



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

<p>Sent: April 16, 2004 Name: Chris <u>Page</u> Address: 7310 Delmonico Drive City: Colorado Springs State: CO Zip: 80919</p> <p>I hope this is that last study the taxpayers will have to pay for. It does not take a study to realize there is a capacity issue on our I-25 interstate. Please consider this statement a vote in favor of improving north-south traffic. All I ask is that the project, when complete, will be able to handle traffic growth for the next 15 years. The above comment is in response to the work completed at woodmen. Looks nice and I am sure somebody is happy with their work but the people driving I-25 every night see little impact on actual drive time. I can only hope all that work was not a waste of money to satisfy some EA study.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p style="text-align: right;">MICHAEL PAYNE PALMER 1535 Northfield Road Colorado Springs, CO 80919 719.599.8681</p> <p style="text-align: right;">MAY 13 2004</p> <p>May 10, 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: PUBLIC REVIEW OF I-25 ENVIRONMENTAL ASSESSMENT</p> <p>Gentlemen:</p> <p>I want to go on record as a supporter of the I-25 Environmental Assessment and making the capacity improvements to this highway.</p> <p>On a front-page article in <i>The Gazette</i> on May 7, 2004, our city now rates first in having the worst traffic in the nation. As one who lives north and travels to the Central Business District to my office, I find the worst traffic rating totally unacceptable. I think CDOT has completed a very thorough and exhaustive study of I-25. It is time to move forward without delay on the improvement project.</p> <p>Sincerely,</p> <p> Michael Payne Palmer</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>
<p>Sent: April 1, 2004 Name: Wynne H. <u>Palermo</u> Address: 1835 Cantwell Grove City: Colorado Springs State: CO Zip: 80906</p> <p>We absolutely need to have I-25 improved for the well-being and continued quality of life in Colorado Springs! If this project is put off into the future, the costs rise and our success as a city fades and deteriorates. Colorado Springs cannot afford to let that happen any more than it has. There are always negative impacts, but the overall good is far greater for the community than any of the negative impacts. We need it NOW!</p>	<p style="text-align: center;">General Support</p>	<p style="text-align: right;">PAMELA PALMER 1535 Northfield Road Colorado Springs, CO 80919 719.599.8681</p> <p style="text-align: right;">MAY 13 2004</p> <p>May 10, 2004</p> <p>Wilson & Company 455 East Pikes Peak Avenue, Suite 200 Colorado Springs, CO 80903</p> <p>RE: PUBLIC REVIEW OF I-25 ENVIRONMENTAL ASSESSMENT</p> <p>Gentlemen:</p> <p>I am writing as a concerned citizen about the unacceptable traffic conditions on the I-25 corridor.</p> <p>I am pleased that CDOT has completed the I-25 Environmental Assessment and would like to go on record as a supporter of the proposed capacity improvements.</p> <p>As the mother of young children living in the northwest quadrant of the City, I have a concern that emergency vehicles have difficulty using I-25 during the rush hour gridlock. Although I have never had the need arise, I am deeply concerned that I could not get to a hospital reasonably fast during peak traffic periods. This needs to change.</p> <p>Thank you.</p> <p>Sincerely,</p> <p> Pamela Palmer</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: May 12, 2004 Name: Ronald J. <u>Butlin</u> Address: <u>Palmer Village</u> Vice President Elite Properties of America, Inc. Palmer Village owns the assets located at 6385 Corporate Drive (Classic Headquarters), 6325 - 6357 Corporate Drive (Apria Health Care) and 6255 - 6275 Corporate Drive (Springs Spas). As one of the landowners on Corporate Drive, we have been following the CDOT plans with intense interest. As we have expressed on numerous previous occasions, closing access to Corporate Drive from I-25 will have an adverse impact on our operations and on those of the general Corporate Drive businesses. We are pleased that the EA study identifies the need for Corporate Drive to retain access at its southern terminus and appreciate it's inclusion in the overall EA study as an important component to the North Nevada/Rockrimmon reconfiguration. Construction of the Corporate Drive connection to the proposed interchange will be an important step to protecting the commercial viability of the businesses on Corporate Drive and to the continued safety to those working, shopping and residing along Corporate Drive via two viable emergency access points. As noted, the EA in section Socioeconomic Impact, page 3-17 states that "the existing substandard southbound off and on ramps at Corporate Drive (Exit 148B) will be closed but access to the adjacent business area ("Furniture Row" and others) will be replaced by a new connection to North Nevada Avenue."</p>	<p style="text-align: center;">ISSUES</p>	<p>The Neighborhood Impact section page 3-35 also confirms the necessity of maintaining southerly access to Corporate Drive in that it states "access to businesses on Corporate Drive will be provided by a new bridge connecting Corporate Drive to the reconfigured I-25 Nevada Rockrimmon Interchange." We are pleased that the importance of the Corporate Drive connection has been affirmed in the EA analysis however; we continue to be concerned with regard to timing. While we understand that Exit 148B will need to be closed early in the construction process, it is imperative that the Corporate Drive connection be constructed simultaneous to the interchange. Business will be negatively impacted during construction but so long as the connection is assured and under construction, we believe net long-term benefit is worth the short-term detriment. Hopefully the FHWA will make a finding of no significant impact and the project can move forward. Please continue to keep us informed as the progress and we are more than willing to be involved in any way necessary to see this project become a reality.</p>	<p style="text-align: center;">ISSUES</p> <p>Proposed Action: Minor I-25 Modifications- Build Corporate Drive Extension when reconstructing Nevada/Rockrimmon</p> <p>Proposed Action: Access to businesses during construction</p>
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<p>Sent: April 6, 2004 Name: Mark <u>Pannell</u> Address: 2044 Coldstone Way City: Colorado Springs State: CO Zip: 80921</p> <p>The proposed capacity improvements look good. My biggest concern is the HOV lane. I realize there is a desire to encourage people to share rides, but for most people it is impractical. It simply does not make sense for them to carpool or ride a bus given their individual circumstances. Providing a HOV lane will not change that. An HOV lane simply does not solve the logistical problems that prevent people from carpooling or bus riding in the first place. I think it is quite unrealistic to believe that a significant number of people will start sharing rides just because they get the benefit of an HOV lane. There is already a financial benefit to carpooling and bus riding, adding another benefit simply won't make much difference. Even should a significant number of people use the HOV lanes, it still seems unreasonable to limit their use to vehicles containing two or more persons. The purpose of widening roads should be to allow them to carry more traffic so that everyone benefits, not to provide those few people who are fortunate enough to be able to carpool or ride busses with the added advantage of a faster trip. The lane space designated for HOV use would be more beneficially used to ease the congestion of the other lanes by opening it up for general-purpose use.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Convert HOV to general purpose lanes</p>	<p>Sent: April 23, 2004 Name: Christine <u>Pareso</u> Address: 7320 Franconia Drive City: Fountain State: CO Zip: 80817</p> <p>I am satisfied that the EA accurately assessed the impact and current and future impacts of the widening vs. not widening. I believe the detrimental effects due to no action, of traffic congestion and correspondent stress associated with the current insufficient capacity more than outweigh any detrimental effects of widening. On a separate, but related topic: As a user of the I-25 at Nevada and Tejon improvement, I find it to be an improvement, but would like to see right hand turn lanes added at all opportunities at the two cross streets to reduce congestion due to the inability to proceed to a right turn due to no lane availability. Is there any possibility of this happening?</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Transportation: Nevada/Tejon interchange</p>
		<p>Sent: April 15, 2004 Name: W. Bosier <u>Parsons</u> Address: 5520 Wilson Rd. City: Colorado Springs State: CO Zip: 80919</p> <p>The EA Study seems thorough and acceptable. The need to do this is long overdue. As a Colorado Springs resident since Fall, 1991, I have seen the incredible growth of the I-25 corridor and greater metropolitan area, and I can personally attest to the dangerous driving conditions that exist in rush hour and non-rush hour conditions on I-25. There are too many cars and too few lanes, and you feel like you could die at any moment based on any number of driving errors that could be made by yourself or thousands of others. This is a serious issue and CDOT needs to spend the money to address our problem, and not continue to pump money into Denver based on the larger population of their city. At least Denver has 4 or 5 other major freeway traffic corridors. Also, I am aware of mis-appropriated funds that were designated for El Paso County and were mysteriously routed to Douglas or Jefferson Counties over this past year, which obviously are non-recoverable. This project needed to start 4 years ago!!!</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 20, 2004 Name: James R. <u>Passaro</u> Address: 2649 Hatch Circle City: Colorado Springs State: CO Zip: 80918</p> <p>Believe the capacity improvement is NECESSARY to ensure quality of life of C-Springs residents in the future. Traffic is a major concern of all residents in any city, especially one growing at the rate we are. This project has my highest endorsement! Thanks for the opportunity to comment.</p>	<p>ISSUES</p> <p>General Support</p>	<p>Sent: March 29, 2004 Name: ROSS <u>PAYNE</u> Address: 13421 MOONSHADOW LN. City: FOUNTAIN State: CO Zip: 80817</p> <p>ALL LOOKS GOOD. GET ON WITH IT AND FINISH BEFORE IT GETS ANY WORSE.</p>	<p>ISSUES</p> <p>General support</p>
<p>Sent: April 12, 2004 Name: Candace <u>Patterson</u> Address: 2415 W Dale ST. City: Colorado Springs State: CO Zip: 80904</p> <p>I agree with the proposal and think that something needs to be done as soon as possible. I-25 is a mess and too many people are losing there lives because we have not updated our roads to meet the demand and volumn.</p>	<p>General support</p>	<p>Sent: April 21, 2004 Name: Brendan <u>Peirce</u> Address: 6148 Del Paz Dr City: Colorado Springs State: CO Zip: 80918</p> <p>This is something that the city needs badly. The traffic on I25 is ridiculous - the sooner this gets done the better for the entire city.</p>	<p>General support</p>
<p>Sent: April 19, 2004 Name: Howard R. <u>Patterson</u> Address: 6399 Delmonico Drive City: Colorado Springs State: CO Zip: 80919</p> <p>Well thought out and workable. Congratulations to all involved. Dissension should now be limited only to those few with indefensible agendas that are contrary to majority opinion. This is a must-do project for the continuing well-being and prosperity of this community and further inevitable growth of the front range and the State of Colorado. The pending reversal of the "mouse" debate will allow even more citizens to accept this outstanding plan to take us well into the new century.</p>	<p>General support</p> <p>NEPA Process</p>	<p>Sent: May 2, 2004 Name: Michael <u>Perini</u> Address: 1150 Spruce Ridge Lane City: Woodland Park State: co Zip: 80863</p> <p>I believe that this effort is long overdue. As you proceed i recommend you make every effort to let the public know what you are doing as to meeting the construction timelines as well as any daily closures. Also, noise considerations should be addressed for those living along the construction route. Additionally, i recommend that as this project proceeds that due consideration be given to a I-25 by-pass before development makes this effort unfeasible and cost prohibitive. thank you</p>	<p>General Support</p> <p>Transportation: Construction detours</p> <p>Alternatives Considered: East bypass</p>

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<p>Sent: April 21, 2004 Name: Bill <u>Perry</u> Address: 4121 Little Crown Lane City: Colorado Springs State: CO Zip: 80906</p> <p>This improvement is critical to moving traffic in Colorado Springs, the growth is going to continue this is a must for the safety and welfare of our community. Don't let the special interest groups dictate regarding the future of Colorado Springs. I believe it important to move this improvement along and not be delayed by the prebbles mouse, the mouse will be delisted.</p>	<p>ISSUES</p> <p>General support</p> <p>NEPA Process</p>	<p>Sent: April 19, 2004 Name: Eugene A. <u>Pinter</u> Jr. Address: 214 E Monroe St. City: Colorado Springs State: CO Zip: 80907</p> <p>Colorado Springs has one Interstate Highway and we are way behind the growth curve for expanding capacity and improving safety. Expand I-25 as wide as possible! Six lanes in each direction (one enter & exit lane, four traffic lanes and one HOV Lane for northbound and for southbound) You heard me... 12 lanes wide! While we're at it, create impact barriers for bridge ends, multi lane exit ramps, a concrete vehicle reflecting barrier wall between north and south sides of the system, sound reflecting walls on both sides of the right-of-way from Cimmaron to North Academy, underpasses that do not flood, higher and wider overpasses for interchanges, integrated electronic highway signage for traffic guidance - road conditions - driver advisories, massive overhead lighting, pop-up spiked steel tire shredders and extreme pulse warning light systems to prevent wrong way entrance into on-coming traffic lanes, stop half-sighted upgrades and build a realistic interstate system with state of the art interchanges, safety features, lighting, drainage and signage.</p>	<p>ISSUES</p> <p>General support</p> <p>Alternatives considered: Suggested system improvements</p>
<p>Sent: May 3, 2004 Name: Clyde <u>Pikkaraine</u> Address: 344 Kenady Circle City: Colorado Springs State: CO Zip: 80910</p> <p>I think that the Environmental Assessment document is thorough and complete. As a regular commuter on I-25, I have experienced the congestion on I-25 first hand. I agree that something needs to be done to increase the capacity of I-25 as outlined in the Environmental Assessment document. It needs to be done as soon as possible.</p>	<p>General support</p>		
<p>Sent: April 22, 2004 Name: John and Rosalyn <u>Pinkerton</u> Address: 906 B Fontmore Road City: Colorado Springs, State: CO Zip: 80904</p> <p>We feel that since an environmental study has already been completed and approved by the Federal Highway Administration, no further environmental study is necessary. Additional study would be redundant and expensive. We think it would unnecessarily delay the project. We are concerned that funds may not be available if the project is delayed. This project is already long overdue, and further delay will only complicate matters.</p>	<p>General support</p>		

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<p>Sent: April 25, 2004 Name: Gene <u>Pinter</u> Address: 214 E. Monroe St. City: Colorado Springs State: CO Zip: 80907</p> <p>Forget the preebles jumping mouse and the bad science that, wrongfully, placed it on the endangered species list. Plan to maximize the I-25 corridor and open the Eastern By-pass from Fountain to Denver. Expand the Interstate to 3 lanes northbound plus 3 lanes southbound from Pueblo to Fountain, then increase to four lanes in each direction from Fountain to Colorado Springs, then at S. Academy grow to six lanes northbound and six more southbound to Briargate Parkway, then reduce to four lanes in each direction to Monument (Hwy 105), now back to 3 lanes north and 3 lanes south to Castle Rock, expanding to 4 lanes in each direction to Highlands Ranch. While we're at it , lets incorporate improved interchanges, add computerized real time message displays into the overhead directional signs, increase safety barriers plus add sound barriers as needed, improve drainage along the route, and create a system of warning horns + flashing lights + pop up spiked tire shredders to prevent wrong way entrance into on coming traffic. Instead of HOV lanes, we should have a pair of high speed toll lanes going in each direction from S. Academy to Briargate with appropriate Toll Booth Stations along the way, and reduce to one toll lane in each direction for the segments of interstate from Briargate to Monument Colorado. Plan for the future then build for the future!</p>	<p style="text-align: center;">ISSUES</p> <p>Threatened/Endangered: Don't consider Preble's mouse</p> <p style="text-align: center;">General Support</p> <p style="text-align: center;">Alternatives considered: Eastern bypass</p> <p style="text-align: center;">Transportation: Expand freeway from Denver to Pueblo, suggested improvements, toll lanes instead of HOV lanes</p>	<p>Sent: May 10, 2004 Name: Libby <u>Pitman</u> Address: 1221 Wood Ave City: Colorado Springs State: CO Zip: 80903</p> <p>The study ,in my view, was slanted. The impact on the neighborhoods was not addressed. Piecing the studies up is the way CDOT avoids having to deal with the real impact of not planning for alternative routing or pavement studies. Planners and authorities in our past have warned about putting thr most major highway in the state in the middle of our city but our city planners refused to look at or act upon the alternative of another way through the city - east of the city - years ago. Now, without much thought, they are just wanting to exacerbate the problem. We need have that other highway and another pavement option before it is too late - or is it?</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Noise: Alternative paving methods</p> <p style="text-align: center;">Alternaties considered: Alternative route</p>
		<p>Sent: April 22, 2004 Name: Russell N. <u>Pitts</u> Address: 1750 Coyote Point Dr. City: Colorado Springs State: CO Zip: 80904</p> <p>I approve wholeheartedly with the Environmental Assessment and STRONGLY support capacity improvements. The need for these improvements is essential and urgent. They should have been planned and funded years ago as population increases were forecast and realized. Recommend approval.</p>	<p style="text-align: center;">General support</p>

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<p>Sent: April 7, 2004 Name: Gerard <u>Place</u> Address: 272 S Academy Blvd City: Colorado Springs State: CO Zip: 80910</p> <p>This is something that will benefit commerce and residents travel time through the city. We should move forward with this as soon as possible.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General Support</p>	<p>Sent: April 16, 2004 Name: Tarrah Smith <u>Pollaro</u> Address: 3764 Riviera Grove City: Colorado Springs State: CO Zip: 80922</p> <p>Rather than widen i-25, the money should be used to create a high-volume east-west corridor for Colorado Springs. Currently, there is no easy way to get from the east side of town to downtown.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Alternatives considered: East-west route through Colorado Springs</p>
<p>Sent: April 21, 2004 Name: Charles <u>Pocock</u> Address: 910 Forest View Road City: Monument State: CO Zip: 80132</p> <p>The Study is fine, but now is the time to get busy and do the highway widening. Any delay for another study will not only cost more money due to inflation but also cost more in injuries, death and property damage due to the overcrowded highway. It will also jeopardize the money presently set aside for the project and who knows when additional funds may become available---if ever.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 15, 2004 Name: George J. <u>Popovich</u>, Jr. Address: 3160 Maverick Dr. City: Colorado Springs State: CO Zip: 80918</p> <p>All the data supports the need for the proposed I-25 improvements. Failing to provide the improvements would be a gross disservice to all residents in the area. As with any major construction project there are many concerns and variables that need to be addressed. The environmental assessment is well thought out, and details actions that will minimize any negative repercussions to individuals, businesses and the environment.</p>	<p style="text-align: center;">General Support</p>
<p>Sent: April 21, 2004 Name: Marlene <u>Pocock</u> Address: 910 Forest View Road City: Monument State: CO Zip: 80132</p> <p>It's time to start acting and stop talking. We have heard about the preble's mouse for years, and I wonder what is more important the safety and lives of people or the mouse. I believe ninety-nine per cent of the people in the Monument area would say that people are more important. Let start getting our interstate widened for the safety of all.</p>	<p style="text-align: center;">General Support</p>	<p>Sent: April 23, 2004 Name: Robert C. <u>Popovich</u> Address: 4642 Purcell Drive City: Colorado Springs State: CO Zip: 80922</p> <p>I support this much needed improvement project.</p>	<p style="text-align: center;">General Support</p>

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<p>Sent: April 15, 2004 Name: Dan <u>Potter</u> Address: 18910 Archers Drive City: Monument State: CO Zip: 80132</p> <p>I-25 desperately needs to be three (preferably) lanes from the South Academy exit up through the north El Paso county line. The environmental impacts are not significant, especially when viewed with the terrible gridlock. Also, the loss of human life because the corridor is so overwhelmed now would surely lessen because of the improvements. WIDEN I-25 ASAP!!!!</p>	<p>ISSUES</p> <p>General support</p>	<p>Sent: April 22, 2004 Name: linda <u>prater</u> Address: 2053 austrian way City: colorado springs State: co Zip: 80919</p> <p>I think that selling out our beautiful downtown with wonderful parks and our air quality for the best "economic value" is very short sighted. We need to move to a progressive future in transportation alternatives whether they are perfect or not. City bi-passes are needed before any irreversable damage is done close to our city and. Drawing more and more auto traffic through the center of our city and its' heavily overused exit roads that all funnel east is causing claustrophobic congestion in the central-west portion of our city already. We need to funnel that traffic away. We also need the light rail-monorail-alternate transportation to eventually be able to hook up to the Denver system. Please look to the future and don't saddle this city with a short term "fix." Be proud and kind to our wonderful city.</p>	<p>ISSUES</p> <p>Parks and recreation</p> <p>Air Quality</p> <p>Alternatives considered: Rail, east bypass</p>
<p>Sent: April 22, 2004 Name: Don <u>Powers</u> Address: 6374 Firestar Ln City: Colorado Springs State: CO Zip: 80918</p> <p>The widening is sorely needed. The benefits far outweigh the negative impacts as summarized in the study. Too much emphasis is given to the Preble Mouse habitat.</p>	<p>General support</p>		
		<p>Sent: March <u>29</u>, 2004 Name: Sue <u>Prieve</u> Address: 7315 Sneffels St City: Colorado Springs State: CO Zip: 80911</p> <p>I think a lot of study has been put into this project. What I really like is that the "carpool" lanes will be open to general traffic at times other than rush hour so there is not wasted lanes just sitting there. I question whether there really is a need though to designate a carpool lane--there is not enough mass transit systems to accomodate the commuters in the Springs to warrant such a lane.</p>	<p>General support</p> <p>Transportation, Supports HOV lane, concerned about it's usage</p>

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<p>Sent: May 11, 2004 Name: Jan <u>Prowell</u> Address: 1824 N. Royer St. City: Colorado Springs State: CO Zip: 80907</p> <p>I am writing to express concerns regarding the EA and the further expansion of I-25 as proposed. I feel it has significant impact on Monument Valley Park, as well as on the community as a whole. For this reason, I find that more study and information is needed in several areas. First, I am concerned about the impact to the entrance to Monument Valley Park (the Park) off Bijou St. There will be a great deal of work in that area that could adversely impact the entrance during construction, both generally and structurally. In addition, there will be a permanent affect on the setting of the entrance. I feel that more information needs to be provided on why it needs to be raised, and raising Bijou street should be avoided, so that the entrance is not below grade, with steps leading down to it. I believe there are alternatives, such as keeping Bijou at a lower level. The entrance is one historic resource in the park that has stood in tact for almost 100 years. I am also very concerned about the increase in noise in the park, and I am find 66 decibels much too high and unacceptable for a park that was originally designed to be a peaceful respite from urban living. I also think that the design of the sound walls bears further discussion. As proposed the walls are not designed to aesthetically contribute to the park, and the least that can be done is to provide a design that is compatible with the historic stonework in the park. Since landscaping has been cut back based on lack of maintenance funds from the city, additional money must be available for better design and noise mitigation. It seems also to make sense to consider asphalt rubber as noise mitigation that would require less massive walls and therefore less visual impact.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">Parks and recreations: Construction and other impacts to Monument Valley Park</p> <p style="text-align: center;">Noise: Impacts to park, mitigation other than walls needed</p>	<p>In summary, it is a shame to have to wall off the park, creating an unpleasant view both from the park and toward the park, rather than continuing to have nice views into and out of the park. The park curr! ently creates a beautiful entrance to the downtown area, and the loss of that will affect the aesthetics of the downtown. I am also a little confused about the design speed being established at 70 MPH. Is 70 going to be the posted speed? I feel that the rationale for a higher speed limit than 55 is greatly lacking. As I read the EA and other information, increases in speed increase noise. I can't see any justification for posted speeds higher than 55 through the downtown area. Last, the EA discusses the goal of the project to improve the aesthetics related to the highway (Page 4-21), throughout the 26 miles of the project. I don't feel enough attention has been given to what the aesthetic is that is being proposed. Has there been analysis of Colorado Springs to establish what aesthetic would be in keeping with the City as a place that stands out from other places? Or is typical highway design to be used? I would hope that there is to be some sort of aesthetic treatment that will differentiate Colorado Springs from anywhere USA. Please clarify this for me. I don't find that making all the bridges the same will be a great improvement in aesthetics. I learned a great deal from reading the EA, and while I don't agree that there is no significant impact from this project, I appreciate the level of study and detail that has gone into the report thus far. I also very much appreciate the design including an HOV lane(s). I don't feel that enlarging highways is the only solution to traffic problems and therefore I hope that the HOV lane will get used, once traffic builds to the point that commuters see the benefit to using it. Thank you for this opportunity to comment.</p>	<p style="text-align: center;">ISSUES</p> <p>Visual Resources: Noise wall impacts</p> <p>Transportation: Speed limit concerns</p> <p>Visual resources: What makes this project different from other highways visually?</p> <p>Transportation: HOV lanes a good addition</p>
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<p>Sent: April 23, 2004 Name: nathaniel <u>Pulsifer</u> Address: 19 e. willamette st ste a City: colorado springs State: co Zip: 80903</p> <p>I think the widening of the highway is essential for colorado springs. It is imperative to get more lanes in town, improve interchanges, and extend the additional lanes at least to Monument. The environmental issues appear to be reasonably addresses, and in the interests of continued growth of the city and quality of life for current residents, please voice my full support for the widening.</p>	<p style="text-align: center;">ISSUES</p> <p style="text-align: center;">General support</p>		<p style="text-align: center;">ISSUES</p>
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