

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

<p>Sent: May 11, 2004 Name: Rich <u>Tallman</u> Address: 118 E Caramillo St City: CS State: CO Zip: 80907</p> <p>I believe that the I25 improvements have had a definite noise impact on the section of highway between Bijou and Fillmore (particularlry Uintah to Fillmore interchanges) As alongtime resident I am able to hear more noise walking on Wood avenue and down by Monument Valley park. I'd like to see noise reduction in road paving materials and berms build up to contain the noise.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Paving materials and berms as mitigation</p>	<p>Sent: April 22, 2004 Name: Rosalind <u>Taylor</u> Address: 825 Fountain Court City: Colorado Springs State: CO Zip: 80910-3578</p> <p>I think it is a good idea. By the time you get finished with three lanes each way we will probably need 5-6. The people who live close to the interstate knew when they bought their houses knew that the city would grow and thus the interstate. Maybe they should move if they don't like the noise. It's not any different than staying in a motel close to the interstate and hearing the cars drive by.</p>	<p style="text-align: center;">ISSUES</p> <p>General support</p> <p>NEPA Process</p>
<p>Sent: May 10, 2004 Name: eric <u>taylor</u> Address: 1507 n weber street City: Colorado Spings State: CO Zip: 80907</p> <p>The environmental study does not go far enough to remediate the noise concerns. 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 and the Greenway Trail. Additionally, you need to test 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.</p>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Impacts to parks and neighborhoods not mitigated</p> <p style="text-align: center;">Noise: Rubberized asphalt</p>	<p>Sent: April 15, 2004 Name: Vernon P. <u>Taylor</u> Address: 17755 Max Road City: Peyton State: Co Zip: 80831</p> <p>I-25 is way overdue for completion through Colorado Springs. Make it happen!</p>	<p>General support</p>
<p>Sent: April 26, 2004 Name: robert r. <u>taylor</u> Address: 6720 Greywolf Ct City: Colorado Springs State: CO Zip: 80919</p> <p>I think that it is a thorough report and should be supported by the necessary agencies as part of our coordinated city growth initiatives.</p>	<p>General support</p>	<p>Sent: April 07, 2004 Name: MaryAnne <u>Tebedo</u> Address: 1916 Snyder Ave, City: Colorado Springs State: CO Zip: 80909-2158</p> <p>I am glad they spent the money on the Enviornmental Assessment Study. Now, please just do the capacity improvements. Believe me, mice can procreate anywhere, even the fancy named ones.</p>	<p>General support</p>

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<p>Sent: April 14, 2004 Name: Will <u>Temby</u> Address: 2 N. Cascade Avenue, Suite 110 City: Colorado Springs State: CO Zip: 80903</p> <p>I am fully in support of moving forward with all work on I-25 in Colorado Springs. Major improvements to an already congested section of I-25 have not occurred since its original construction in 1960-1961. This is essential infrastructure for Colorado's second largest city.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p style="text-align: center;">TNY-12-2004 WED 10:58 AM TERRACON FAX NO. 3 P. 01</p> <div style="text-align: center;">  <p>Environmental Assessment Open Forum Public Hearing April 22, 2004</p> </div> <p>Required information for tracking purposes. Please fill in information below: Name: <u>Jennifer Beck</u> Address: <u>4172 Center Park Drive, Colorado Springs, Colorado 80916</u> Representing: <u>TERRACON</u></p> <p style="text-align: center;">COMMENTS</p> <p><u>I think the proposed improvements to the I-25 corridor through Colorado Springs are essential to the economic growth and quality of life for the community as the capacity of the present highway has been exceeded. The environmental assessment, which has been performed, appears to be adequate to address and mitigate environmental concerns raised for the planned construction.</u></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson & Co., Attn: Cheryl Everett, 455 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.</p>	<p style="text-align: center;">ISSUES</p>
		<p>The above fax was faxed to Wilson & Company on May 12, 2004 in representation of TERRACON. The identical fax was signed by:</p> <ol style="list-style-type: none"> 1. <u>Jennifer Beck</u> 2. <u>Travis Christianson</u> 3. <u>Cori Cooper</u> 4. <u>Ryan Fiest</u> 5. <u>Eric Faloon</u> 6. <u>David Harwood</u> 7. <u>Lawrence Keefe</u> 8. <u>Matt Larson</u> 9. <u>Paul Millett</u> 10. <u>Dick Oursler</u> 11. <u>Thomas Rees</u> 12. <u>Richard Rogozn</u> 	<p style="text-align: center;">All offered General Support</p>

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<p>Sent: May 11, 2004 Name: Chuck and Rebecca <u>Theobald</u> Address: 114 E. Uintah Street City: Colorado Springs State: CO Zip: 80903</p> <p>The expansion of Interstate-25 through Colorado Springs has been actively pursued and implemented by the city and the Colorado Department of Transportation since the Garden of the Gods interchange was rebuilt ten years ago with room for three lanes on each side. Clearly a full Environmental Impact Statement is long overdue. Insistence that the current environmental assessment is sufficient will only lead to delays in an expansion that many residents feel is long overdue. When I questioned why the loudest known road surface was used in the Bijou to Fillmore surface, the response I got was that longitudinally tined concrete was not the loudest road surface, that horizontally tined concrete was louder. In fact, horizontally tined concrete is not a road surface, it is a rumble strip, and CDOT has a statue-based responsibility in the 1966 Transportation Act to seek to minimize harm to existing parks and historic places. The Old North End, as a neighborhood, has demonstrated our willingness and ability to work through issues in the case of the Uintah Street bridge, the implementation of overlay zoning and most recently in the pursuit of historically accurate street lighting. We ask CDOT to work with us to preserve the character of our parks and neighborhoods through the expansion process. An open discussion based on current research of environmental impacts and current practice in road surface technology will save CDOT time and money in the long run.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition: EIS needed</p> <p>NEPA Process</p> <p>Noise: Quieter road surface needed</p>	<p>Sent: April 2, 2004 Name: Gary <u>Thomas</u> Address: 15860 Woodmeadow Ct City: Colorado Springs State: CO Zip: 80921</p> <p>The environmental assessment study appears to have been conducted in thorough fashion taking everything and everyone affected into consideration. The proposal has a few negative impacts to the community and it's residents, but with any project of this magnitude that's impossible to avoid. The key is to minimize those negative impacts as much as possible. With the eminent population increase, it's vitally important to the future of Colorado Springs and it's residents to undertake this project as soon as possible. Proceeding with these improvements creates positives far outweighing the negatives, and delaying will only exacerbate the current situation.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
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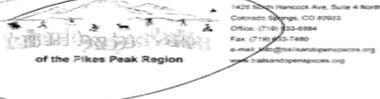
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<p>Sent: April 17, 2004 Name: Jill <u>Thomas</u> Address: 9298 Prairie Clover Dr. City: Colorado Springs State: CO Zip: 80920 The I-25 needs to be improved for capacity largely because there is no other way to get North and South in CS quickly -- the population already avoids I-25 because of the current construction and this makes several major streets very congested already. And, with projections of 750,000 people by the year 2020 action needs to be taken now:)</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 25, 2004 Name: Kenneth <u>Thornton</u> Address: 603 Ute Mesa Trl City: Westcliffe State: CO Zip: 81252 Don't allow anything to stop growth and improvements to our roads.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 15, 2004 Name: Vern <u>Thomson</u> Address: 339 Crystal Hills Blvd. City: Manitou Springs State: CO Zip: 80829 I believe we should go ahead with the proposed capacity improvements. As far as I'm concerned the environmental impact is very small indeed compared with the problem of moving people in a North and South direction in Colorado Springs.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Eve <u>Tilley</u> Address: 1404 W. Platte Ave City: Colorado Springs State: CO Zip: 80904 I think the proposed capacity improvements are inevitable given our love affair with individual automobiles. However, may I suggest a new road surface I read about in a science magazine (unfortunately I cannot remember whether it was Science, Discover, or NewScience). The surface was made of recycled tyres and cut noise substantially. Good Luck.</p>	<p style="text-align: center;">General support</p> <p style="text-align: center;">Noise: Suggests rubberized asphalt</p>
<p>Sent: April 25, 2004 Name: Dolly <u>Thornton</u> Address: 603 Ute Mesa Trl City: Westcliffe State: CO Zip: 81252 It is very important that we keep our hiway open and running at optimum capacity. Please move forward with the growth.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: May 2, 2004 Name: Eve <u>Tilley</u> Address: 1404 W. Platte Ave. City: Colorado Springs State: CO Zip: 80904 I was living here when the freeway was first put through downtown Colorado Springs. That was where the people and the businesses were so it made sense. Now the people and businesses are, for the most part, to the east. If you built a limited access highway running north-south on the east side of town, then everyone would not have to drive the I-25 highway that is downtown. The charming old neighborhoods that are being threatened by gasoline fumes and noise could be partially relieved of these evils and the people on the east side would have their own north-south corridor. "If you build it, they will come."</p>	<p style="text-align: center;">Alternatives considered: East bypass</p>

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<p>Sent: April 22, 2004 Name: Lucinda <u>Tilstra</u> Address: 6235 Twin Oaks Drive #2317 City: Colorado Springs State: CO Zip: 80918</p> <p>I am in favor of widening Interstate 25. I think it is necessary and the best solution in dealing with the current conjection, which will only get worse as the city grows.</p>	<p>ISSUES</p> <p>General Support</p>	<p>MAY 19 2004</p> <p>UNIVERSITY OF COLORADO CONTINUING DENTAL EDUCATION</p> <p>UCDSC • 4200 E. 9th Ave., Campus Box C284, Denver, CO 80262 • 303-315-2943</p> <p>May 4, 2004 1852 Wood Ave. Colo. SPGS, CO 809</p> <p>Dear CDOT: For the past 25 years, I have patiently attended CDOT Forums. Although your plans have been ambitious while trying to accommodate future growth on I-25, I am making one last appeal for neighborhood and park integrity. I ask for the protection of Monument Valley Park, the gift of General Palmer, and the Greenway Trail.</p> <p>We need less noise from the expanded freeway, as well as attention to better air and water quality. Quality neighborhoods with greenery are the last frontier against concrete expressways, super malls and massive interchanges. I ask you to look at neighborhood stability and residential property values when widening I25 - especially from Woodmen to Bissa.</p> <p>Sincerely, Carol Timmons</p>	<p>ISSUES</p> <p>General opposition</p> <p>Parks and recreation: Impacts to monument valley park</p> <p>Noise: Impacts to neighborhoods and parks</p>
<p>Sent: April 19, 2004 Name: Amanda <u>Timmons</u> Address: 825 San Antonio Place City: Colorado Springs State: CO Zip: 80906</p> <p>I was very impressed by this thorough and much needed study. Having moved from Denver 1.5 years ago, I have been appalled at the lack of capacity on I-25. The delays are already completely ridiculous, I cannot imagine how horrible commuting would become if our stance was to "do nothing." The foresight of extending the expansion from Monument through Colorado Springs is wonderful - especially by constructing eight lanes immediately instead of six. This project should be our TOP PRIORITY. If our bridges are unsafe, it makes perfect economic sense to expand the highway now in conjunction with rebuilding the bridges instead of making mistakes like the Woodmen Interchange (three reconstructions is absolutely ludicrous).</p>	<p>General Support</p>	<p>Sent: April 17, 2004 Name: Robert <u>Tracy</u> Address: 5250 Willowbrook Rd City: Colorado Springs State: CO Zip: 80917</p> <p>The study appears well thought-out and performed well. You discussed both the positive and negative aspects of this expansion without prejudice. This city has several military complexes and each has its relative significance in the Fight against Terrorism. Considering this, it would have been a appropriate to address how the expansion construction may effect their responses to terrorist activities. Otherwise, I agree with the proposal and look forward to the day of completion. God speed.</p>	<p>General support</p> <p>Other comments: Questions impact to terrorist response</p>
<p>Sent: April 13, 2004 Name: Mike <u>Torreano</u> Address: 13965 Nichlas Ct. City: Colo. Spgs, State: co Zip: 80921</p> <p>We need this expansion yesterday. It's amazing to think that Colorado Springs still has a 2-lane interstate. We must be the largest metropolis in this country! to still have a 2-lane highway, a dubious distinction indeed. Get this done now-if this were Denver it would have been done long ago. Ridiculous!</p>	<p>General Support</p>		

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 <p>1425 North Northgate Ave., Suite 4 North Colorado Springs, CO 80903 Office: 719.528.6884 Fax: 719.528.7880 e-mail: info@openpikes.org www.openpikes.org</p> <p>of the Pikes Peak Region</p> <p>May 4, 2004</p> <p>Doug Eberhart I-25 Project Office c/o Wilson & Company 455 E. Pikes Peak Ave., Suite 200 Colorado Springs, CO 80903</p> <p>Dear Mr. Eberhart:</p> <p>I want to thank you for all the time and effort you and all the I-25 project team have put into the public process for the I-25 EA. It is a tough job dealing with so many issues and interests. I particularly appreciate the time you took to come to CTAB and talk to us. The outreach you made to the Trails and Open Space Coalition over the past few years was valuable to us and I hope to you. I look forward to working with you and the CDOT team as the process continues.</p> <p>We will follow with great interest as the initial project gets underway and of course will monitor the mitigation for all the trails mentioned in the EA. We hope all trail closures and detours are kept to a minimum during the construction. As I mentioned at CTAB, I would like to re-emphasize the importance of the Midland Trail connection to the Pikes Peak Greenway and the new Confluence Park. We ask you to do everything possible to minimize the downtime for the connection and to provide a quality detour.</p> <p>I have also recently discussed with the Air Force Academy a new proposal to relocate the New Santa Fe Trail westward for the stretch south of Northgate Boulevard. It will minimize the negative effects associated with the proximity of vehicles to the trail and provide a much better trail experience for users. I urge CDOT to try to accommodate the relocation. I also hope you will be able to keep the Smith Creek Trail connection to the El Paso County Trailhead at the Air Force Academy North Gate. There should not be a security issue since it will be little</p> <p>different than the road that trail users use to access the trailhead now. It will just provide a safer access than cycling on the street.</p> <p>Thanks again for listening to my thoughts on trails over the last few years.</p> <p>Sincerely,</p>  <p>Dan Cleveland Executive Director</p>	<p>ISSUES</p> <p>Parks/Recreation: Minimize trail closures Relocate/Move new Santa Fe Trail</p>	<p>April 22, 2004</p> <p>BENNETT FRANK TUCK 7630 Winding Oaks Drive Colorado Springs, CO 80919 719.528.6120</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: I-25 ENVIRONMENTAL ASSESSMENT</p> <p>Dear Sirs:</p> <p>I am writing in reference to the recently released report regarding the expected impacts of the proposed capacity improvements to I-25.</p> <p>I recently completed building my new home located northwest of the Woodmen at I-25 Interchange. My office is located in the Colorado Springs Central Business District. The current traffic congestion on I-25 is most unacceptable to me. I think CDOT has done an excellent job of working with the public to develop the Environmental Assessment document. I am very supportive of the report and the proposed action to improve I-25.</p> <p>Thank you.</p> <p>Sincerely,</p>  <p>Bennett Frank Tuck</p>	<p>ISSUES</p> <p>General Support</p>
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<p>Sent: May 12, 2004 Name: Greg Tumbush Address: 1225 N. Wahsatch Ave. City: Colorado Springs State: CO Zip: 80903</p> <p>The expansion of I-25 will have significant impacts on neighborhoods, parks, air and water quality, endangered wildlife, local quality of life and the environment. 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. 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. CDOT is not playing by the rules and is playing politics with our homes and livelihood. 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. 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). Thank you for considering my comments.</p>	<p style="text-align: center;">ISSUES</p> <p>General opposition: EIS needed</p> <p>NEPA Process</p> <p>Noise</p> <p>Neighborhood Impacts</p> <p>Cumulative impacts: Due to previous improvements</p> <p>Socioeconomics: Impact to property values</p>		<p style="text-align: center;">ISSUES</p>
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