



# COLORADO

## Department of Transportation

Region 2

Traffic & Safety

Interstate 25  
Colorado Springs / EPC

December 12, 2024

**Gabe Sevigny**, Project Manager/Planner ([gabe.sevigny@coloradosprings.gov](mailto:gabe.sevigny@coloradosprings.gov))  
City of Colorado Springs Planning and Community Development  
30 South Nevada Ave, Suite 701  
Colorado Springs, CO 80903

RE: Southern Colorado Rail Park  
PDZ Land Use Plan (PDZL-24-0006)  
Annexation (ANEX-24-0013)

Gabe,

I am in receipt of a referral request for comments for Southern Colorado Rail Park to include  $\pm 3,100$ -acre parcel proposed to be annexed into the City of Colorado Springs. The review also includes the rezone of the property and a land use plan to support a new railroad spur through the property to service Fort Carson and associated railroad-oriented heavy and light industry and commercial uses. There are 6 out-parcels in the center of the property, totaling approximately 40-acres that are not included in the subject property.

The development will be phased as follows:

	START	ACRES	USE
PHASE 1	2025	36.8	Design and Construction of Rail Spur
PHASE 2	2027	906.4	Commercial development adjacent to the Charter Oaks Road and heavy/light development adjacent to rail spur
PHASE 3	2035	949.3	Road connection to I-25. Industrial development in southern portion of the park
PHASE 4	2035	719.9	Closure of the mining operation portion of the park/completion of commercial and light industrial development

Access is to be gained from connection to Fort Carson and Charter Oaks Road to the north via Exit 128 and I-25 and the potential connection of Powers Boulevard and I-25 to the south. The comments from previous reviews of this development still apply. They are as follows:

### Traffic

04/2024 comments:

- Please provide a new study before doing the Phase 3 (start of build planned for 2035).

12/2023 comments:

- The proposed development is a 3,100-acre property and consists of industrial park (ITE 130), warehousing (ITE 150), mini-warehouse (ITE 151) and shopping plaza (ITE 821) uses. The development is planned through 4 phases: 1) (2030)- rail line extension with no trip generation, 2) (2035)- 6,685 daily trips generated, 3) (2040)- 10,275 daily trips generated, and 4) (2045)- 17,630 daily trips generated at full build-out. It should be noted that 15% of heavy industrial and 5% of light industrial trips were assumed to be served by rail. Also, 70% of vehicular trips were assumed to be pass-by.
- Charter Oak Ranch Road was assumed to be a single access point until Phase 3 (2040). Phase 4 finalization assumes the connection to I-25 through an added interchange. It should be noted that Charter Oak Ranch Rd & US 85 roundabout is expected to operate at LOS D in 2035 and at LOS F in 2040. The I-25 connection to the South is expected to alleviate this congestion by 2045. The TIS



recommendation shows that the I-25 connection will be needed prior to completion of Phase 3 (2040) and that the actual timing of the connection should be reevaluated as development progresses and more information becomes available. Therefore, the submitted master TIS dated September 2023 is acceptable.

- However, before the start of Phase 3 (2035), a TIS considering Phases 3 and 4, including evaluation of interchange construction and mitigations at Exit 128 (I-25 & US85) will be required. The study will also show the costs of off-site improvements and required escrow amount in both phases with additional access permits.
- The Applicant should be aware that the proposed Powers Interchange is only in a Draft Planning & Environmental Linkage study and the location of future Powers Interchange may be at an alternative location.
- The Applicant should also be aware, that a new interchange is not designed or funded currently by CDOT and if the interchange and/or interchange improvements are required, they will be completed at the development's expense.

### Hydraulics

12/2023 comments:

- No perceived drainage impacts to either SH115 or I-25 are expected from the proposed development.

### Environmental

12/2023 comments:

- No immediate impact to CDOT Natural Resources.
- Project would increase the displacement of wildlife and could change migration patterns east, towards the I-25. Change in migration patterns, could change when and where animals interact with I-25 and could increase wildlife vehicle collisions.
- The proposed new interchange on I-25 north of Ray Nixon was not evaluated as part of this project but is seen in the rail park conceptual drawings.

### Access

08/2024 comments:

- Two benchmark CDOT Access Permit will be required for this development to update or establish new permits for the above-mentioned interchanges off I-25, Exit 128 and exit 125 for Phases 1 and 2.
- Additional permits will be required for each additional phase.
- Roadway improvements will be required and detailed in the terms and conditions of the access permits.
- Section 1.4(1) of the State Highway Access Code, states in part that no person, shall construct any access providing direct vehicular movement to or from any state highway from or to property in close proximity or abutting a state highway without an access permit issued by the designated issuing authority with the written approval of the Department.
- Under Section 2.6 (Change in Land Use and Access Use) of the State Highway Access Code, states the requirements of a new access permit. It states in part that if any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume increases by 20% and or vehicle type, the permittee or property owner will coordinate with the local authority and the Department to determine if a new access permit and modifications to the access are required.

Please contact me at (719) 248-0318 or [teresa.guagliardo@state.co.us](mailto:teresa.guagliardo@state.co.us) with any questions.

Sincerely,

*Teresa Guagliardo*

Teresa Guagliardo  
CDOT R2 Access Management

Xc: Lancaster / file

