



**COLORADO**  
**Department of Transportation**

Region 2 Permits  
5615 Wills Blvd, Suite A  
Pueblo, CO 81008-2349

August 22, 2024

Interstate 25  
El Paso County / Fountain

**Kari Parsons**, Project Manager/Planner  
E. P. C. Planning & Community Development  
2880 International Circle  
Colorado Springs, CO 80910

RE: Southern Colorado Dual-Service Rail Park - SKP234

Dear Kari,

I am in receipt of a referral request for comments for the above-mentioned Sketch Plan to include 3,100 +/- -acers east of I-25. 6-internal parcels are not counted as part of this development of approximately 40-acres. The Sketch Plan includes the general alignment of the proposed railroad spur through the property to service Fort Carson, together with an internal rail loop to provide train storage and expand the area for rail access. Approximately 650 acres of the property is currently an active gravel mine, operated by Schmidt Construction Company. It is anticipated that the mining operation will continue until all aggregate has been extracted from the property, which will take about 15 years. Once the mining area is reclaimed it will be available for development as part of the SCRP. The Sketch Plan identifies parcels for heavy railroad-oriented industry in the southern half of the site that has direct access to the rail spur and rail loop. In the northern portion of the site there is a transition to light industrial and commercial service uses. A 10-acre parcel is identified adjacent to Charter Oak Road and next to Gate 19 into Fort Carson, which is expected to serve day-to-day commercial needs of Fort Carson military personnel, civilian employees, dependents, and visitors, as well as employees and visitors of the Rail Park.

The development will be phased as follows:

	START	ACRES	USE
PHASE 1	2025	36.8	Construction of Rail Spur through center of the park
PHASE 2	2030	906.4	Commercial development adjacent to the Charter Oaks Road and heavy/light development adjacent to rail spur
PHASE 3	2035	949.3	Industrial development in the southern portion of the park
PHASE 4	2040	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 Blvd. and I-25 to the south. CDOT has reviewed the supplied documents and have the following comment:



## Traffic

The supplied documents have been reviewed by a CDOT Traffic Engineer. Their comments follow:

### 04/2024 comments:

- Please provide a new study before doing the Phase 3 (start of build planned for 2035).
- We really cannot estimate any better before having more information on the I-25 and Powers Blvd potential connection to comment on that representation in the plan. Escrow calculation is also premature because of this.
- The only question is if they will submit another TIS prior to 2035? The easiest option is to approve only Phases 1 and 2, so they have to apply before starting the third phase.

### 12/15/2023 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 Rd 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 is accepted.*
- *However, before the start of Phase 3 (2035), the following will be required:*
- *TIS considering Phases 3 and 4, including evaluation of interchange construction and mitigations at Exit 128 (I-25 & US85).*
- *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

The Master Development Drainage Report titled Conceptual Drainage Summary dated September 2023 has been supplied for review by a CDOT Hydraulics Engineer. Their comments follow:

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

## Environmental

The supplied documents have been supplied for review by a CDOT Environmental Engineer. Their comments follow:



- *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.*
- *Also, 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

This development impacts CDOT Accesses at I-25/ SH85/87 Exit 128 and I-25 Exit 125. My comment follows:

- 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, now.
- Additional permits will be required for each additional phase after phase 3 in the future.
- 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 coordinates with the local authority and the Department to determine if a new access permit and modifications to the access are required.

Additionally,

- On-premise and off-premise signing shall comply with the current Colorado Outdoor Advertising Act, sections 43-1-401 to 421, C.R.S., and all rules and regulations pertaining to outdoor advertising. Please contact Mr. Adam Lancaster at (719) 562-5540 for any questions regarding advertising devices.
- Any utility work within the state highway right of way will require a utility permit from the CDOT. Information for obtaining a utility permit can also be obtained by contacting Mr. Lancaster.

Please contact me in Pueblo at (719) 546-5732 or by email [arthur.gonzales@state.co.us](mailto:arthur.gonzales@state.co.us) with any questions.

Sincerely,

  
Arthur Gonzales  
CDOT R2 - Access Manager

Xc: /file

