes. Four general purpose lanes in each direction. Add an additional free way as an alternate to I-25. I.E. (powers)</p>	<p>Transportation: Convert HOV to general purpose lanes</p> <p>Alternatives Considered: East bypass in addition to 8 lane I-25</p>

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>LANCE MILLER</u> Address: <u>6410 Hidden Marsh Rd Monument</u> Representing: <u>Self</u></p> <p>COMMENTS</p> <p><i>Proceed as soon as possible!!!</i> <i>Do not let noise abatement / possible noise issues delay this critical activity</i> <i>HOV lanes aren't likely to be used - have proven (in Calif) to be counter productive to congestion relief</i></p> <p><small>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 435 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT www.i25environment.com and click on EA Comment Form. Thank you for attending the open forum public hearing and for taking the time to share your comments with us.</small></p>	<p>ISSUES</p> <p>General Support</p> <p>Alternatives considered: HOV lanes don't relieve congestion</p> <p>NEPA Process</p>	<p>Sent: May 3, 2004 Name: Richard <u>Miskho</u> Address: 2680 Black diamond Terrace City: Colorado Springs State: co Zip: 80918</p> <p>I think that the economic future of Colorado Springs relies on an infrastructure that not only supports our current needs, but takes a forward thinking approach, as well. The negative impacts to the surrounding neighborhoods and spaces, seem to be minimal. Dollar cost of this undertaking, while sizable, is only a percentage of the local economic growth that expansion will allow. I lived in the Northwest and was subjected to the pain of late action in regards to highway expansion. Travelling I-5 north into Seattle, a drive that started as a 35 minute commute, took nearly 90 minutes when I left in 1998 and currently takes nearly 120 minutes now. Washington moved to expand, but the plans were only enough to bring flow levels back to 1979 standards. Acting too late has long resounding repercussions.</p>	<p>ISSUES</p> <p>General Support</p>
<p>Sent: April 21, 2004 Name: Randal <u>Miller</u> Address: 3307 Birnamwood Dr. City: Colorado Springs State: co Zip: 80920 Please accept and the Environmental Assessment Study without any further delay!</p>	<p>General Support</p>	<p>Sent: March 31, 2004 Name: Henry <u>Mitchell</u> Address: 14180 Gleneagle Dr. City: Colorado Springs State: CO Zip: 80921</p> <p>Capacity improvements are great, albeit too late. North Gate is too close to housing for major interchange dumping Powers traffic. As study stated, improvements to Powers, and an east-west thoroughfare are desparately needed. Also needed is a bypass (was going to be Circle, was going to be Academy, was going to be Powers, was going to be Mark Sheffle. Give us some hope that something will be done! Lack of thoroughfares is the biggest negative in Colorado Springs other than mismanaged growth, and they seem to go together.</p>	<p>General support</p> <p>Alternatives Considered: East bypass</p> <p>Alternatives considered: Concerns with Northgate/Powers & I-25 interchanges</p>
<p>Paul <u>Millet</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>	<p>Sent: March 31, 2004 Name: Henry <u>Mitchell</u> Address: 14180 Gleneagle Dr. City: Colorado Springs State: CO Zip: 80921</p> <p>Capacity improvements are great, albeit too late. North Gate is too close to housing for major interchange dumping Powers traffic. As study stated, improvements to Powers, and an east-west thoroughfare are desparately needed. Also needed is a bypass (was going to be Circle, was going to be Academy, was going to be Powers, was going to be Mark Sheffle. Give us some hope that something will be done! Lack of thoroughfares is the biggest negative in Colorado Springs other than mismanaged growth, and they seem to go together.</p>	<p>General support</p> <p>Alternatives Considered: East bypass</p> <p>Alternatives considered: Concerns with Northgate/Powers & I-25 interchanges</p>

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<p>Sent: April 13, 2004 Name: Kateri <u>Montemayor</u> Address: 331 Oklahoma Rd City: Manitou Springs State: CO Zip: 80829</p> <p>I think it is great but maybe we should also think about alternative forms of transportation. What about a train system from the south end of town to the north. I currently drive from Manitou to Glen Eagle everyday and I am tired of the traffic. If there is an accident on the interstate I have to go east to go around and then back to the west. There is no alternative route to the west until you get to Woodmen.If there was another way for me to get to work I would sure use it.</p> <p>I also think that rubberized asphalt should be considered.From the studies I saw it is not more expensive, and you will be recycling tires. Not to mention it is alot quieter than concrete.</p>	<p style="text-align: center;">ISSUES</p> <p>Alternatives Considered: Train system</p> <p>Noise: Rubberized asphalt</p>	<p style="text-align: right;"><i>Sorry and Kirkie Morrissey</i> 1510 Alamo Avenue Colorado Springs, Colorado 80907 719-635-6688</p> <p style="text-align: right;">MAY 10 2004</p> <p>May 5, 2004</p> <p>I-25 Project Office c/o Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, Colorado 80903</p> <p>As concerned citizens of Colorado Springs, my husband and I would like to address some specific concerns regarding the expansion of Interstate 25 through our town as well as the material used on this highway.</p> <p>Traffic noise is a major concern. As a result of the lanes added to I-25 in recent years, along with the noise barriers erected on the west side of the highway, the increased volume of traffic noise through the city itself, Monument Valley Park, and surrounding communities has greatly intensified. For us personally, this has resulted in the disruption of sleep at night, as well as the enjoyment of our home and yard during the day. Understandably, this has been very upsetting. We initially purchased our home desiring a quiet neighborhood, and until now have always enjoyed grilling outside and visiting with family and friends out on our deck. Since the existing expansion, we have found it difficult to even carry on a conversation in our backyard! Often we are having to raise our voices to be heard over the sound of cars and trucks on the highway, and often have to retreat indoors and close all windows to be able to talk. This is very disconcerting, as we have loved our yard and desire to enjoy it.</p> <p>Also, my husband and I enjoy walking together and with friends, but frequently now people no longer want to come to the downtown area due to the noise. Our peaceful community has been damaged. Monument Valley Park used to be a favorite for hikers and runners, but now it is often avoided. The expanded highway is negatively affecting the quality of life in Colorado Springs. Because this has already been disruptive and upsetting, we understandably have increased concern over plans to possibly expand the Interstate by another 50%!</p> <p>A second area of concern is the material used in the current expansion. The ribbed concrete has increased the high-pitched whine of tires. It's very annoying to say the least. One positive alternative is improved rubberized asphalt. This option has many benefits, and we feel this material was not adequately considered when widening the highway.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition</p> <p>Noise: Impact to neighborhoods and parks, consider use of rubberized asphalt</p>
<p>Sent: April 12, 2004 Name: Jami <u>Moore</u> Address: 524 Calle Conejos City: Fountain State: CO Zip: 80817</p> <p>I think this study is very informative and well researched. We all know that I-25 needs improvements and it is about time there is a plan in place to make these improvements. I think that traffic congestion is the number one complaint among the citizens. I think the most congested areas are the Cimarron, Woodmen, Fillmore, and Exit #132 areas. We need to concentrate on those areas first. However, I think the whole highway should be expanded from the South to the North End of Colorado Springs to accommodate more traffic.</p>	<p style="text-align: center;">General Support</p>	<p>In Flagstaff, Arizona, this material has been used with great success. That city is of comparable altitude and has a much greater snowfall average than ours. (They generally receive 100" of snow each year.) The rubberized asphalt has been found to hold up well. In addition, it has proven to be safer, less expensive, and last longer than concrete. In fact, it actually preserves the base. AND, it provides a way to rid our land of all the old tires desecrating our landscape and creating a dangerous fire hazard. Since tires will always be wearing out, they will always be available. It makes good sense to use them in a positive way for the sake of our environment.</p> <p>In addition, the improved rubberized asphalt reduces the traffic noise dramatically--by 4 to 6 decibels. One friend, recently driving through Arizona, dramatically noticed the contrast between the two surfaces. When driving on concrete, the noise hurt the ears of those riding in the car and made conversation difficult. When they would enter an area where rubberized asphalt was used, they breathed a sigh of relief as the noise quieted and they could enjoy a pleasant conversation with one another. Truly, rubberized asphalt is a smart alternative, and does need to be explored for our picturesque city nestled at the base of majestic Pikes Peak.</p> <p>If the lanes on the Interstate are increased to eight through town, multiplying noisy traffic by 50%, our quiet community will be destroyed and the quality of living greatly compromised. Our environment will be damaged as trees and shrubs are removed, and wildlife driven away. Due to increased noise we have already experienced fewer and fewer birds. For years my husband has fed the birds and built houses for them, but now we have fewer and fewer coming. We miss their singing and cheerful presence.</p> <p>Our neighborhoods, park, and community are suffering due to the present expansion. To increase that by 50% will greatly harm our quality of life in Colorado Springs. Please reconsider the proposed expansion and evaluate other options such as mass transit and an alternate route of a by-pass, or truck route, east of Colorado Springs. The citizens and tourists will thank you! And so do we.</p> <p>Sincerely,  Kirkie Morrissey</p> <p>cc: The Old North End Neighborhood Homeowners Association</p>	

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 <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> <p>Required information for tracking purposes. Please fill in information below:</p> <p>Name: <u>Patrick Mulligan</u></p> <p>Address: <u>99 W. Boulder St.</u></p> <p>Representing: <u>Colo. Spgs CO 80903.</u></p> <p>COMMENTS</p> <p><u>Bern vs. WALL near B1304?</u></p> <p><u>PLEASE REEVALUATE - think of</u></p> <p><u>the people who live on the front in</u></p> <p><u>that area. A wall on the E</u></p> <p><u>side of the r.r. tracks would</u></p> <p><u>be better in my opinion.</u></p> <p><u>Same as near the children park!!</u></p> <p><small>PLACE your completed form in one of the marked baskets.</small></p> <p><small>MAIL this form to: Wilson & Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903</small></p> <p><small>FAX (719) 520-0108, Attn: Cheryl Everitt.</small></p> <p><small>VISIT www.i25environment.com and click on EA Comment Form.</small></p> <p><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>Noise: Noise wall</p>		<p>ISSUES</p>
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<p>Sent: May 10, 2004 Name: Catherine A. <u>Mundy</u> Address: 2100 Wood Avenue City: Colorado Springs State: CO Zip: 80907</p> <p>Thank you for the opportunity to let you know of my grave concerns regarding the Environmental Assessment (EA) for I-25.</p> <p>First, I object to both the process used and your assumption that there are no significant impacts with a project of this magnitude. The Categorical Exclusion designation which was used to segment the entire project, was improper if not illegal. An Environmental Assessment is also inappropriate for the size of this project. The length of time taken to prepare the EA (5 years) signals this was a project complex enough to demand an Environmental Impact Statement (EIS). In addition, allowing just 45 days for the public to respond is calculated, in my opinion, to insure that sufficient comments will not be made. . As you well know, 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 the project and its environmental, social and economic impacts. Such an approach would have provided for identification and evaluation of a broader range of transportation alternatives that can be used to plan for the long-term transportation needs of Colorado Springs and adjacent communities.</p> <p>Widening an interstate highway in an already congested area will have significant impacts on public health and safety. "Significant" is defined in NEPA with a consideration of both "Context" and "Intensity". The context for the I-25 widening project is a rapidly-growing urban area with many sensitive natural and human environments. The context requires environmental analysis to consider; "...several contexts such as society as a whole (human, national), the affected region, the affected interests and the locality..Both short- and long-term effects are relevant." [40CFR 1508.27a] "Intensity" refers to the severity of the impact. (see [40 CFR 1508.27b]).</p> <p>Since impacts are likely to be significant and severe, CDOT and FHWA should have proceeded directly to an EIS before any of the work on I-25 was begun. The need for an EIS is no less now. The following direct, indirect and cumulative environmental impacts are detailed below:</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition: EIS needed</p> <p>EA Section 5-12: Public comment period inadequate</p> <p>NEPA Process</p>	<p>DIRECT IMPACTS: CEQ (Council on Environmental Quality) regulations [40 CFR 1508.20] require that environmental mitigation planning should first avoid environmental impacts altogether.</p> <p>Environmental Impacts</p> <ul style="list-style-type: none"> • Animals - direct impacts and the disruption of habitats should be noted. • Stream pollution - runoff both from the interstate (oil, gas and other contaminants) and future construction should be monitored and recorded. • Parkland - protection for Monument Valley Park is of primary importance. • Wetlands - Tejon St. wetlands, Roswell Neighborhood wetlands and all wetlands in the I-25 corridor are sensitive environments and require protection. • Alteration of surface and groundwater flow patterns - the effects of the construction process, disruption of drainage patterns, maintenance of machinery, snow and ice controls, highway chemicals - all have a negative effect on Monument Creek. • Maintenance and construction impacts - traffic delays, dust, dangerous driving conditions in construction areas and restrictions to local business access should be considered. • Air quality • EA documents should illustrate and disclose an air emissions inventory representative of the I-25 corridor today and compare it to emissions forecasts for a sequence of years appropriate for analysis. According to the National Transportation Research Board, there is considerable evidence that walls themselves increase pollution along roadways, especially where there are walls on both sides of the roadway. • additive and cumulative impacts to air quality from expected growth and emissions in Colorado Springs should be noted. • there should be discussion and public disclosure of toxic air constituents that are emitted with "no build" and "build" alternatives. Residents living near the highway need information about health concerns associated with highway expansion as well as dangers associated with chemical spills, the hauling of toxic waste products and other factors relating to interstate construction and growth in a highly urbanized area where there are few or no alternative routes in case of emergency. 	<p style="text-align: center;">ISSUES</p> <p>Wildlife</p> <p>Water Quality</p> <p>Parks and Redcreation</p> <p>Transportation: Construction impacts</p> <p>Air Quality</p>
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<p>Social Impacts</p> <ul style="list-style-type: none"> • There should be consideration of development patterns and rates for those neighborhoods on both sides of I-25. There should be information provided that details drops in property values and neighborhood viability. • Quality of life issues should be addressed. • Presidential Executive Order 12898 (Environmental Justice) issues should be examined for lower income areas. • There should be an examination of the effects of the division of Colorado Springs by an ever widening interstate. • Noise <ul style="list-style-type: none"> • Existing and anticipated land uses near proposed I-25 and the number of people affected by noise should be disclosed. • Noise abatement measures that will be used both for completed project and noise generated during construction must be documented. • Alternative methods of noise mitigation such as paving with more quiet materials such as has been used in many progressive states and countries should be explored. Lack of knowledge about such materials—such as asphalt rubber—should not be used as an excuse. • The location and number of residences and businesses where noise has exceeded mandated thresholds should be noted. • Effects of roadway noise on motorists should also be considered. <ul style="list-style-type: none"> • Facilities that will not be protected by noise abatement measures and impacts on those occupants must be documented. • Where Monument Valley Park is concerned, it is imperative to look at its use patterns and the effect of a freeway at its flank. How use has diminished because of Interstate noise should be documented. • Noise Mitigation <ul style="list-style-type: none"> • Natural resources impacts should be addressed for comprehensive mitigation planning by local, County, State and Federal decision-makers. The best available mitigation should be used over the life of the project (not just the developments that are currently approved or projected). Berms and quieter road surfacing should be employed. • Good engineering practices are available and should be used; for example most European countries are no longer paving in residential areas with concrete. In 1500 miles of driving in England in April, we encountered no concrete roadways. Motorways are mostly bermed and none carved their way through the heart of a community. 	<p align="center">ISSUES:</p> <p align="center">Socioeconomics</p> <p align="center">Environmental Justice</p> <p align="center">Land Use</p> <p align="center">Noise: Alternative paving methods, berms</p>	<p>INDIRECT IMPACTS/ INDUCED DEMAND</p> <p>Council of Environmental Quality (CEQ) regulations for implementing the procedural provisions of NEPA state that the environmental consequences section of an EIS should include "Indirect effects and their significance" [40 CFR 1502.16b]. According to [40 CFR 1500-1508], the environmental impacts assessment should look beyond the life of the action to evaluate its indirect and cumulative impacts, as well as its direct impacts. Those indirect impacts can include growth-inducing effects on the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" [40 CFR 1508.9(b)]. Because Wilson & Co. and CDOT have provided a document of the length and type of an EIS, it seems reasonable to raise questions that will be addressed by such a process.</p> <p>The CEQ regulations also indicate that an Environmental Assessment should include "means to mitigate adverse environmental effects" [40 CFR 1502.16(h)]. The regulations do not distinguish among impacts, and this provision applies to indirect and cumulative effects as well as direct effects. Because of the certainty of induced changes in land use and growth rates in the I-25 corridor, these indirect impacts need to be assessed.</p> <ul style="list-style-type: none"> • Induced development. Various plans and approvals at different points in time can be compared to actual development and the associated environmental impacts. Long-term projections of growth are difficult to make, but at a minimum existing projections of reasonably foreseeable growth in the area should be revealed, including, but not limited to, approved and planned developments. New highway construction that improves traffic flow and eliminates congestion increases access and contributes to induced residential, commercial, and industrial growth. <ul style="list-style-type: none"> • Induced and Increased Travel In a 1995 report entitled "Expanding Metropolitan Highways: Implications for Air Quality and Energy Use," the Transportation Research Board concluded that, "The evidence from the studies reviewed here supports the view that highway capacity additions can induce new trips, longer trips, and diversions from transit." • Indirect Environmental Impacts: <ul style="list-style-type: none"> • water quality; floodplains and wetlands; vegetation; wildlife and their habitats; air quality; regional and community growth; land use; property values; employment and tax revenues and other social and economic impacts on affected communities and groups must all be considered. • The amount of development that is likely to take place with and without highway capacity expansion should be addressed. Alternatives should be explored. 	<p align="center">ISSUES:</p> <p align="center">Land Use</p> <p align="center">Transportation: Induced traffic</p> <p align="center">Indirect Effects</p>
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<p>CUMULATIVE IMPACTS AND CONNECTED ACTIONS Cumulative impacts are those that result from the incremental impact of an action when added to past, present, and reasonably foreseeable future actions... [40 CFR 1508.7] The environmental impacts analysis should include the incremental, cumulative impacts on future highway infrastructure that will be needed in the reasonably foreseeable future as a result of widening I-25 to eight lanes. The need for additional capacity that will follow when congestion occurs in the future should be discussed, because the induced traffic and growth related to I-25 are likely to create the need for additional capacity, as projected in the materials already prepared by the contractor, Wilson & Co. Those impacts should be compared with other alternatives to highway widening. Balancing of benefits and costs associated with increased growth and development should include full consideration of public input and participation regarding highway capacity improvements and further development of mass transit. The environmental impacts of certain high-cost alternatives (e.g. mass transit and lane widening) can be compared in a way such that their ability to resolve the project's purpose and need (to resolve congestion and capacity problems) will be balanced against their overall environmental impacts. Evaluation of all transportation improvement alternatives can help to avoid or minimize adverse environmental impacts. An EA is appropriate, according to Federal Highway Administration's NEPA implementing regulations at [23 CFR 771.115(c)], for "actions in which the significance of the environmental impact is not clearly established." 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. Since you have chosen an inappropriate tool for evaluating a project of this size, EA, the conclusions you reach do not match the reality of the situation. In summary, expansion of I-25 will have significant impacts on neighborhoods, parks, air quality, water quality, wildlife, local quality of life and the environment. CDOT should prepare an Environmental Impact Statement in order to better assess mitigation measures and understand the full impacts from the largest highway construction project in the history of Colorado Springs. During the past ten years CDOT has been incrementally adding capacity to I-25 through so-called "safety improvements" that escaped scrutiny under the National Environmental Policy Act.</p>	<p>ISSUES</p> <p>Cumulative Impacts</p>	<p>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 gift and legacy of William Jackson Palmer) and the Greenway Trail. In addition, best practices also suggest the use of berming wherever possible. CDOT failed to take a hard look at quieter alternatives to longitudinally tined concrete as a pavement type, such as asphalt rubber--an alternative that is durable, cheaper and more aesthetically pleasing than construction of noise walls. Studies in Arizona and California have proven that the use of asphalt rubber can significantly reduce noise levels. Asphalt rubber could be used at a fraction of the total project cost. CDOT needs to do a more complete job of studying the cumulative impacts of this project, including impacts to neighborhood stability and residential property values and the growth-inducing effects of expanding I-25's vehicle capacity by over 50%. CDOT should 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. I await your response to each of the issues I have raised.</p> <p>Duplicate letter submitted by Catherine Mundy on May 4, 2004.</p>	<p>ISSUES</p> <p>EA Sections 5-12: Section 4(f)</p> <p>Alternatives considered: Mass transit Alternate routing</p>
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