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Comments: We have read and fully agree with the comments of our neighbors and others about the impacts to the Sweetwater Lake by the proposed State Park changes. We have additional concerns, that have been mentioned by others, but don't seem to be a serious part of the planned changes being proposed at the Sweetwater Lake.

The Sweetwater Road is pretty much the same as we have always driven on it with little improvements to the design for safety of the added traffic over the years. There have been some new guard rails in places and some widening in other places as improvements. But overall, much of the road is antiquated for the anticipated new traffic. We have been side-swiped on a narrow part of the road in the past. In the early 1990's, there were four roll-over accidents in the vicinity of our property. Two stayed on the Sweetwater Road, one landing at the intersection of CR 151. Two others rolled off the road at the same sharp dangerous turn and rolled down into our property landing in the Gannon Ditch. One individual was pinned in his car for hours with his head partially in the water; he was fortuitously found after 22 hours in the ditch. Road improvements since these accidents have been a reduced speed limit sign prior to the sharp turn and arrow signs to point the direction of the turn. A few reflector posts were later added to help the community to know if another roll-over had knocked the posts down. The dangerous sharp curve is still there as one example where more Sweetwater Lake traffic faces a still a potential hazard.

Another worry is that the electrical "grid" and infrastructure are too old to support the possible expansion of the lake amenities. The very old poles and 2-wire system supporting the valley is very old, at best, and may no longer be adequate to support the new demands of the Lake "improvements". If RV hookups, Electric Vehicle (EV) charging stations are part of a modern new campground then we all may suffer. Not that I am super knowledgeable or a fan of EV charging times, we do wonder if there is adequate power to charge EVs in a timely manner and not over night as homeowners do with 2-wire service.

We also have mountain property in Jefferson County Colorado that consists of old cabins, a few ranches and homes down a 3-mile-long dead-end road. CORE Electric recently installed all new very large, tall poles and larger diameter 3-wire system for this community that is much smaller than Sweetwater. The "older" poles that were all replaced were newer taller and still very serviceable in comparison of those servicing the Sweetwater valley. So it seems that any approval of extensive new plans for the Sweetwater Lake that includes RV hook-ups, EV charging stations and other additional electrical requirements are not prudent without Holy Cross committing to the very expensive upgrade to the old existing grid.

While camping can be a nice escape from daily life and modern conveniences, we do wonder if a new State Park or Forest Service supported area with a large, concentrated number of visitors can be considered "safe" with the total lack of cell phone coverage for the timely reporting of emergencies.