


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

<p>Sent: April 8, 2004                  Name: John <u>Haas</u>                  Address: 15848 Woodmeadow Court                  City: Colorado Springs                  State: co                  Zip: 80921</p> <p>Virtually a necessary evil. I am in support of the proposal.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General Support</p>	<p>Sent: April 17, 2004                  Name: gene <u>hall</u>                  Address: 4558 bridle pass dr.                  City: colo. spgs.                  State: co                  Zip: 80918</p> <p>The city needs I-25 expanded still in areas. The work that has been done is great, but not enough. When you go from 2 lanes to 3 then back to 2, it cause delays and probably unnecessary accidents. Our city population is too large for the existing interstate we have now. It must be updated and expanded. If not now, after we have more growth, it will be even worse.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General Support</p>
<p>Sent: April 16, 2004                  Name: Tom <u>Haggard</u>                  Address: 5050 Pikes Peak Highway                  City: Cascade                  State: co                  Zip: 80809</p> <p>I feel that it is imperative that I-25 is widened. The traffic is atrocious and gettin worse all the time!</p>	<p style="text-align: center;">General Support</p>	 <p style="text-align: center;"><b>Environmental Assessment                  Open Forum Public Hearing</b>                  April 22, 2004</p> <p>Required information for tracking purposes.                  Please fill in information below:                  Name: <u>BRUCE HAMILTON</u>                  Address: <u>823 E. MONUMENT, CSC 80903</u>                  Representing: <u>SELF</u></p> <p style="text-align: center;">COMMENTS</p> <p>① ACCORDING TO A RECENT NEW YORKER ARTICLE AND 2 HORSES' CALIFORNIA FOUND THAT ADDING ADDL LANES ACTUALLY SLOWED TRAFFIC DUE TO MORE LANE SWITCHING. LANES ADDED FOR EXCLUSIVE USE OF MOV'S MAY MAKE SENSE.</p> <p>② FUNDAMENTAL ISSUE: DO WE WANT TO BECOME ANOTHER DENVER? IF YES, BUILD MORE RDS, CREATE MORE BAD AIR, MORE POPULATION, MORE CARS, MORE DUMPST POPS, ETC. → (YOUR OWN FIGURES (LOW DENSITY) INCREASE OF 38% AIR POLLUTION BY 2007)</p> <p>③ MY VOTE IS NOT EXPAND I-25. USE A RAIL SYSTEM OR SOME SORT SUSPEND. STAGGER WORK ZONES TO AVOID CONGESTION. USE THE BURLINGTON RAIL SERVICE FROM NOT BUILDING</p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson &amp; Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903. FAX (719) 520-0108, Attn: Cheryl Everitt. VISIT www.i25environment.com and click on EA Comment Form.</p> <p>Thank you for attending the open forum public hearing and for taking the time to share your comments with us.                  → when congestion gets bad enough, people will car pool.</p> <p>THANK YOU</p> <p style="text-align: right;">MAILS FOR EDUCATION, HOMELESS, DISCOUNT, RAILS, TRAVEL</p>	<p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Air Quality</p>
<p>Sent: April 22, 2004                  Name: Brian <u>Hall</u>                  Address: 6319 Dewsbury Drive                  City: Colorado Springs                  State: CO                  Zip: 80918-3132</p> <p>The I-25 corridor is far over-capacity and needs to be widened as quickly as possible.</p> <p>I do not believe any further studies are needed, and more importantly are a waste of time and scarce funding.</p> <p>Any environmental objections reprobles jumping mouse are irrelevant, since that mouse is NOT a separate species, and should never have been listed as being threatened as other members of the species are common elsewhere.</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: April 26, 2004  Name: Jim <u>Hanson</u>  Address: 5142 Broadmoor Bluffs Drive  City: Colorado Springs  State: CO  Zip: 80906</p> <p>The Environmental Assessment (EA) appears to be comprehensive. The need for the expansion of I-25 is clear. Travel demand continues to increase especially north-south through the City of Colorado Springs and the surrounding area. I-25 already is running at or near capacity at certain times of the day. With increasing demand the result will be more congestion, driver frustration, increased pollution, and loss of time. The EA appears to address the significant concerns with appropriate mitigation recommendations. I support the widening of I-25, the recommended mitigation measures, and the findings of the EA.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General Support</p>	<p>Sent: May 12, 2004  Name: Deborah <u>Harris</u>  Address: 1730 N. Nevada  City: Colorado Springs  State: CO  Zip: 80907</p> <p>After a brief review of the EAS, It is clear the the proposed I25 expansion will negatively impact many of the areas in which the project is proposed and that CDOT has utilized various means to avoid scrutiny under applicable environmental laws and has not evaluated alternatives, i.e., NEPA (preparation of a full EIS), Section 4(f) of the 1966 Trnasportation Act, evaluation of alternatives to longitudinally tined concrete as pavement type, evaluation of mitigation alternatives such as rubberized asphalt, NEPA (broad evaluation of alternatives adn future development of impacts of the roadway expansion to human environment and environmental resources), and CDOT needs to do a comprehansive study of the sumulative impacts of this projects, including impact to neighborhood stability and residential property values and the groth-inducing impacts of the overall expansion of I-25 vehicle capacity by &gt;50%. In short, CDOT has fallen short in many required federal and local evaluation!</p> <p>areas that must be fully evaluated prior to the continuation of this project. Thank you for your consideration. I believe that your legal counsel will recommend that CDOT proceed with completing these required evaluation prior to forward movement.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General  opposition:  Complete EIS</p> <p style="text-align: center;">Noise</p> <p style="text-align: center;">NEPA Process</p> <p style="text-align: center;">Alternatives  considered:  Rubberized  asphalt</p>
<p>Sent: April 29, 2004  Name: Rick <u>Harmon</u>  Address: 9865 Mohawk Trail  City: Chitipa Park  State: CO  Zip: 80809</p> <p>I found no surprises reviewing the EA. This EA provided much detailed analysis of the impact of widening I-25 through Colorado Springs. In my opinion, the environmental impacts seem minimal and acceptable. I agree with the findings of this study. However, I believe additional noise barriers beyond what was proposed will be required throughout the I-25 corridor.</p>	<p style="text-align: center;">General Support</p> <p style="text-align: center;">Noise  Provide additional  barriers</p>		
<p>Sent: April 6, 2004  Name: Jeffrey <u>Harrell</u>  Address: 5050 Edison Avenue #122  City: Colorado Springs  State: CO  Zip: 80915</p> <p>I agree with the proposal as written.</p>	<p style="text-align: center;">General Support</p>		

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<p>Sent: May 2, 2004  Name: Dena <u>Hart</u>  Address: 15040 CloudCross Ct  City: Colorado Springs  State: CO  Zip: 80921</p> <p>I support approval of the Environmental Assessment Study and the proposed I-25 capacity improvements.</p> <p>I strongly support the I-25 improvement plan. I am currently displeased with driving conditions traveling north-south and rapid transit west to east, in particular to the Colorado Springs Airport. As a business person with an office impacted by the capacity improvements they will assist my clients and improves my commute.</p> <p>Again, I strongly support approval of the Environmental Assessment Study and the proposed I-25 capacity improvements.</p>	<p><b>ISSUES</b></p> <p>General support</p>	<p>Sent: May 6, 2004  Name: Jim <u>Hart</u>  Address: 8715 Rugby Court  City: Colorado Springs  State: CO  Zip: 80920</p> <p>1. I believe the process of widening and enhancing I-25 is going in the right direction: It is needed and the improvements to interchanges and the two-lane system are good. 2. I believe the process is far behind what is necessary.</p>	<p><b>ISSUES</b></p> <p>General support</p>
<p>Sent: May 2, 2004  Name: George <u>Hart</u>  Address: 15040 CloudCross CT  City: Colorado Springs  State: CO  Zip: 80921</p> <p>I strongly recommend approval of the Environmental Assessment Study and the proposed I-25 capacity improvements. The assesment seems sounds and benefits the county. I strongly support the I-25 improvement plan. As a resident of Colorado Springs I am distressed with the difficulty traversing the city south to north and rapid transit access west to east, in particular to the Colorado Springs Airport. As a business person I run an office complex that drastically needs rapid access north-south, and east-west for our clients to meet their business needs. I also travel extensively for my business and require rapid access to the Colorado Springs Airport. I have the option of traveling to the Denver Airport from my home location. Presently, it takes roughly the same time to travel to either airport based on the traffic difficulties traversing Colorado Springs at certain times of the day. I prefer to use the Colorado Springs Airport and keep the revenue in our county. I need the county to make it possible for me to do so. Again, I strongly recommend approval of the Environmental Assessment Study and the proposed I-25 capacity improvements.</p>	<p>General support</p>	<p>Sent: April 17, 2004  Name: Paul G. <u>Hartman</u>  Address: 3255 Blodgett Drive  City: Colorado Springs  State: CO  Zip: 80919-4544</p> <p>Proceed as soon as possible with the proposed planned I-25 capacity improvements. Environmental impacts appear manageable. Project should have been done 10 years ago!</p>	<p>General support</p>
		<p>David <u>Harwood</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: May 10, 2004  Name: Anne <u>Hatch</u>  Address: 1621 N. Nevada Ave.  City: Colorado Springs  State: CO  Zip: 80907</p> <p>I believe that the plans to expand I-25 are short-sighted and self-serving. While traffic is admittedly a big problem in Colorado Springs, expanding the freeway threatens to increase noise and environmental pollution while devaluing the most historic part of town. We must work together to preserve the reason people come to live (and visit) Colorado Springs -- quality of life and beauty of surroundings.</p>	<p><b>ISSUES</b></p> <p>General opposition</p> <p>Noise</p> <p>Historic resources</p>	<p>Sent: April 12, 2004  Name: Byron <u>Hays</u>  Address: 6620 Walker Rd  City: Colorado Springs  State: CO  Zip: 80908</p> <p>I think concur with the findings and fully support the plan to increase capacity on I-25. I am tired of the slowing, accidents, and overall frustration of the current limited highway.</p>	<p><b>ISSUES</b></p> <p>General Support</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</p> <p>Please see comments under Don Marvel.</p>	<p>General Opposition</p>	<p>Sent: March 31, 2004  Name: William H. <u>Healy</u> Jr.  Address: 1658 On Vincent Avenue  City: Monument  State: CO  Zip: 80132</p> <p>I-25 is in desperate need of expansion. Even the most minor traffic accidents cause major backups which waste time and money for those forced to crawl through town at a snail's pace. In addition, I believe that the stop and go nature of traffic on I-25 is a major cause of the high accident rate. None of the problems listed in the environmental assessment should be allowed to delay this project.</p>	<p>General Support</p>
<p>Sent: May 10, 2004  Name: Mary <u>Hayden</u>  Address: 1807 N. Nevada Ave.  City: Colorado Springs  State: CO  Zip: 80907</p> <p>I am concerned that the city has not taken into account the impact on the neighborhoods adjacent to I-25. The proposed widening would:</p> <ul style="list-style-type: none"> <li>•Increase vehicle capacity by over 50% and accommodate growth up to 170,000 vehicles per day.</li> <li>•Build eight lanes through the heart of town and at least six lanes between Monument and South Academy Boulevard.</li> <li>•Build seven interchanges within the next few years and in the process relocate homes and businesses, remove 1000 trees and shrubs and build seven noise barriers at an expected cost of \$500 million.</li> </ul> <p>This is unacceptable to maintaining the quality of life in the downtown area and preserving the historic district.  Thank you!</p>	<p>General opposition</p> <p>Neighborhood impacts</p> <p>Historic Resources</p>		

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<p>Sent: April 14, 2004  Name: Wayne <u>Heilman</u>  Address: 5226 Pinon Valley Road  City: Colorado Springs  State: CO  Zip: 809192420</p> <p>The widening of Interstate 25 is absolutely critical. Without it, drivers like myself will be forced to speed (50 mph or more) through residential streets (the North End if necessary) to get to work. If the North End persists in fighting the widening, then can expect much more traffic at much higher speeds on Cascade, Nevada, Weber and Wahsatch. Drivers will take the route of least resistance.</p>	<p><b>ISSUES</b></p> <p>General Support</p> <p>NEPA Process</p>	<p>Sent: April 15, 204  Name: Sheryl <u>Helms</u>  Address: 7455 goldfield dr  City: Colorado Springs  State: Co  Zip: 80911</p> <p>It is vital to our safety, economy, health and quality of life that the expansion is done on the I -25 freeway. It is ashame that it takes 45 minutes to travel 15 miles on I-25 Now!! Please use the 120K for this project.</p>	<p><b>ISSUES</b></p> <p>General Support</p>
<p>Sent: March 31, 2004  Name: James <u>Hejsek</u>  Address: 19 S. Tejon St.  City: colorado springs  State: co  Zip: 80911</p> <p>Raise the speed limit to 70MPH with a minimum of 60MPH. Finish the conctruction that is hampering driving conditions and causing untold accidents.</p>	<p>Transportation:  Raise speed limit</p>	<p>Sent: April 24, 2004  Name: Ray <u>Hendershot</u>  Address: 5525 Teakwood Terrace  City: Colorado Springs  State: CO  Zip: 80918</p> <p>I would like to say I support this project 100% and think it should have been done 10-20 years ago. I would like to see Colorado in the planning and construction long before the crisis mode which this project is well qualified as late.</p>	<p>General Support</p>
<p>Sent: April 19, 2004  Name: Ealish <u>Helms</u>  Address: 6729 Overland Drive  City: Colorado Springs  State: CO  Zip: 80919</p> <p>All I have to say is keep the monies here. We have so many tourist who travel through Colorado Springs and we need the improvements bad. Colorado Springs city street planners are terrible, this should have already been done, they always wait till it is too late.</p>	<p>General Support</p>	<p>Sent: April 22, 2004  Name: Lon <u>Hendrickson</u>  Address: 7685 Safari Circle  City: Colorado Springs  State: CO  Zip: 80920</p> <p>I feel strongly that the benefits of the project far outweigh the impacts listed. Please move ahead and get it done.</p>	<p>General Support</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>HE HERBER</u> Address: <u>165 W Boulder St Colo Spgs CO 80908-3371</u> Representing: <u>myself private citizen</u></p> <p>COMMENTS</p> <p><i>As you integrate noise barriers with work and design I request the barrier on the south end of Rainbow Valley Park be high enough and have enough vegetation and go far enough south toward the Big Horn Bridge --- to integrate noise in the residential on Boulder St and Boulder Canyon and on the trail and in the park.</i></p> <p><i>There can only be a way through and wall some private. Barriers if want this project to proceed, you are helping us do it worthy.</i></p> <p>PLACE your completed form in one of the marked baskets. MAIL this form to: Wilson S Co. Attn: Cheryl Everett, 433 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903 FAX (719) 520-0108, Attn: Cheryl Everett. VISIT <a href="http://www.I25environment.com">www.I25environment.com</a> 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><b>ISSUES</b></p> <p>General Support</p> <p>Noise: Berms/walls</p>	<p>Sent: April 15, 2004 Name: Heath A. <u>Herber</u> Address: 2727 Glen Arbor Drive City: Colorado Springs State: CO Zip: 80903</p> <p>I have lived in Colorado Springs for 51 years and watched I-25 being built when I was a kid. It has been a transportation backbone of our community for 45 years. It must be widened and upgraded to keep pace with the realities of our city. The people who are complaining the loudest (my old paper route) are 45 years too late. I do not believe that we should spend tax payer's money pandering to this group of complainers. Let's move ahead as quickly as possible.</p>	<p><b>ISSUES</b></p> <p>General Support</p>
<p>Sent: May 12, 2004 Name: Nancy <u>Henjum</u> Address: 328 East Columbia Street City: Colorado Springs State: CO Zip: 80907</p> <p>Please see same comments under Carol Asfahl.</p>	<p>General Opposition</p> <p>NEPA Process</p>	<p>Sent: April 22, 2004 Name: Mike <u>Heritage</u> Address: P.O. Box 1455 City: Colorado Springs State: Co Zip: 80901</p> <p>We as a community cannot afford to delay our improvements on I-25. We have studied this issue enough. Let's move forward now on improvements to I-25 and not risk loosing any funded \$\$\$s</p>	<p>General Support</p>

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<p>Sent: April 19, 2004  Name: Marcia <b>Hess</b>  Address: 18595 Peaceful Pines Rd.  City: Monument  State: Co  Zip: 80132  We definately need the expansion of I25. I have lived in CSP and Monument since 1986 and have seen a considerably increase in traffic among I25. Driving through Denver and seeing all of the work on I25 is great. I think it is time for CSP to recieve the tax money to increase the traffic capacity from Monument to CSP.  It seems as if the EA Study was thorough and I do not see any problems.</p>	<p align="center"><b>ISSUES</b></p> <p align="center">General Support</p>	<p>Sent: April 7, 2004  Name: John <b>Higgins</b>  Address: 7990 Scarborough Drive  City: Colorado Springs  State: CO  Zip: 80920  Study looks good. Improvements to I-25 are long overdue. I graduated from the Academy in 1971 and was stunned to find the onramp, southbound, at the Northgate had not changed when I returned to the area in 1992. The construction to date on portions of I-25 through Colorado Springs have been of great benefit and we look forward to the increased flow and modernized appearance of our infrastructure which this project will bring.  Bottomline: Bring it on...Good Work!</p>	<p align="center"><b>ISSUES</b></p> <p align="center">General Support</p>
<p>Sent: April 22, 2004  Name: Ralph <b>Hibbard</b>  Address: 1506 Culebra Ave.  City: Colorado Springs  State: CO  Zip: 80907  I have lived in the Old Northend neighborhood for over 55 years, many years before I25 was built. Every year the traffic and therefore the noise has increased. The noise is now so loud that we must keep our windows shut the entire year.  Please consider some sort of noise barrier north of Uintah Street to protect our neighborhood and Monument Valley Park.</p>	<p align="center">Noise:  Consider mitigation</p>	<p>Sent: April 15, 2004  Name: Lance J. <b>Hill</b>  Address: 5237 Sand Hill Drive  City: Colorado Springs  State: CO  Zip: 80919  I feel this issue is vital to our cities growth and ability to attract future businesses to Colorado Springs</p>	<p align="center">General Support</p>

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<p>Sent: May 12, 2004  Name: <u>Historic Preservation Alliance of Colorado Springs</u>  Address: 710 North Cascade Avenue  City: Colorado Springs  State: CO  Zip: 80903</p> <p>The Historic Preservation Alliance of Colorado Springs (HPA) was created in August 1999 in response to a community need to preserve and protect our built and natural environments. The Mission of the HPA is "to preserve our past for the present and the future." This letter is written on behalf of the Board of Directors and the members of the HPA.</p> <p>The fourth paragraph of the Historic Resources section of the EA (Monument Valley Park (5EP613), pages 3-115) states: "Since the construction of Interstate 25 in the late 1950s there has been gradual changes to the environmental setting and feeling of the park, including increased traffic and visual impacts such as adding acceleration and deceleration lanes and adding a sound wall on the west side of I-25 opposite from the park. The past action occurred in the 1990s when the park was considered not eligible to the National Register of Historic Places." The referenced "gradual changes" to the park, and historic Colorado Springs core, were not gradual. These significant changes which were completed approximately two years ago occurred in less than two years time. The changes were designed and incorporated by Wilson Engineering and CDOT, the same team responsible for the EA and the proposed continuing construction. The segmented projects which added additional traffic lanes and a sound wall were part of the overall project to increase capacity in the I-25 corridor. These segmented projects were done without the benefit of an environmental analysis. These segmented projects caused significant changes to the noise levels in and viewsapes from the park and neighboring historic communities.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p>General opposition:  Conduct EIS</p> <p>NEPA Process</p> <p>Historic Resources</p>	<p>These "safety improvement" projects were constructed under the "categorical exclusion" provision of the federal regulations. Unfortunately, this is an excellent illustration of why Federal Regulations require an Environmental Impact Statement for major federal actions and why segmentation into smaller projects for analysis is prohibited. By segmenting the I-25 project into several smaller projects, CDOT and Wilson Engineering were able to avoid compliance with the requirements (spirit and intent) of the Federal Environmental Regulations. The discussion of the Bijou Street Entrance Gate to Monument Valley Park (pages 3-15) is another example of inadequate analysis, engineering, and planning. Although these "gradual" changes to the character of Monument Valley Park appear to be minor when analyzed individually, the cumulative effect and impact to Monument Valley Park, and the historic core of the City, is significant. A detailed Environmental Impact Statement is necessary to identify and analyze the cumulative impacts to the park and historic neighborhoods and to avoid or mitigate these impacts. To state that past impacts, direct and indirect, caused by CDOT construction on I-25 have occurred gradually in the past is disingenuous and inadequate. The expansion of Interstate 25 has had and will continue to have significant negative impacts on the historic neighborhoods and parks of Colorado Springs and severely affects local quality of life, air and water quality, and our built and natural environment. CDOT should prepare an Environmental Impact Statement in order to fully identify and document the impacts that this construction project has and will continue to have on the Colorado Springs historic parks and neighborhoods. The Board of Directors and the members of the Historic Preservation Alliance of Colorado Springs recommend that CDOT conduct and prepare an Environmental Impact Statement for the Interstate 25 expansion project</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p>Cumulative Impacts</p> <p>Parks/Recreation</p> <p>Air Quality</p> <p>Water Quality</p>
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<p style="text-align: center;"><b>THE HISTORIC PRESERVATION ALLIANCE OF COLORADO SPRINGS</b></p> <p style="text-align: right;">MAY 14 2004</p> <p>1-25 Project Office c/o Wilson &amp; Company 455 East Pike Peak Avenue, SUITE 200 Colorado Springs, CO 80903</p> <p>Subject: Colorado Department of Transportation (CDOT) Environmental Assessment (EA), March 29, 2004</p> <p>710 North Cascade Avenue Colorado Springs, CO 80903 719.471.2454 www.hpaofcoloradosprings.org</p> <p><b>2004 Officers</b></p> <p>Executive Director Joyce N. Stivers</p> <p>President David M. Prater</p> <p>1<sup>st</sup> Vice President William D. Hamo</p> <p>2<sup>nd</sup> Vice President Jessie Karber</p> <p>Treasurer Joyce N. Stivers</p> <p>Secretary Judith Rice-Jones</p> <p><b>Board of Directors</b></p> <p>William D. Hamo Tom Shelding Patricia Decker Jessie Karber Thomas J. Larson Jeffrey Long Charles J. Magley Sherry L. Nason Judith Rice-Jones Joyce N. Stivers</p> <p>The Historic Preservation Alliance of Colorado Springs (HPA) was created in August 1999 in response to a community need to preserve and protect our built and natural environments. The Mission of the HPA is "to preserve our past for the present and the future." This letter is written on behalf of the Board of Directors and the members of the HPA.</p> <p>The fourth paragraph of the Historic Resources section of the EA (Monument Valley Park (SEP013), pages 3-115) states: "Since the construction of Interstate 25 in the late 1950s there has been gradual changes to the environmental setting and feeling of the park, including increased traffic and visual impacts such as adding acceleration and deceleration lanes and adding a sound wall on the west side of I-25 opposite from the park. The past action occurred in the 1990s when the park was considered not eligible to the National Register of Historic Places."</p> <p>The referenced "gradual changes" to the park, and historic Colorado Springs core, were not instant gradual. These significant changes which were completed approximately two years ago occurred in less than two years time. The changes were designed and incorporated by Wilson Engineering and CDOT, the same firms responsible for the EA and the proposed continuing construction. The segmented projects which added additional traffic lanes and a sound wall were part of the overall project to increase capacity in the I-25 corridor. These segmented projects were done without the benefit of an environmental analysis. These segmented projects caused significant changes to the noise levels in and viewscapes from the park and neighboring historic communities. These "safety improvement" projects were constructed under the "categorical exclusion" provision of the Federal regulations.</p> <p>Unfortunately, this is an excellent illustration of why Federal Regulations require an Environmental Impact Statement for major federal actions and why segmentation into smaller projects for analysis is prohibited. By segmenting the I-25 project into several smaller projects, CDOT and Wilson Engineering were able to avoid compliance with the requirements (scope and intent) of the Federal Environmental Regulations.</p> <p>The discussion of the Bijou Street Entrance Gate to Monument Valley Park (pages 3-15) is another example of inadequate analysis, engineering, and planning. Although these "gradual" changes to the character of Monument Valley Park appear to be minor when analyzed individually, the cumulative effect and impact to Monument Valley Park, and the historic core of the City, is significant. A detailed Environmental Impact Statement is necessary to identify and analyze the cumulative impacts to the park and historic neighborhoods and to avoid or mitigate these impacts. To state that past impacts, direct and indirect, caused by CDOT construction on I-25 have occurred gradually in the past is disingenuous and inadequate.</p> <p>The expansion of Interstate 25 has had and will continue to have significant negative impacts on the historic neighborhoods and parks of Colorado Springs and severely affects local quality of life.</p> <p style="text-align: center;"><i>"A nation that forgets its past has no future." Sir Winston Churchill</i></p>	<p style="text-align: center;"><b>ISSUES</b></p>	<p>Sent: May 12, 2004 From: Steven F. <u>Hittle</u> Adventure Miniature Golf 6550 Corporate Drive Colorado Springs, CO 80919</p> <p>My name is Steven Hittle and I am owner of Adventure Miniature Golf &amp; Batting Cages located at 6550 Corporate Drive in Colorado Springs. The closure of Corporate Drive at I-25 will have a negative impact on our business. We rely on both the northern access and the southern access to the interstate for our customers to patronize our business. If the Corporate Drive exit is going to be closed, we would strongly support having Corporate Drive connect to the new I-25 Nevada/Rockrimmon interchange for the following reasons:</p> <ol style="list-style-type: none"> <li>1. To ease congestion on Corporate Drive and Woodmen Road</li> <li>2. To allow favorable traffic flow for all business on Corporate Drive</li> <li>3. To allow for southern as well as northern access for safety reasons</li> </ol> <p>We strongly advocate the simultaneous construction of the Nevada/Rockrimmon interchange with the connection of Corporate Drive.</p> <p>In conclusion, our business has already suffered from the construction at Woodmen and I-25 over the past several years. We fear the elimination of the southern access to I-25 at Corporate Drive could force us to ultimately close our business.</p> <p>Thank you for your time and consideration of our concerns.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p>Transportation Resources</p> <p>Right of Way: Connect Corporate Drive to Nevada/Rockrimmon</p>
<p style="text-align: center;"><b>THE HISTORIC PRESERVATION ALLIANCE OF COLORADO SPRINGS</b></p> <p>air and water quality, and our built and natural environment. CDOT should prepare an Environmental Impact Statement in order to fully identify and document the impacts that this construction project has and will continue to have on the Colorado Springs historic parks and neighborhoods.</p> <p>The Board of Directors and the members of the Historic Preservation Alliance of Colorado Springs recommend that CDOT conduct and prepare an Environmental Impact Statement for the Interstate 25 expansion project.</p> <p><i>Joyce N. Stivers</i> Joyce N. Stivers, Executive Director Historic Preservation Alliance of Colorado Springs</p> <p><i>This is a HANDCOPY of HPA COMMENTS THAT WERE SUBMITTED USING THE ON-LINE COMMENTS FORM AT <a href="http://www.i25environment.org/comments/form.htm">HTTP://WWW.I25ENVIRONMENT.ORG/COMMENTS/FORM.HTM</a>. THE ON-LINE COMMENT WAS SUBMITTED TUESDAY, MAY/12 2004 AT ABOUT 9:00 A.M. LOCAL TIME.</i></p> <p style="text-align: center;"><i>"A nation that forgets its past has no future." Sir Winston Churchill</i></p>	<p style="text-align: center;"><b>ISSUES</b></p>	<p>Sent: April 6, 2004 Name: Don <u>Hoeckle</u> Address: 7440 Neota Way City: Colorado Springs State: CO Zip: 80908</p> <p>I am for the proposed capacity improvements. The funding I am unclear on. Will it be bonding? The EA study seems thorough and well done.</p>	<p>General Support</p> <p>Alternatives considered: Funding for proposed action unclear</p>

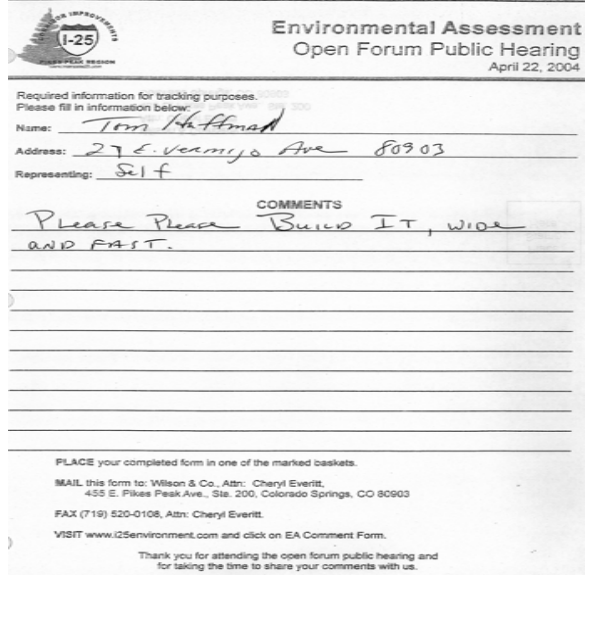
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<p>Sent: April 30, 2004          Name: Lana <u>Hofman</u>          Address: 1730 Seclusion Point - C          City: Colorado Springs          State: CO          Zip: 80918</p> <p>Better late than never - widen it!</p>	<p><b>ISSUES</b></p> <p>General Support</p>	<p>Sent: April 14, 2004          Name: Karin <u>Hollohan</u>          Address: 1980 Valley View Drive          City: Woodland Park          State: CO          Zip: 80863</p> <p>I strongly support the proposed expansion of I 25 through Colorado Springs. Expansion of the current interstate is absolutely necessary to accommodate the current and projected traffic loads. While there are always some negatives associated with any highway construction project, those impacts on residents, businesses and the environment seem reasonable to me to be able to move forward with this project for the good of all regional residents. As a frequent traveler to the Denver area, I have discovered over the last year or two that the worst traffic congestion I experience is getting into and out of the Springs, and not in Denver. It will only get worse without this proposed expansion.</p>	<p><b>ISSUES</b></p> <p>General Support</p>
 <p><b>Environmental Assessment</b>          Open Forum Public Hearing          April 22, 2004</p> <p>Required information for tracking purposes.          Please fill in information below.</p> <p>Name: <u>SAM HOLLMAN</u>          Address: <u>94 Raven Hills Ct CS Co 80918</u>          Representing: <u>Self</u></p> <p>COMMENTS</p> <p><i>FOR MANY YEARS IT HAS BEEN SUGGESTED THAT AN EASTERN BY-PASS BE CONSIDERED TO REDUCE THE TRAFFIC CONGESTION THROUGH THE CITY (POWERS BLVD AREA). IT IS NOW TIME TO GO FURTHER AND BUILD A BY-PASS EVEN IF IT WOULD BE A TOLL ROAD. I WOULD LIKE TO KNOW THE REASONS FOR NOT BEING CONSIDERED FOR AN EAST BY-PASS. THERE ARE MANY CITIES IN THE WEST AND SOUTH THAT HAVE BY-PASSES AROUND THE OUTSIDE.</i></p> <p>PLACE your completed form in one of the marked baskets.          MAIL this form to: Wilson &amp; Co., Attn: Cheryl Everitt,          455 E. Pike's Peak Ave., Ste. 200, Colorado Springs, CO 80903          FAX (719) 520-0108, Attn: Cheryl Everitt.          VISIT <a href="http://www.i25environment.com">www.i25environment.com</a> 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>Alternatives considered:          East bypass</p>	<p>TO: Colorado Department of Transportation          FROM: Mrs Doug Holmes          1219 N. Tejon          Colorado Springs, CO 80903          RE: Widening Interstate I-25</p> <p>MAY 11 2004</p> <p>As a resident in the Old Northend of Colorado Springs for 35 years I would like to speak to the proposal to widening the Interstate-25 on the west of where I live.</p> <p>The original plan to give a speedy by-pass to the city was proposed when Powers Blvd was made. It was built and then allowed to disintegrate into another Academy Blvd. No the new widening of I-25 is not enough and altho' the noise has increased, it is not considered "too bad" by those state and local officials who don't live near it.</p> <p>Certainly if it is to proceed plans could be made to either 1) pave it with recycled tires mixed with the paving material to cut down the noise or 2) place the barriers on the east side to direct the noise upward in the area where people live.</p> <p>Studies have been made and need to seriously consider these before approval is made.</p> <p>8 May 2004</p>	<p>Alternatives considered:          East bypass</p> <p>Noise:          Rubberized asphalt, noise barriers</p>

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<p>Sent: April 16, 2004  Name: Kim <u>Holmes</u>  Address: 3708 Pacific Drive  City: Colorado Springs  State: CO  Zip: 80910</p> <p>I like the idea of having more lanes, but I think an even better idea is a light-rail from Denver to Colorado Springs. I've heard that Douglas County is the obstacle, so hopefully, they can be convinced to allow it in the future. Thank you.</p>	<p><b>ISSUES</b></p> <p>General support</p> <p>Alternatives considered:  Light rail from Colorado Springs to Denver</p>	<p>Sent: May 4, 2004  Name: Scott <u>Hoover</u>  Address: 5970 Vista Ridge Point, #201  City: Colorado Springs  State: CO  Zip: 80918</p> <p>I think the improvement plan for I-25 in Colorado Springs is great! It is long overdue and very needed.</p>	<p><b>ISSUES</b></p> <p>General support</p>
<p>Sent: May 12, 2004  Name: Kady <u>Hommel</u>  Address: 1737 Alamo Avenue  City: Colorado Springs  State: CO  Zip: 80907</p> <p>Please see the same comments under Carol Asfahl</p>	<p>General Opposition</p> <p>NEPA Process</p>	<p>Sent: April 21, 2004  Name: David W. <u>Horne</u>  Address: 6920 Heatherwood Circle  City: Colorado Springs  State: CO  Zip: 80918-1108</p> <p>It sound like a good idea that needs to commence immediately. If the mouse is an issue just set traps them and send them to California. I-25 really needs to be modernized and if we don't move soon I believe it is a good bet we'll loose all the federal funding to some lower priority project.</p>	<p>General support</p>
<p>Sent: April 7, 2004  Name: Scott <u>Honea</u>  Address: 7080 Platte River Pt  City: Colorado Springs  State: CO  Zip: 80922</p> <p>no HOV lanes in Colo Spgs! Rather, use the space on the interstate for an extra general purpose lane for a total of 4 general purpose lanes in each direction.</p> <p>Light Rail, BRT and other alternate modes of transportation are a waste of money!</p> <p>We need Powers to become a freeway, the highway 24 bypass to be completed through to Powers and Woodman to be converted to a Freeway</p>	<p>Alternatives considered:  Consider making other major roadways into freeways</p> <p>Transportation Convert HOV to general purpose lanes</p>	<p>Sent: March 31, 2004  Name: Jeff <u>Horton</u>  Address: 1488 Lily Lake Drive  City: Colorado Springs  State: CO  Zip: 80921</p> <p>I am a long time resident of Colorado Springs, drive the North Gate to Garden of the Gods I-25 route every day and have the following comments:</p> <ol style="list-style-type: none"> <li>1. The overview section of the document did not clearly state what sections of I-25 will be widened to 6 or 8 lanes. In fact the lower level documents were rather confusing on what was an alternative and what was a recommended change.</li> <li>2. Figure 2-2- 8 lane really needs to be expanded up to Northgate at the North part of town versus all the way down to 24. If you listen to the road reports every morning the congestion on I-25 is really up from the Northgate to about Garden of the Gods roads.</li> <li>3. I am skeptical that the on/off ramps would improve the congestion in the North section of I-25 in Colorado Springs. Maybe if I saw the lane expansion details more clearly documented in a picture in the overview section I would have a better understanding of the upgrade.</li> </ol>	<p>Alternatives Considered:  Questions improvements for north end of I-25; which lanes will widen to 6 - 8 lanes</p>

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<p>Sent: May 7, 2004          Name: Peter <u>Horwitch</u>          Address: 1505 N. Tejon          City: Colorado Springs          State: CO          Zip: 80907          I have lived on Tejon St in 2 homes since 1983. The other night, in my new house I had to close my bedroom window due to the noise from the highway. It was amazing how loud it was. Maybe it was the wind. But I woke up that morning thinking maybe I should sell my home. I do feel the highway needs widening. However, something must be done to mitigate the noise.           I would invite anyone to come to our room and listen. It is absolutely mind boggling.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Noise: Mitigation necessary</p>	<p>Sent: April 19, 2004          Name: Berry R <u>Huffman</u>          Address: 17440 Charter Pines Dr          City: Monument          State: CO          Zip: 80932           Please widen I25 from Monument through Colorado Springs. Traffic is heavy, dangerous, and increasing. This needs to be done ASAP.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General Support</p>
<p>Sent: April 13, 2004          Name: Bill <u>Hubbard</u>          Address: 5085 Kettle Glen Ct.          City: Colorado Springs          State: CO          Zip: 80906          Would like to have 3 lanes on each side plus a lane on each side just for trucks. Another lane on each side will be needed in the future. We also think a toll road around Colorado Springs would be profitable.</p>	<p style="text-align: center;">Alternatives considered:          Dedicated truck lanes, toll road bypass</p>	 <p>The image shows a form titled "Environmental Assessment Open Forum Public Hearing" dated April 22, 2004. It includes a logo for I-25 and a "Required information for tracking purposes" section. The form is filled out with the following information:          Name: Tom Hubbard          Address: 27 E. Veerija Ave 80903          Representing: Self          COMMENTS: Please Please Build IT, wide and fast.          At the bottom, there is contact information for Wilson &amp; Co., Attn: Cheryl Everitt, 455 E. Pikes Peak Ave., Ste. 200, Colorado Springs, CO 80903, and a website URL: www.i25environment.com.</p>	<p style="text-align: center;">General Support</p>
<p>Sent: April 15, 2004          Name: Rick <u>Hudnall</u>          Address: 1830 Seclusion Pt Apt C          City: Colorado Springs          State: CO          Zip: 80918          I am of the opinion that the proposed additional lanes to I-25 are LONG overdue. We have far outgrown our road system and we must make improvements as soon as possible. I am very please to see that the proposal is for 8 total lanes through the city. This improvement will make life in this city much more pleasant for the VAST majority of residents and for those visiting the city. Thank you for the opportunity to express my opinion on this matter.</p>	<p style="text-align: center;">General Support</p>	<p>(This cell is shared with the previous row and contains the same form image.)</p>	<p>(This cell is shared with the previous row and contains the same form image.)</p>


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<p>Sent: April 22, 2004  Name: Richard K <u>Huffman</u>  Address: 1516 N Tejon St  City: Colorado Springs  State: CO  Zip: 80907</p> <p>First, you do not have my permission to share my email address with anyone outside of your agency.</p> <p>I read the EA, and particularly noted the sections that dismissed the noise impact to neighborhoods adjacent to Monument Valley Park. In fact, I did not see where the noise impact to residential neighborhoods greater than 500 feet away from I-25 was addressed. The report positively concluded that some of these areas would experience noise levels greater than 66 decibels, but did not provide any recommendations at all for mitigation other than to suggest that these problems be addressed after the fact, and then with the caveat of a cost-benefits analysis.</p> <p>I am awakened many mornings by horrible traffic noise coming from the existing I-25. It is evident that not only are we experiencing direct traffic noise, but in addition we receive superimposed noise that has bounced off of the existing sound barriers on the west side of I-25.</p> <p>This project should be held up until a noise mitigation plan is in place that is acceptable to residents of the affected areas. I suggest that someone on your staff begin working with the affected neighborhood associations, such as the Old North End Neighborhood Association.</p> <p>Thank you for this opportunity to comment.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General Opposition</p> <p style="text-align: center;">Noise: Mitigation needed, not addresses sufficiently</p>		<p style="text-align: center;"><b>ISSUES</b></p>
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<p>Sent: May 10, 2004  Name: Richard K <u>Huffman</u>  Address: 1516 N Tejon St  City: Colorado Springs  State: CO  Zip: 80907</p> <p>In addition to my previous comments, let me add:</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. 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 City's most used park) and the Greenway Trail. It was the intention of General Palmer that Monument Valley Park be a beautiful entryway into Colorado Springs. The proposed noise barriers continue the trend to cut off this view.</p> <p>CDOT failed to take a hard look at quieter 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><b>ISSUES</b></p> <p>General:  Impacts are significant, requiring an EIS</p> <p>General:  Past safety projects "escaped" NEPA process</p> <p>Noise, 4(f):  Consider alternative pavement types</p> <p>Visual, 4(f):  Barriers will obstruct view into Monument Valley Park</p> <p>Noise:  Support for rubberized asphalt</p> <p>Neighborhoods</p> <p>Parks/Recreation</p> <p>Air Quality</p> <p>Water Quality</p>	<p>MITIGATION: CDOT has not looked at new, aggressive alternative solutions such as rubberized asphalt, except to say that it does not work in this climate (ignoring data in Flagstaff, AZ at 7000 ft. with an average of 100" of snow each year, among other colder areas) and the fact that this material, if properly processed and applied as an overlay, is a more cost effective solution over the long term, since it is a form of pavement preservation. Asphalt rubber preserves the concrete base of the roadway if reapplied every 10 to 12 years. There is ever-increasing new data taken from test projects across the US and Canada to substantiate this. CDOT has admitted to using old data (1990).</p> <p>According to the National Environmental Protection Agency (2001), 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 (EIS)."</p> <p>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</p>	<p><b>ISSUES</b></p> <p>Noise:  CDOT needs to consider most recent data on rubberized asphalt</p> <p>General:  EPA urged that an EIS be undertaken</p> <p>Cumulative impacts:  More study needed</p> <p>Alternatives considered:  Suggest mass transit or alternate routes</p>
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<p>Sent: April 19, 2004          Name: Jennifer <u>Hull</u>          Address: 10695 Egerton Road          City: Colorado Springs          State: CO          Zip: 80908          I have only been informed of the planned I-25 widening via an engineer who spoke at our Rotary Club and via news media coverage. Though I do want to support the city and state in proceeding with the proper solution to our traffic and growth challenges, I want to also know, as a tax payer, that all possible solutions have been taken into consideration. The ever-increasing environmental/pollution problems and inevitable increase in population keeps me from agreeing that just increasing the size of the road will solve this problem. I want to know that alternative sources of traffic improvements will also be thought through via potential use of swing shifts, buses, some kind of community traffic management system, train, etc? I as a taxpayer just want to be sure we come up with the best method/s utilizing current resources in addition to whatever increases in road sizes we need. We can't even take care of the roads we already have. A better job needs to be done to inform t! axpayers of the true need for this before it will pass.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">Alternatives considered:          Traffic management, transit, swing work shifts</p>	<p>Sent: April 1, 2004          Name: Ken <u>Hunter</u>          Address: 9642 Moorcroft Drive          City: Peyton          State: CO          Zip: 80831          It's terrific that there is a recommendation to add a lane in each direction throughout Colorado Springs. It's probably not enough to accomodate future growth, but at least it is something to work in the right direction. The decision to make the extra lane HOV during rush hour is crazy, though. In Denver, those lanes are rarely used near downtown, and during T-REX's days of having HOV, they were little used while gridlock ruled in the lanes immediate to the left of the HOV lanes. They primarily served as a cash cow for local police who would cherry pick single-occupant users of the HOV on a daily basis. And I know the Springs police would use them for the same purpose, but at triple the rate!          HOV lanes are a waste of prime road real estate. I'm all for the lane expansions, though. Just eliminate the rush-hour HOV feature.</p>	<p style="text-align: center;"><b>ISSUES</b></p> <p style="text-align: center;">General support</p> <p style="text-align: center;">Transportation:          Convert HOV to general purpose lane</p>
<p>Sent: April 15, 2004          Name: Joe L. <u>Humphries</u>          Address: 7135 Montarbor Dr.          City: Colorado Springs          State: CO          Zip: 80918          I think the study is on the mark and the recommendation, expand I25 from Monument to South Academy, need to start immediately. It appears that the issues, noise, congestion, etc., have been studied carefully. In my opinion, if this expansion does not happen soon Colorado Springs will loose more than just an opportunity to grow.</p>	<p style="text-align: center;">General Support</p>	<p style="text-align: center;">May 12, 2004 <span style="float: right;">MAY 13 2004</span></p> <p>This letter is being submitted to the CDOT regarding the future impact of the I-25 expansion.</p> <p>As a native of Colorado Springs, I can easily testify to the growth of this fantastic town. As a Garfield Elementary student, North Junior High student and a 1964 graduate of Palmer High School, I have watched our town expand in every possible direction. The growth has been rapid and for the most part, well calculated over the years.</p> <p>Growth will always have an impact on the neighborhoods, parks, wildlife, air and water quality, and direct influence on our local environment and quality of life.</p> <p>The I-25 expansion is already impacting air pollution, noise pollution and pollution runoff into our streams and parks. Take a walk in Monument Valley Park.</p> <p>As a young boy, I spent many a day catching snakes, frogs and insects in the Monument Valley park wetlands. Countless Indian/cowboy and army battles were staged in that creek.</p> <p>Our neighborhood gang, the "Tin-Can Alley Rats" ruled that creek from Bijou to Filmore. This was our sacred turf, our creek, our special world and our special environment. These adventures will not likely be documented in the history of Colorado Springs; however, they are documented as fond memories for all of us that lived in that creek.</p> <p>It is my understanding that the I-25 expansion will increase vehicle capacity to over 50% and accommodate a growth of over 170,000 vehicles per day. This expansion will necessitate the development of eight lanes through the heart of our town. Expansion will require the building of seven new interchanges causing the relocation of homes, businesses and the elimination of thousands of trees and shrubs...directly impacting our Monument Valley park and Greenway trail.</p> <p>As a homeowner in the old north end, I am concerned about the air, water and noise pollution...but I am even more concerned about the future of Monument Valley Park. Please take extra time to consider the fate of General Palmer's vision of Monument Valley Park.</p> <p>I sincerely hope that the "noise" of the people is louder than the noise experienced by I-25 at this time. Take some time to listen!</p> <p>Respectfully submitted,            Walt Hyatt          Local business owner and former member of the "Tin-Can Alley Cats"</p>	<p style="text-align: center;">General opposition</p> <p style="text-align: center;">Parks and Recreation:          Negative environmental impacts to Monument Valley Park</p> <p style="text-align: center;">Noise:          Impact on Monument Valley Park</p>