

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

<p>Sent: April 19, 2004 Name: Sam <u>Cameron</u> Address: 3319 Promontory Peak Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I think the study seems to address the issues well. In my opinion these improvements cannot be completed fast enough. I drive the I-25 from Briargate Pkwy to Downtown Colorado Springs at lease twice per day and the traffice problem continues to get worse.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 14, 2004 Name: Jay <u>Carlson</u> Address: 545 E. Pikes Peak Ave., Suite 300 City: Colorado Springs State: CO Zip: 80903</p> <p>The planned improvements to I-25 are some of the most important infrastructure investments Colorado Springs needs. The existing capacity for traffic is well below current demand and my understanding is that even with the planned improvements I-25 through Colorado Springs will still not handle existing and future capacity well. WE MUST MAKE THESE IMPROVEMENTS FOR THE FUTURE ECONOMIC BENEFIT OF OUR CITY.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: May 11, 2004 Name: carol a. <u>cannon</u> Address: 1815 alamo ave City: colorado springs State: co Zip: 80907</p> <p>We have been homeowners in the Old North End for over 25 years. The noise from I-25 from the newly constructed highway has been deafening. The elevated highway has increased the noise level to the point that we cannot sleep at night. It is a constant loudness that makes living in our neighborhood less desirable. CDOT needs to mitigate the noise with a wall or natural earth berms and vegetation. Please do something to make our neighborhood a better place to live again.</p> <p>I would like to add that everyone who owns a home along the I-25 corridor knew it was there when they bought their home and knew that this city and the traffic on the highway would increase overtime. I think the multimillion dollar noise barrier walls is the most they can expect as protection from the future expansion of our City's main north/south traffic corridor. No consideration should be given to the impact of the highway's expansion on nearby neighborhoods beyond noise barrier walls. I-25 needs to be expanded to 3 lanes in each direction all the way to Denver.</p>	<p style="text-align: center;">NEPA Process</p> <p style="text-align: center;">Noise: Existing noise in Old North End is bad. Mitigation needed.</p>	<p>As to the environmental impact of planned improvements, I believe that whatever steps are necessary to approve the highway improvements need to be accommodated. Urban Highways and the environment are not often going to be able to serve each other. I think the I-25 corridor with it's huge transportation value to this community is one place that the aesthetic environmental goals of habitat and and beauty need to take a secondary or terciary seat to runoff , drainage and access issues.</p>	

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<p style="text-align: right;">MAY 12 2004 10 May, 2004</p> <p>I-25 Project Office C/O Wilson & Company 455 E. Pikes Peak Ave., Suite 200 Colorado Springs, CO 80903</p> <p>To Whom It May Concern,</p> <p>I am writing in protest of the proposed widening of I-25 through Colorado Springs. The expansion of I-25 will have significant impacts on the neighborhoods, parks, air and water quality. In addition, endangered wildlife, the local environment and the local quality of life would be gravely affected.</p> <p>Section 4(f) of the 1966 Transportation Act requires "all possible planning to minimize harm" to parks and historic places. Monument Valley Park and the Greenway trail run along the I-25 corridor and are significantly compromised in their intended use for the public and in their beauty by the increased noise and pollution from the interstate.</p> <p>The National Environmental Protection Agency (2001) states a "broad evaluation of alternatives and future development impacts is needed for roadway changes proposed on I-25 in El Paso County...The potential direct, indirect and cumulative impacts to wetlands, water quality and other human environments and environmental resources are likely to be significant from the proposed I-25 capacity enhancements and warrant an Environmental Impact Statement."</p> <p>In CDOTs proposal to expand I-25 they need to fully explore the above imperatives.</p> <p>The proposal for expansion of I-25 has huge implications as well on the historic neighborhoods of Colorado Springs which are a unique, rich and irreplaceable resource that require aggressive preservation. CDOT needs to comprehensively study the cumulative impacts of this project, including impacts to neighborhood stability and residential property values.</p> <p>In looking to preserve our parks and neighborhoods reasonable and appropriate alternatives should be sought.</p> <p>CDOT should rigorously explore alternative pavement types to reduce</p>	<p style="text-align: center;">ISSUES</p> <p>General Opposition Old North End Form Letter</p> <p>Historic Resources</p> <p>NEPA Process</p> <p>Parks/Recreation</p> <p>Neighborhoods</p> <p>Alternatives considered: Rubberized asphalt</p>	<p>Sent: April 5, 2004 Name: Burt <u>Carney</u> Address: 9925 Pleasanton Drive City: Colorado Springs State: CO Zip: 80920</p> <p>I believe that a reasonable effort has been made to assess the environment before undertaking a major widening project on I-25. I urge the various agencies to expedite this proposal so that future congestion will be addressed. Please MOVE FORWARD!</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p>
<p>noise levels and protect the citizens of Colorado Springs to assure that their city is not only sustained but improved and enhanced by any proposed changes. This would include serious consideration of rubberized asphalt to surface I-25. Studies in Arizona and California continue to show that the use of rubberized asphalt can reduce noise levels by 4 to 6 decibels. Rubberized asphalt could be used at a small fraction--less than 0.5%-- of the total project cost. There is also the boon to the environment in general by the productive use of discarded tires. New data shows that rubberized asphalt, when properly processed and applied also will preserve the concrete underlying it and stands up to climates such as ours.</p> <p>Alternative routing and other reasonable alternatives such as better mass transit should be considered in the plans for Colorado Springs future growth. It is time to show creativity with commitment to the quality of life and beauty inherent in our city. I am writing to ask CDOT to take a stand for what is "best" for future preservation of the irreplaceable not just the what is easiest. The cost to Colorado Springs is too great.</p> <p>Thank-you for your time and consideration.</p> <p>Sincerely,</p>  <p><i>P.S. The del north end is a very unique neighborhood!! There is a HUGE feeling of community that is missing in the new developments. The noise level has already shot up & the road work & money should be spent to mitigate not widen further!!</i></p>		<p>Sent: April 20, 2004 Name: Kent <u>Carpenter</u> Address: 8945 Elgin Pl City: Golden Valley State: MN Zip: 55427</p> <p>I live in Minneapolis but own a home in Monument, CO. What do we need to do to help get the I-25 plan through? Thank you.</p>	<p>General Support</p>

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<p>Sent: April 26, 2004 Name: Kent <u>Carpenter</u> Address: 351 Green Rock Pl City: Monument State: CO Zip: 89132</p> <p>I'm all for the expansion project. The northern Colorado Springs community is growing rapidly and this project will meet and anticipate this growth pattern. For the vibrancy and economic health of Colorado Springs this project needs to happen. Thank you.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: May 3, 2004 Name: chip <u>caruana</u> Address: 1765 palmer park blvd City: Colorado Springs State: CO Zip: 80909</p> <p>I support the I-25 improvements. We need to work on this corridor if we are going to continue to be a viable option for growth companies to consider the Springs. We also need to look at the connection between I-25 and the airport.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 23, 2004 Name: Deborah <u>Carter</u> Address: 3085 Stagecoach Rd. City: Colorado Springs State: Co Zip: 80921</p> <p>As I write my opinions and concerns, I realize that it is nothing new that you've not read already. I've lived in colorado springs for over 20 years and have seen the slow, insidious increase of traffic flow become so horrible that I dread getting in my car to drive anywhere. Just the other day as I was driving down I-25 in the left lane, passing cars on my right, looking in my rear view was a car tailgating me. Admittedly, I was going over the speed limit and still not moving fast enough for the person behind me. You are aware of our road rage problem and it is getting worse. I fault our city government mostly for our traffic problem as well as those in our community who have voted down over and over tax money to accommodate the widening of the interstate. This should have been done 20 years ago. Growth in colorado Springs is out of control. I-25 at Woodmen Rd. is a mess and I sure don't see an end in sight. Will it ever be finished? And so with the proposal to wide! n the interstate, I don't see any relief for our community at all because it will never be accomplished. The proposal to still keep areas of the interstate at 3 lanes is so unrealistic--do it ALL in 4-6 lanes now and get it done. That is my recommendation. Will I be heard. I think not.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Make all of I-25 4-6 lanes</p>	<p>Sent: April 16, 2004 Name: Kellie J <u>Case</u> Address: 414 Pleasant Street City: Colorado Springs State: CO Zip: 80904-2110</p> <p>I read the summary document and find your Environmental Assessment Study to be complete and thorough. I believe the project is viable and does not negatively impact any environmentally sensitive issue in a material manner and should be pursued without further delay. Congratulations, and press on. I agree with you that the stop-and-go traffic and congestion has a much stronger impact on our environment than the project. Please move forward with this project. Thank you for the opportunity to comment.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: May 7, 2004 Name: Mike <u>Caton</u> Address: 6850 McEwan City: Colorado Springs State: CO Zip: 80922</p> <p>I am in favor of your proposal.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 5, 2004 Name: Ron <u>Chernak</u> Address: 303 S.Cascade Ave. City: Colorado Springs State: CO Zip: 80903</p> <p>I believe that the study accurately assesses the situation. I also believe that it is necessary to impliment the proposed improvements as soon as practical. As commuting times increase the quality of life diminishes and commerce suffers.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 16, 2004 Name: GIULIO <u>CESARONE</u> Address: 7502 GILLEN RD City: COLORADO SPRINGS State: CO Zip: 80919</p> <p>EA does not address noise levels north of Pine Creek Bridge or the completion of a wall/berm construction at this location. The wall/berm construction cost was justified by the achieved (if completed) noise reduction, Ref (NOISE TECHNICAL REPORT-I25/Woodmen road interchange, Project No.IM252-310). Why was the completion not addressed in the EA? The road expansion will with certainty increase noise levels. The noise reduction specified in the technical report is not and will not be achieved unless the project is completed as designed. I/we the neighbors have noticed some reduction in noise with the construction of the wall. But now the majority of the noise we hear now is from the North where the berm should have been built.</p>	<p style="text-align: center;">Noise: North of Pine Creek Bridge</p>	<p>Sent: April 22, 2004 Name: Tim <u>Christian</u> Address: 7084 white buffalo rd City: Colorado Springs State: co Zip: 80919</p> <p>It concerns me that, with the projected increase in population by 2025, we are not only disregarding a hybrid plan that would include widening I-25 and providing light rail, we're putting a solution in place that makes it even harder to implement light rail in the future. The proposed solution is very narrow-thinking. A city the size of Colorado Springs deserves and needs alternative transportation methods.</p>	<p style="text-align: center;">Alternatives considered: Light rail</p>

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<p>Travis <u>Christianson</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 21, 2004 Name: Liz <u>Ciccotelli</u> Address: 7220 Fleetwood Court City: Colorado Springs State: co Zip: 80919</p> <p>i approve</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 5, 2004 Name: Kelly <u>Christner</u> Address: 15835 Woodmeadow Ct City: Colorado Springs State: CO Zip: 80921</p> <p>I echo my neighbor, Gary Thomas's, comments below. I think you've done a good job with the environmental assessment and it is long needed that we expand I-25 since no Denver/Colorado Springs mass transit plan exists (i.e. a light rail).</p> <p>However, I do have one request. And that is to look at the noise levels as far as 2.5 miles away from the highway. Right now, The Ridge at Fox Run, located 2.5 miles due East of I-25 and Baptist Rd, can hear constant background noise of the highway due to the reverberation of the traffic noise with the mountain range. It would be nice to dampen down the noise as it will only get worse with our growing population as indicated in your study.</p> <p>Thanks for all the hard work - job well done!</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise: East on Baptist Road</p>	<p>Sent: April 22, 2004 Name: Lindsay <u>Clewe</u> Address: 240 Winding Meadow Way City: Monument State: CO Zip: 80132</p> <p>I feel that the focus should not be on widening I25 but creating a bipass around the city. I remember when Academy Blvd. was suppose to be limited access (I think)....we really missed it with Powers. A lot of growth is east...let's plan for it now.</p>	<p style="text-align: center;">Alternatives considered:East bypass</p>

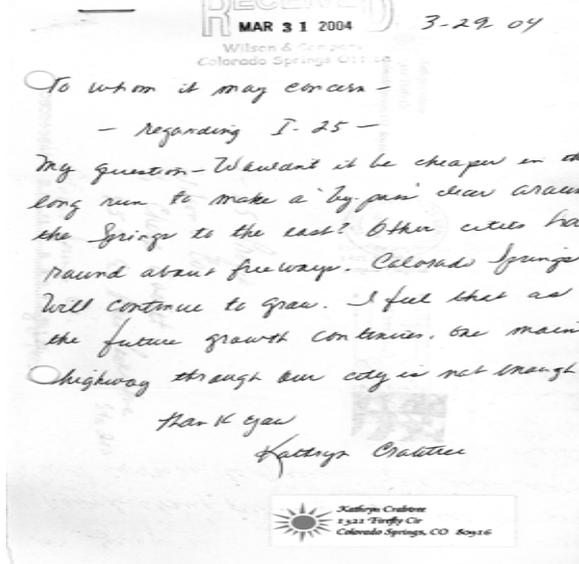
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<p>Sent: March 31, 2004 Name: Walter J <u>Clifford</u> Address: 5595 Darien Way City: Colorado Springs State: CO Zip: 80919</p> <p>I believe the Environmental Assessment, as well as the engineering and planning studies, have more than met their goals. These projects are important to the future of the community and the welfare of all of those who live in or travel through the area. Why are we waiting any longer? Let's get this thing moving.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>	<p>Sent: April 3, 2004 Name: K. <u>Coblar</u> Address: 1033 Golden Pine City: Monument, CO. State: CO Zip: 80132</p> <p>In terms of safety, the most important item which should be addressed is the speed limit, primarily from the County Line Road to North Academy. 75mph is too fast and extremely dangerous, as many people seem to add 10 mph whenever they drive, then there are many trailers, trucks RV's etc. driving 55mph, and the on-ramp merges are inefficient. Better and more frequent signage indicating a reduced speed limit would increase safety.</p>	<p style="text-align: center;">ISSUES</p> <p>Transportation: Explore other alternatives to improve safety</p>
<p>Sent: April 21, 2004 Name: Joel <u>Cline</u> Address: 3007 W. Kiowa St. City: Colorado Springs State: CO Zip: 80904</p> <p>My biggest fear is that by the time the expansion is complete it will need more expansion. Take a look at Dallas. 12 lanes on 635 their main hwy and it's a standstill everyday at rush hour. If you are going to put the effort into buying land and expanding make it huge! Better to big than too small because I've never seen a highway that had to be reduced due to not enough traffic.</p>	<p style="text-align: center;">General support</p>	<div style="text-align: center;">  <p>April 29, 2004</p> <p>Cheryl Everitt Public Involvement Wilson and Company 455 E. Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: I-25 Project</p> <p>Dear Ms. Everitt:</p> <p>I am writing to express concern on behalf of Colorado College regarding potential noise issues resulting from the expansion of I-25 between Unruh and Bijou. Increased noise will impact the entire downtown corridor, including CC. The college is concerned that the Environmental Assessment has not adequately addressed the noise mitigation issue or fully explored and considered alternative road surface types.</p> <p>The increased noise will directly affect our residence halls – home to more than 800 students – located on the western side of the campus as well as athletic facilities adjacent to Monument Creek. In addition, the downtown corridor from South Nevada Avenue to Fillmore Street features many amenities such as Confluence Park, Monument Park, Greenwood, and the Colorado Springs Fine Arts Center, along with long-standing, established residential neighborhoods that will also be affected by the increase in noise.</p> <p>The college urges CDOT to take a hard look at quieter pavement alternatives to longitudinally tined concrete, such as rubberized asphalt – an alternative that is durable, cheaper, and more aesthetically pleasing than constructing noise walls. In addition, a rubberized pavement type alternative is a way to use old tires, thus protecting and sustaining the environment.</p> <p>The expansion of I-25 will have a major impact on Colorado Springs and the downtown corridor for many years. We hold the position that CDOT should do a more complete job of studying the cumulative impact of the project as well as creating ways to address concerns.</p> <p>CDOT needs to preserve the long tradition of downtown including parks and residential neighbors, and set high standards for environmental sustainability. This is an opportunity for CDOT to be a leader in creative solutions for interstate expansion through core downtown districts.</p> <p style="text-align: right;">Regards,  Richard F. Celeste President</p> <p style="text-align: center;"><small>OFFICE OF THE PRESIDENT 11 East Cache La Poudre Street, Colorado Springs, Colorado 80903-5286 719.594.6700 ext. 7303/6943/6944 www.ColoradoCollege.edu</small></p> </div>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Impacts in residence halls; impacts to parks, Fine Arts Center, neighborhoods; explore alternative surface treatments</p>

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<p>Recorded April 22, 2004 Richard <u>Conklin</u> See comments in "Public Hearing Transcripts" in Appendix C</p>	<p style="text-align: center;">ISSUES</p> <p>Alternatives Considered: Do not add HOV lanes Parks/Recreation: Would new park entrances be wheelchair accessible?</p>	<p>Sent: April 17, 2004 Name: Thomas <u>Conroy</u> Address: 19615 Doewood Drive City: Monument State: CO Zip: 80132</p> <p>While the overall EA study and proposed capacity improvements are comprehensive and well thought-out, they are lacking in one MAJOR area.</p> <p>I strongly believe that excluding a "rail right of way" is tremendously short-sighted and needs to be corrected.</p> <p>I understand that the CDOT "studies" indicate light rail is not a current viable solution. I agree. However, light rail is a highly-likely longer term option / requirement. Denver's light rail system has apparently dramatically exceeded the ridership projected by the "studies".</p> <p>Excluding a rail-right-of-way will place us squarely into the position we are in today with respect to interchanges on I25. Had the proper interchange rights-of-way been planned in 1950, though not constructed, we would be in FAR better shape today and have no need for the convoluted, suboptimal interchanges that we are currently forced to accept.</p>	<p style="text-align: center;">ISSUES</p> <p>General Support</p> <p>Alternatives considered: Preserve light rail corridor</p>
<p>Sent: April 16, 2004 Name: Janet <u>Conover</u> Address: 5206 Kissing Camels Dr,B-5 City: Colorado Springs State: CO Zip: 80904</p> <p>Improving I25 is mandatory if our city is to continue to prosper, much less grow. Safe travel is essential and currently NOT a given thru the I25 corridor in Colorado Springs. I realize that there will be some negative neighborhood impact in our "old north end". To the extent possible we should try to minimize the noise. We do have to realize however that many more folks will be positively affected by the improvements than not! We must look forward to effective means of maintaining and expanding the infrastructure in Colorado Springs NOW! Roads must be our first priority. Thank you.</p>	<p>General Support</p>	<p>Cori <u>Cooper</u> along with a group of people representing TERRACON faxed identical faxes on May 12, 2004, please see under "TERRACON."</p>	<p>General Support</p>

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<p>Sent: April 19, 2004 Name: Robert C. <u>Cope</u> Address: 20 Villereen St City: Colorado Springs State: CO Zip: 80906</p> <p>I cannot express strongly enough how important the completion of the proposed capacity improvements is to the City of Colorado Springs. Increasing the capacity of I-25 is the single most important economic development issue and quality of life issue we face as a community. The Environmental Assessment Study appears to be very thorough and the recommendations reasonably address any and all concerns. The capacity improvements MUST begin as soon as possible.</p>	<p>ISSUES</p> <p>General Support</p>		<p>ISSUES</p> <p>Alternatives considered: East bypass</p>
<p>Sent: May 7, 2004 Name: william s. <u>corrigan</u> Address: 565 orchestra dr. City: colorado springs, State: co Zip: 80906</p> <p>The conclusions of the CDOT environmental assessment of the I25 improvement plan seem to mandate its implementation at the first possible moment. My family and I firmly support improving the traffic flow capacity in accord with the CDOT plan, vs any other alternative proposal, for both environmental and economic reasons. After reading the traffic congestion article in the 5/7/04 edition of the Gazette Telegraph (C.S.worst in nation for city its size)it seems esstrial for the economic health of the entire region that the I25 improvement plan begin ASAP.</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: May 5, 2004 Name: Owen C. <u>Cramer</u> Address: 747 E. Uintah City: Colorado Springs State: CO Zip: 80903-2546</p> <p>1. Capacity improvements per se: as an older driver I already find it difficult to negotiate the >2 travel lanes currently operating on I25 through Denver. I expect within the next few years to find it still more challenging. As population ages, more and more of us will be unable to benefit from these wider roads in the sense of actually driving on them 2. Wildlife corridors: I applaud the attempts to provide better east-west wildlife corridors across the I25 barrier. It's the least we can do. 3. Noise: I live 1 mile east of I25 and hear the noise at night. It certainly became more of a nuisance after the wall went up on the west side of the road and as the roadbed rose. It's wrong to just apply the 66 dB standard as you have done, and it would be right to face the need for mitigation squarely. Berms may be better than walls since they don't *reflect* sound. Pavement changes as in Arizona, away from grooved concrete for tires to hiss on. 4. Visual impact: the monumentality of I25 has been greatly increased by the changes. It's like the Pyramids of Egypt--a colossal construction. But it has none of the religious functionality of the Pyramids, and hence seems to celebrate human vanity in an idolatrous way.</p>	<p>Alternatives Considered</p> <p>Opposes wider highway</p> <p>Wildlife: Supports crossings</p> <p>Noise: Consider alternative mitigation, 66 dBA not reasonable standard</p> <p>Visual resources: New highway not attractive</p>

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<p>Sent: April 8, 2004 Name: Jeffrey <u>Crank</u> Address: 2 N. Cascade, Suite 110 City: colorado springs State: co Zip: 80903</p> <p>The improvements need to be made on i-25 throughout Colorado Springs. People will continue to lose quality of life if repairs aren't made. Every person who commutes in Colorado Springs should not be held hostage by the selfishness of a few people who don't want improvements. Time spent in traffic is time that is not spent with family.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: March 29, 2004 Name: Candace C. <u>Cuadra</u> Address: 1210 Tari Lane City: Colorado Springs State: CO Zip: 80921</p> <p>I think it is critical for the Colorado Springs community as a whole to enact the improvements and widen I-25. Widening I-25 will facilitate traffic movement, reduce accidents, and make Colorado Springs a much more positive city in which to live. If we do not widen I-25 we should limit growth, which is a near impossibility.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 22, 2004 Name: Kathy <u>Creech</u> Address: XXXXXXXXXXXXXXXX City: Colorado Springs State: CO Zip: 80909</p> <p>I agree with the plan</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 8, 2004 Name: Mercie <u>Curbow</u> Address: 7356 Coral Ridge Drive City: Colorado Springs State: CO Zip: 80925</p> <p>I think that adequate research has taken place and every possible issue has been looked at. Sacrifices will have to be made by homeowners and business owners but this expansion is absolutely necessary. The widening of I-25 must take place or our community will be adversely affected. The issue of widening I-25 will never go away and we must take steps to improve our transportation needs. Soon we will be widening from South Academy to Pueblo.</p>	<p style="text-align: center;">General Support</p>