

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

<p>Sent: March 25, 2004 Name: Michael R. <u>Oakes</u> Address: 1999 Copper Creek Drive City: Colorado Springs State: CO Zip: 80910-1843</p> <p>I believe the I-25 proposed capacity improvements are extremely limited at best. The I-25 corridor should be 3 lanes from Castle Rock to Monument, 4 lanes from Monument to south of Fountain and 3 lanes from Fountain to south of Pueblo. A center guard rail through-out the I-25 corridor is mandatory for public safety. The expansion of the lanes will also increase public safety. If these changes are made today we will not have to pay for the changes at the inflated price of future construction. This will save tax payer monies and will provide badly needed jobs, tax revenue, and a boost to the local economies. This task should be tackled by several construction companies to facilitate a quick change. Please feel free to contact me for additional comments and ideas about this project. Please feel free to use my comments as a part of the process. Let me again state the importance of putting people to work as soon as possible. This will broaden the tax base and give unemployed or under-employed people the opportunity to pay their bills as well as spend money within the local economy. This type of attitude (putting people to work) is badly needed for the local and national economy. Thank you.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives Considered: Capacity improvements from Castle Rock to Pueblo</p> <p style="text-align: center;">Transportation: Guard rail along entire median for safety</p>	<p>Sent: May 3, 2004 Name: Frank <u>O'Donnell</u> Address: 22 1/2 S. Tejon St., Ste 8 City: Colorado Springs, State: CO Zip: 80903</p> <p>The EA is acceptable to me, it addresses all the major issues which were of concern to me, especially the issues of air quality and noise mitigation which I believe are important to the downtown and close in neighborhood areas. I grew up in the old north end and this is an excellent effort to buffer the impacts along Monument Creek, Downtown and the nearby Westside, I think it is an excellent design and will work for all parties concerned, my compliments to the CDOT staff and all the others who have worked to accomplish this necessary expansion of I-25</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
		<p>Sent: April 8, 2004 Name: Brett <u>Ogden</u> Address: 3235 Brunswick Dr City: Colorado Springs State: CO Zip: 80920</p> <p>I think the capacity improvements are well warranted.</p> <p>I believe, however, that one area that desperately needs to be addressed in this county is a public education campaign in "how to merge". Everyday I getting on to the freeway during rush hour I watch the majority of vehicles reach the top of the on ramp and then STOP. The public needs to be taught that a proper merge requires your vehicle to be moving at the speed of the traffic on the freeway. Ramps and merge lanes are of sufficient length but a majority of people do not use them as they are intended. This creates a tremendous amount of slowing at key intersections (N. Academy, Woodmen, Garden of the Gods to name a few). If freeway merging habits in the county could be improved it would go a long way to easing traffic congestion (and would have to be cheaper than building additional lanes).</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: May 11, 2004 Name: Charles L. <u>Oliver</u> Address: 1551 Culebra Ave. City: Colorado Springs State: CO Zip: 80907 I live less than one-half mile east of I-25 and traffic noise levels are noticeably higher. Our concern is that with further roadbed expansion noise levels will rise even higher. We hope CDOT will further consider the use of rubberized asphalt as an alternative roadbed surface. The Asphalt Institute and Arizona DOT (ADOT) offer more up to date research in this area than CDOT's older materials. Tined concrete "sings" with tire noise. Additional inquiry and research is needed into the inmpact upon property values as the incursion of road noise and extra particulate fallout increases. I am a multiple property owner in the Old North End and am unwilling to suffer a "taking" of my property's values by the enlargement of this major traffic corridor.</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition</p> <p>Noise: Rubberized asphalt</p> <p>Socioeconomics: Property value impacts</p>	<p>Sent: April 20, 2004 Name: David <u>Olson</u> Address: 6334 Pulpit Rock Drive City: Colorado Springs State: CO Zip: 80918</p> <p>In general, it makes sense to me. Thanks for your thoroughness. My thought about design of the North Nevada interchange is: PLEASE DESIGN IT IN SUCH A WAY THAT NEVADA WILL ALSO CONNECT DIRECTLY WITH VINCENT, thus somewhat reducing traffic at Woodmen and conveniencing many drivers to and from the vicinity of Pulpit Rock Park. Please let me know whether this is seriously considered.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Transportation: Connect Nevada to Vincent</p>
<p>Sent: April 10, 2004 Name: Margaret <u>Oliver</u> Address: 1551 Culebra Ave. City: Colorado Springs State: CO Zip: 80907 In considering a 26 mile segment, please prioritize bridges and construction in the areas closest to town, and then radiate outward as the project progresses. I agree that we need a HOV lane added to our freeway. Consider rubberized asphalt overlay surfaces for noise mitigation for the entire length of the project. I have driven on these surfaces in Phx and notice a marked difference in sound in the car. AZ is utilizing this surface on 53 percent of their highways. With adequate space, berms are effective. Lowering roadbeds also helps with sound when space is adequate. We have noticed an increase in freeway noise since the wall went up on the west side of the freeway adjacent to our neighborhood and Monument Valley Park, much to our disappointment. Would a berm or wall be a possibility on the east side of the freeway?</p>	<p>Proposed Action: Construction staging</p> <p>Noise: Rubberized asphalt, berms, lowering roadbeds, walls</p>	<p>Sent: May 10, 2004 Name: Kathy <u>O'Neal</u> Address: 1332 N. Cascade City: Colorado Springs State: co Zip: 80903</p> <p>This neighborhood is already impacted by highway noise the addition to the interstate will make this once beautiful historic neighborhood a thing of the past. This neighborhood has been in existence far longer than the freeway and should be protected from noise and air pollutants. In addition the mitigation proposed does not come close to what is needed to protect the homes near this project and an environmental impact study not and EA should be done.</p>	<p>General opposition: EIS needed</p> <p>Noise: Impacts to old north end neighborhood</p> <p>NEPA Process</p>

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<p>Sent: May 12, 2004 Name: M.S. <u>O'Neill</u> Address: 107 Cerrito Pt. City: Colorado Springs State: CO Zip: 80906</p> <p>The assessment study sounds very thorough, and the recommendations sound good. There is a great need for relief of the congestion in our city. There is no mention of time to complete this project, or alternate routes of traffic during construction. There was mention of the W PA wall, that is almost mid way in Monument Valley Park. Are we losing that much of the park? Another item of interest is mass transit from Colo. Spgs. The rail system in Chicago stops at other villages en route to Chicago. This would be helpful. At this time I do think, it is a good idea. M.S. O'Neill</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Alternatives Considered</p> <p>Proposed Action: Construction staging, time</p> <p>Parks and recreation: Impact to Monument Valley Park</p> <p>Alternatives considered: Rail to Chicago</p>	<p>Recorded April 22, 2004 Janelle <u>Ormsby</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">ISSUES</p> <p>Visual Resources: Noise walls impair views into Monument Valley Park</p>
<p>Sent: April 21, 2004 Name: John C. <u>Onstott</u> Address: 3113 Breckenridge Drive W. City: Colorado Springs State: CO Zip: 80906</p> <p>I have reviewed the Environmental Assessment Study for the widening of I-25 in Colorado Springs. In my opinion, the project needs to be done as quickly as possible as the traffic and congestion are becoming unacceptable. All of the "homework" has been done with all relevant issues being considered. The need is clear to start now on the project to secure the quality of life and prosperity that we should have in Colorado Springs.</p>	<p>General Support</p>	<p>Sent: April 15, 2004 Name: Edward <u>Osborne</u> Address: 3950 Hermitage Drive City: Colorado Springs State: CO Zip: 80906</p> <p>I strongly support the proposed changes and think there has been adequate planning.</p>	<p>General Support</p>
<p>Sent: May 3, 2004 Name: Ronald L. <u>Ostop</u> Address: P.O. Box 2437 City: Colorado Springs State: CO Zip: 80901</p> <p>I believe the I-25 Environmental Assessment Study is a comprehensive summary of the natural and social environmental resources and potential impacts of the proposed capacity improvements for I-25 in El Paso County. These capacity improvements are essential to the functionality of I-25 not only as the main transportation corridor for the county and the City of Colorado Springs, but also for the transportation of people and goods for the Rocky Mountain Region as a whole from Mexico to Canada. It is also essential for a vital transportation connection to our major National Defense Network in Colorado. I fully support the proposed capacity improvements detailed in the Environmental Assessment.</p>	<p>General Support</p>	<p>Sent: May 3, 2004 Name: Ronald L. <u>Ostop</u> Address: P.O. Box 2437 City: Colorado Springs State: CO Zip: 80901</p> <p>I believe the I-25 Environmental Assessment Study is a comprehensive summary of the natural and social environmental resources and potential impacts of the proposed capacity improvements for I-25 in El Paso County. These capacity improvements are essential to the functionality of I-25 not only as the main transportation corridor for the county and the City of Colorado Springs, but also for the transportation of people and goods for the Rocky Mountain Region as a whole from Mexico to Canada. It is also essential for a vital transportation connection to our major National Defense Network in Colorado. I fully support the proposed capacity improvements detailed in the Environmental Assessment.</p>	<p>General Support</p>

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<p>Dick <u>Oursler</u>, along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON"</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 25, 2004 Name: Tiffany <u>Overholser</u> Address: 4176 Cherryvale Drive City: Colorado Springs State: CO Zip: 80918</p> <p>We can either be proactive or reactive to the traffic demands. The last 20 years we have been reactive and it seems as if we are always 10 years behind in the way of demand. Widen I25 all the way from Colorado Springs through to Denver! thank you,</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
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