

# U.S. ARMY - FORT CARSON

E-MAIL	RESPONSE
<p>Sent: May 12, 2004            Name: Jeff Linn, Department of the Army            Address: <b><u>Directorate of Environmental Management and Compliance (DECAM)</u></b>            City: Fort Carson            State: CO            Zip: 80913-4000</p> <ol style="list-style-type: none"> <li>1. For asphalt paving surfaces, recommend that 5% recycled asphalt paving content be used.</li> <li>2. For Concrete paves surfaces, recommend that fly ash be incorporated in concrete pavings.</li> <li>3. Recommend a statement suggesting that any future transportation planning be held on a regional level to ensure that impacts to/from other communities are considered. An aggressive regional study, and its implementation, needs to be developed for the Front Range from Fort Collins to Pueblo. Understandably, the scope of this project is to get the traffic moving through the Colorado Springs area along I-25. How we deal with transportation locally is often driven at the regional level. What is not adequately addressed is how the increasing traffic loads between Colorado Springs and Denver and Colorado Springs and Pueblo are being handled. Commuting is not expected to level off or diminish based on the projections of growth in this EA.</li> <li>4. Good approach on cumulative impacts.</li> </ol>	<p><b>RESPONSE</b></p> <p><u>Comments #1 and 2:</u> Pavement surface type and material composition are determined based on a number of factors including durability, skid resistance and life-cycle cost.</p> <p><u>Comment #3:</u> Prior to commencement of the <i>I-25 Mode Feasibility Alternatives Analysis</i> for the Colorado Springs Urbanized Area, the Colorado Department of Transportation conducted the <i>South Front Range Corridor Assessment Study</i> (1997), which examined the demand and potential modal response for transporting passengers and freight in a 100-mile corridor between Denver and Pueblo (EA at page 1-1). That study concluded that the most effective way to improve front range mobility would be to address congestion problems within the metropolitan areas, rather than between metropolitan areas. This study was coordinated with the regional planning agencies for Denver (DRCOG), Pueblo (PACOG), and Colorado Springs (PPACG). As is noted on their website (ppacg.org), PPACG has a Fort Carson representative on its Transportation Advisory Committee.</p>
<p>E-MAIL</p> <p>Sent: April 7, 2004            Name: Richard Orphan, <b><u>Ft. Carson DPW, Traffic Engineering</u></b>            Address: 5050 Tevis St, Building 305            City: Fort Carson            State: CO            Zip: 80911</p> <p>The Ft Carson Directorate of Public Works concurs with the proposed capacity improvements as outlined in the I-25 Environmental Assessment.</p>	