



Chapter 8: Preferred Plan & Corridor Vision Plan with Project Priorities

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8.1 Methodology for the Preferred Plan

The Preferred Plan for the Pueblo MPO/TPR consists of needed improvements for each of the three major corridors – I-25, US50/47, and SH96A, as well as additional off-system improvements and transit needs, all of which meet the following criteria:

- They are consistent with the regional transportation vision and goals developed and adopted by the PACOG Board;
- They are consistent with the long-term corridor vision, goals, and objectives developed in Chapter 7 (Corridor Visions) and provide a viable contribution to a system that meets regional transportation needs in the PACOG MPO/TPR area;
- They are compatible with the human and natural environment, and the physical constraints of the corridor (Chapter 4);
- They address justifiable needs as identified in Chapter 5 (Transit Element) and/or Chapter 6 (Mobility Demand and Alternatives Analysis).

Unit cost standards used throughout to derive cost estimates for roadway segments were derived from analyses conducted by the Denver Regional Council of Governments as described in Table 8.1 below.

Table 8.1: Unit Costs For New Roadways By Classification*

Roadway Type	Cost per Mile 2008 \$	Cost per Linear Foot 2008 \$
Freeway/Expressway	\$ 10,810,000	\$ 2,723
Principal Arterial	9,400,000	2,368
Minor Arterial	7,220,000	1,819
Collector	6,020,000	1,516

* Adapted from extensive research by DRCOG (2006) and converted from 2005 to 2008 dollars. These average costs are also used for significant reconstruction and upgrading of facilities in existing corridors.



For completeness and future planning updates, an extensive database was created of every roadway segment or unit identified in the Roadway Corridor Preservation Plan as a Collector or higher classification (See Figure 8.1). The database contains about 600 entries and includes an estimated cost calculation for each entry based on the construction costs shown in Table 8.1.

The I-25 New Pueblo Freeway Project, now nearing completion of an EIS, is **not** included in the database. Instead, CDOT provided the most recent corridor cost estimate for this urban freeway reconstruction as a total of approximately \$846 million. That figure is used throughout this Plan.

If every identified project were built today, the estimated total cost would exceed \$5.6 billion. **The prioritized projects limited to only the attainment of on-system and off-system major corridor visions appears in Section 8.8 with an estimated total cost of \$2.1 billion on-system and \$874 million off-system. The Corridor Vision Plan total cost of approximately \$3.0 billion is some 46% less than the cost of the Preferred Plan.**

Figure 8.1: PACOG Right of Way Corridor Preservation Plans

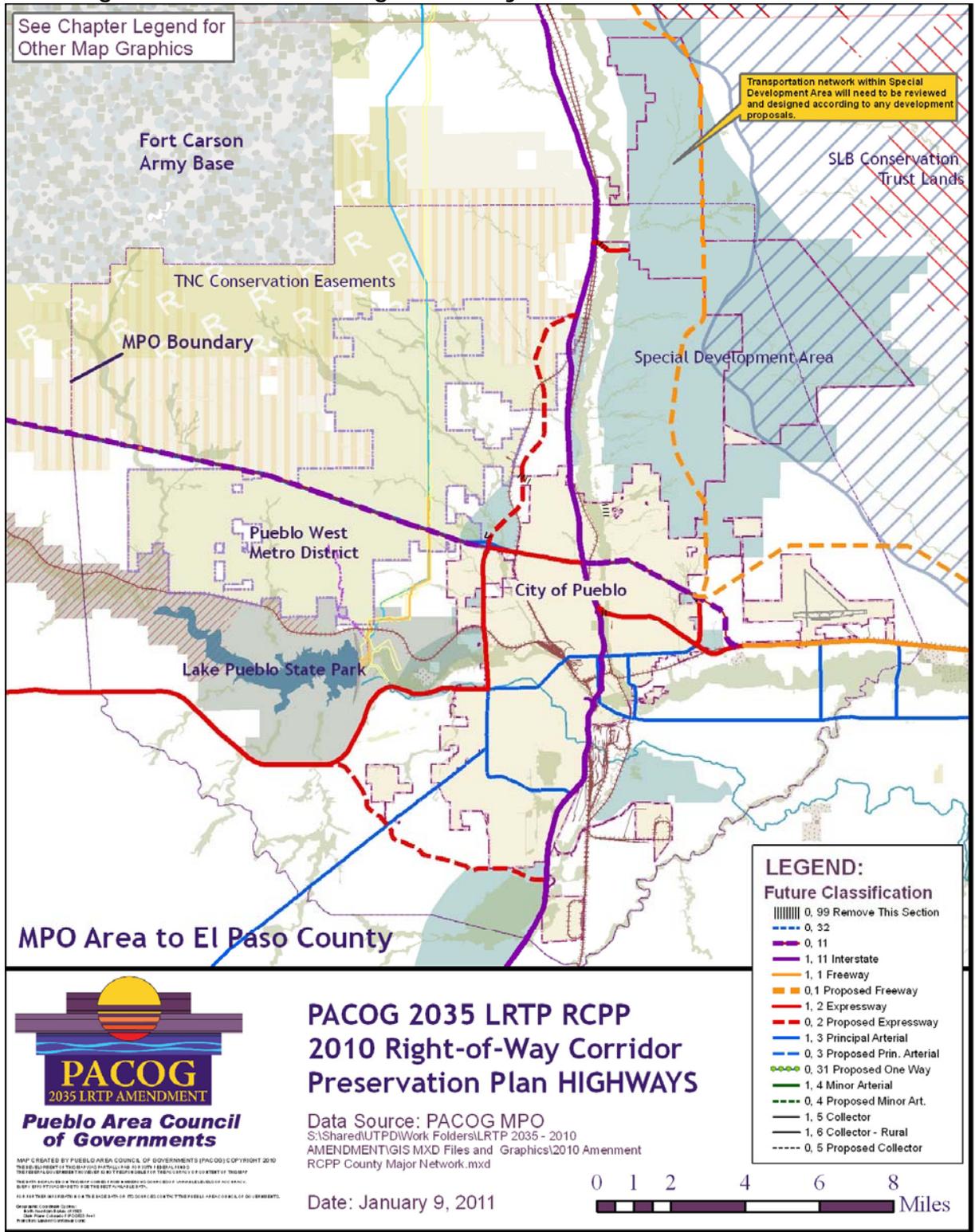
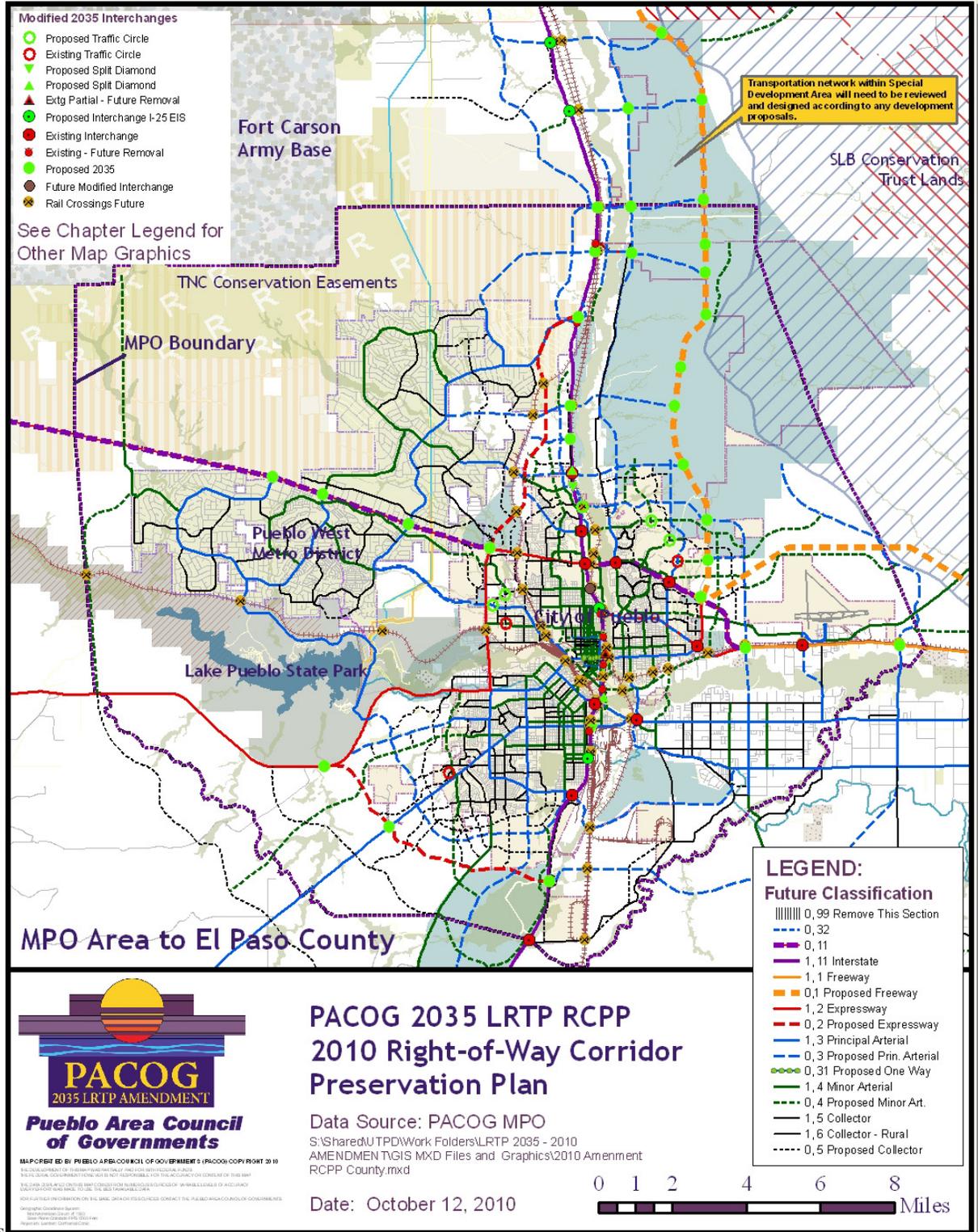
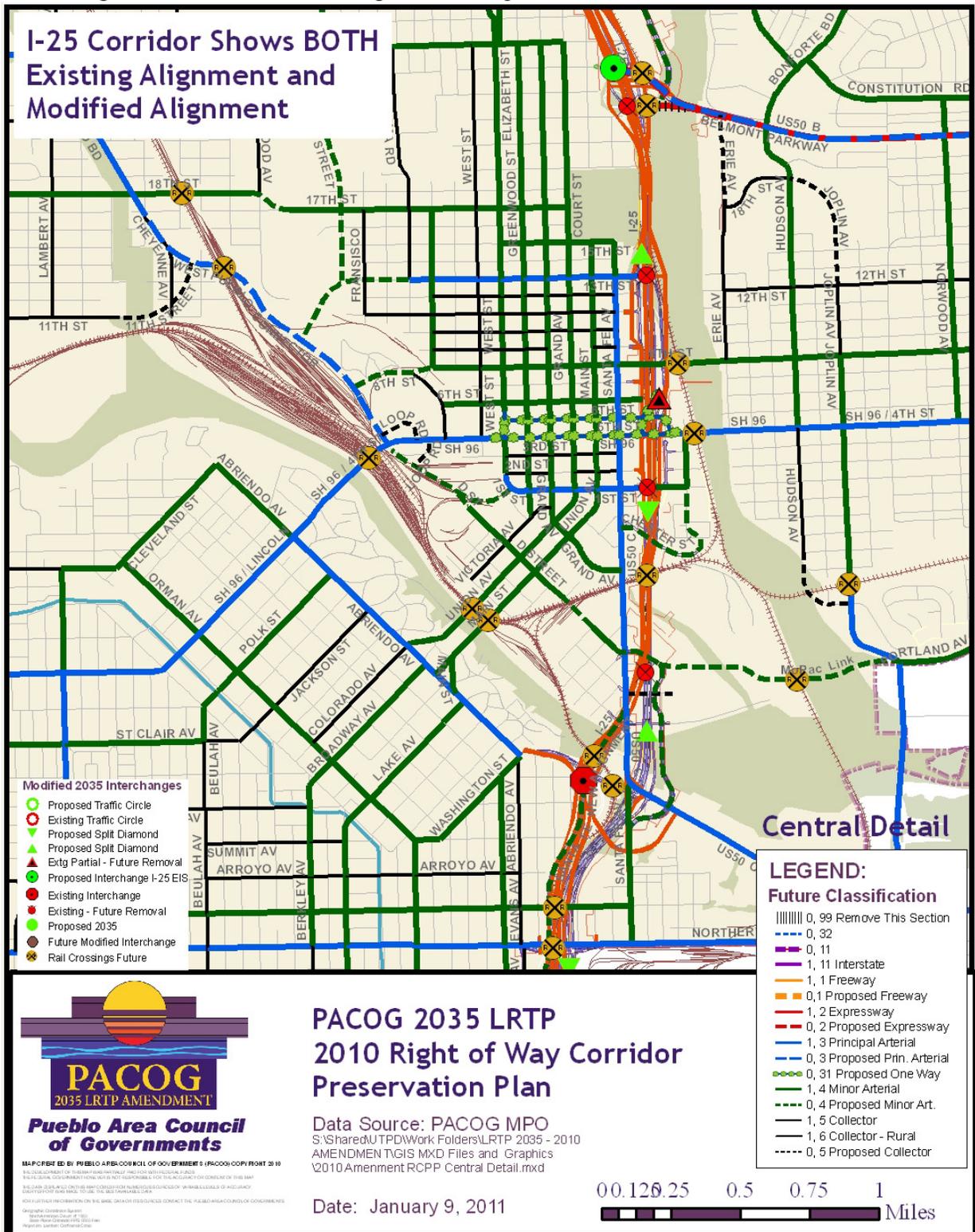


Figure 8.1: PACOG Right of Way Corridor Preservation



Plans

Figure 8.1: PACOG Right of Way Corridor Preservation Plans



8.2 Summary of Future Needs - Interchanges

8.2.1 Interchanges

One of the most significant investments in the future transportation system will be grade separated interchanges that will be required in the near and long term future. Some of the Interchanges listed in Table 8.2 below are in need of rebuilding; many are located at major intersections; and others will be needed to accommodate future traffic generated by growth and development.

Figure 8.1: PACOG 2035 LRTP Interchanges

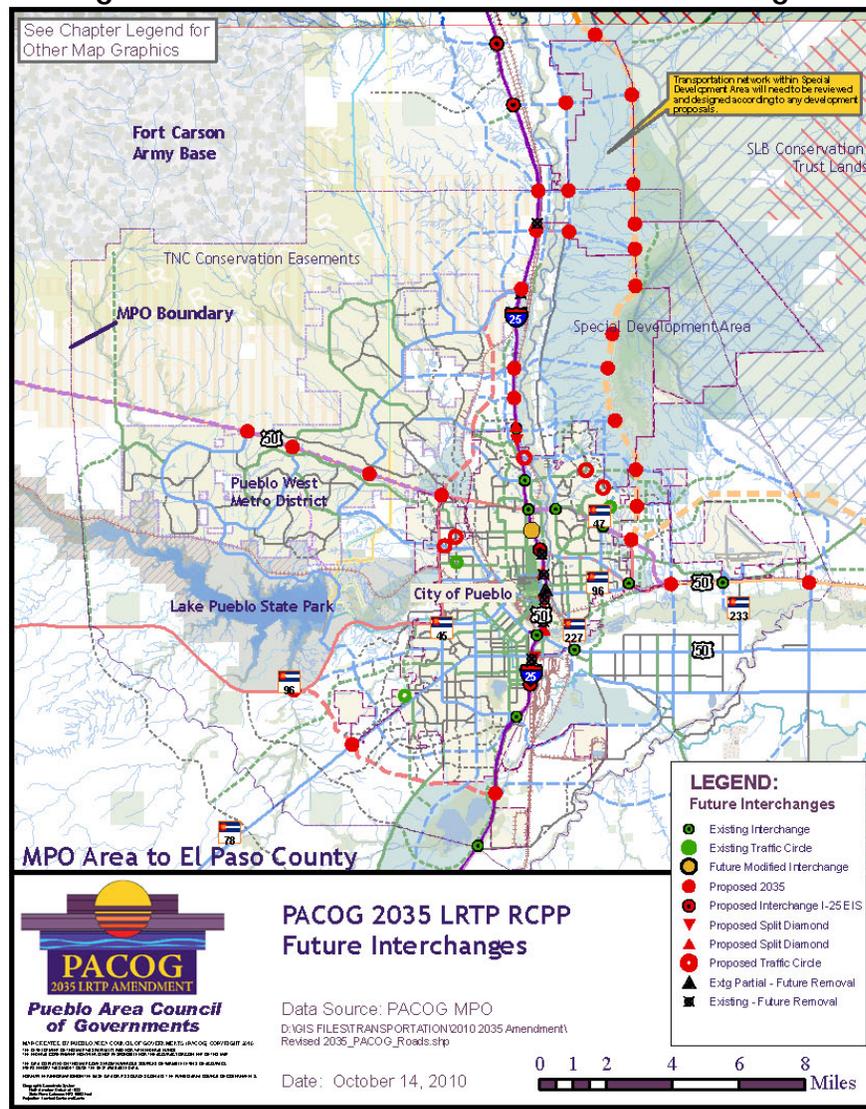




Table 8.2 Interchanges by Corridor

Future Interchanges	2008 \$ Cost
Interstate 25 (Rural Only)	
Bohart (County Line) Road Interchange	23,000,000
Independence Camp (Young Hollow) Interchange	23,000,000
Pinon / Pace Interchange	23,000,000
Bragdon / Purcell Interchange	23,000,000
Porter Draw Interchange	23,000,000
Platteville / Dillon Interchange	50,000,000
South Pueblo EX Interchange	40,000,000
Burnt Mill / Fort Reynolds Interchange	23,000,000
TOTAL (Rural Only)	228,000,000
State Hwy 50	
West McCulloch Interchange	23,000,000
McCulloch Interchange	23,000,000
Purcell Interchange	23,000,000
Pueblo Blvd Interchange	50,000,000
Hwy 50 Bypass / SH47 Interchange	23,000,000
27th Lane Interchange	23,000,000
36th Lane / SH 96 Interchange	23,000,000
36th Lane / Relocated SH50 Interchange	23,000,000
Relocated Hwy 50 / Hwy 96 Interchange	23,000,000
	234,000,000



State Hwy 47	
Hwy 47 / East of Troy Ave	23,000,000
	23,000,000
State Hwy 96	
South Pueblo Expressway Interchange	23,000,000
	23,000,000
State Hwy 78	
South Pueblo Expressway Interchange	23,000,000
	23,000,000
Total Interchanges	\$531,000,000

I-25 - Major Reconstruction	CDOT Total Cost Estimate
	2008 \$
New Pueblo Freeway (Urban)	\$846,000,000

8.2.2 Bridges over Arkansas River

The Arkansas River is a significant obstacle to creating a roadway network, with numerous existing options for crossing. Currently vehicles can cross the Arkansas river at the following locations: Lake Pueblo Road (fee through Park), Pueblo Blvd, 4th Street, Union Ave, Main Street, Santa Fe Ave, I-25, Baxter Road, 36th Lane, Nyberg Road, and Avondale Road. The Preferred Plan recommends many of the existing facilities be expanded by reconstruction.

The unit cost estimate of \$125 per square foot of bridge deck is based on recent costs of the 4th Street Bridge in Pueblo and the I-25 structures in Trinidad. For an 80-foot wide bridge deck (consistent with Arterial crossings) the estimated cost is \$10,000 per linear foot.



Table 8.3 Bridges over Arkansas River

Location	*Estimated Length in Ft	Cost 2008 \$
Swallows (west of nature preserve)	1000	10,000,000
Portland/Joplin – SH 227	100	1,000,000
Aspen Road/Troy Ave	300	3,000,000
27th Lane	100	1,000,000
SH 233 - Baxter Road	100	1,000,000
SH 231 - 36th Lane	100	1,000,000
Highway 50 East	200	2,000,000
TOTAL		\$19,000,000

*Planning Estimate Only. Not based on engineering studies of geology, topography, etc.

8.2.3 Bridges over Fountain Creek

With much of the potential for development in Pueblo County shifting to the northeast quadrant, additional crossings of the Fountain Creek may be required to provide access from interchanges along I-25. Currently, the crossings are: Pinon/Pace, State Highway 47, US Highway 50 Bypass, Eighth Street, and Fourth Streets. The Preferred Plan has a number of new crossings that may be needed during the planning horizon of the 2035 LRTP. Many of the existing crossings have been in place for more than 30 years and may require replacement as traffic volumes increase.

A unit cost estimate of \$125 per square foot of bridge deck is based on recent costs of the 4th Street Bridge in Pueblo and the I-25 structures in Trinidad. For an 80-foot wide bridge deck (consistent with Arterial crossings) the estimated cost is \$10,000 per linear foot.

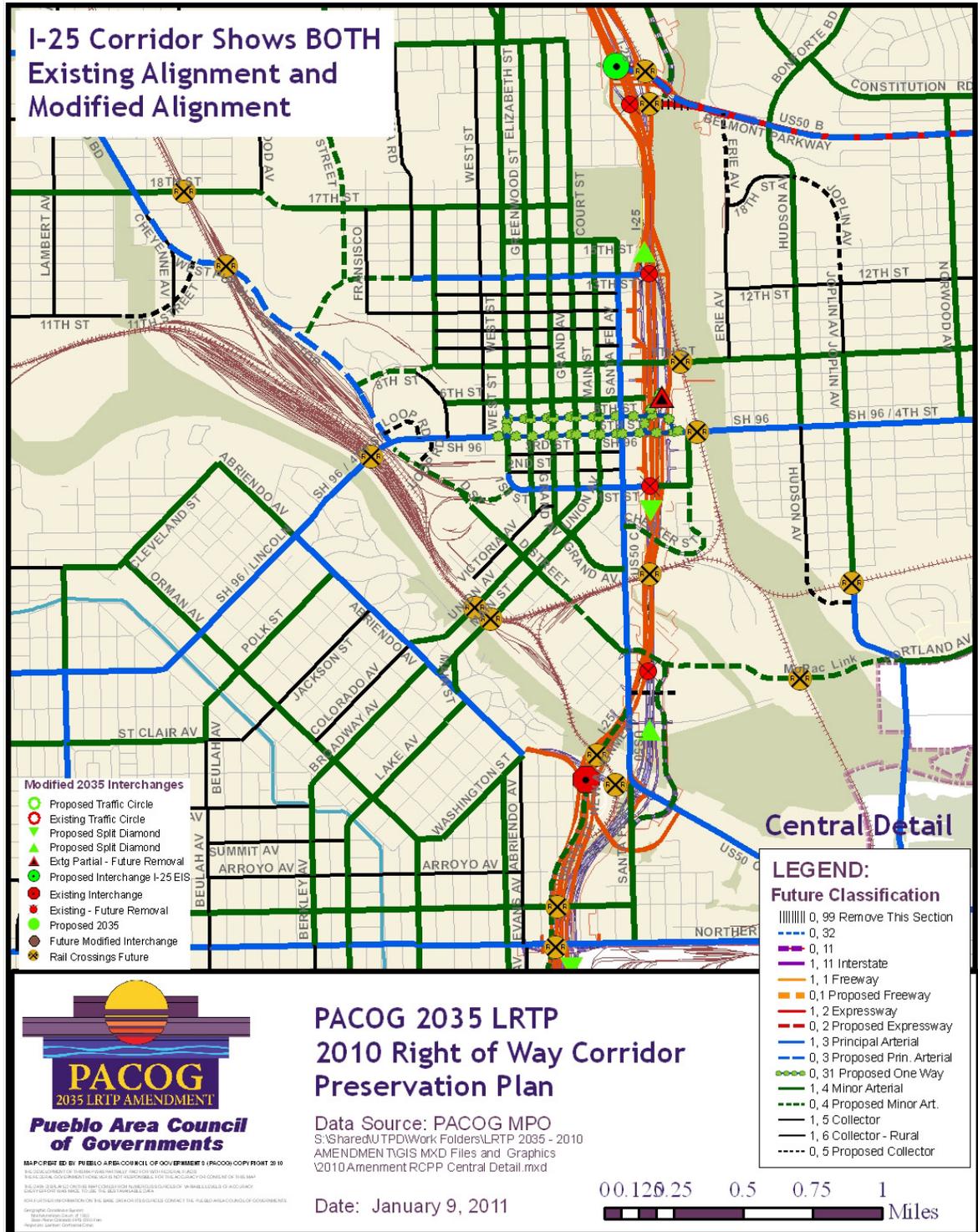


Table 8.4 Bridges Over Fountain Creek

Location	*Estimated Length in Ft	Cost 2008 \$
Bohart Road/County Line Road	300	3,000,000
Independence Camp Road	300	3,000,000
Pinon / Pace	300	3,000,000
Porter Draw	300	3,000,000
Box T Ranch Road	300	3,000,000
Eagleridge/47th Street	300	3,000,000
TOTAL		\$18,000,000

*Not based on engineering studies of geology, topography, etc.

8.3 Downtown Projects





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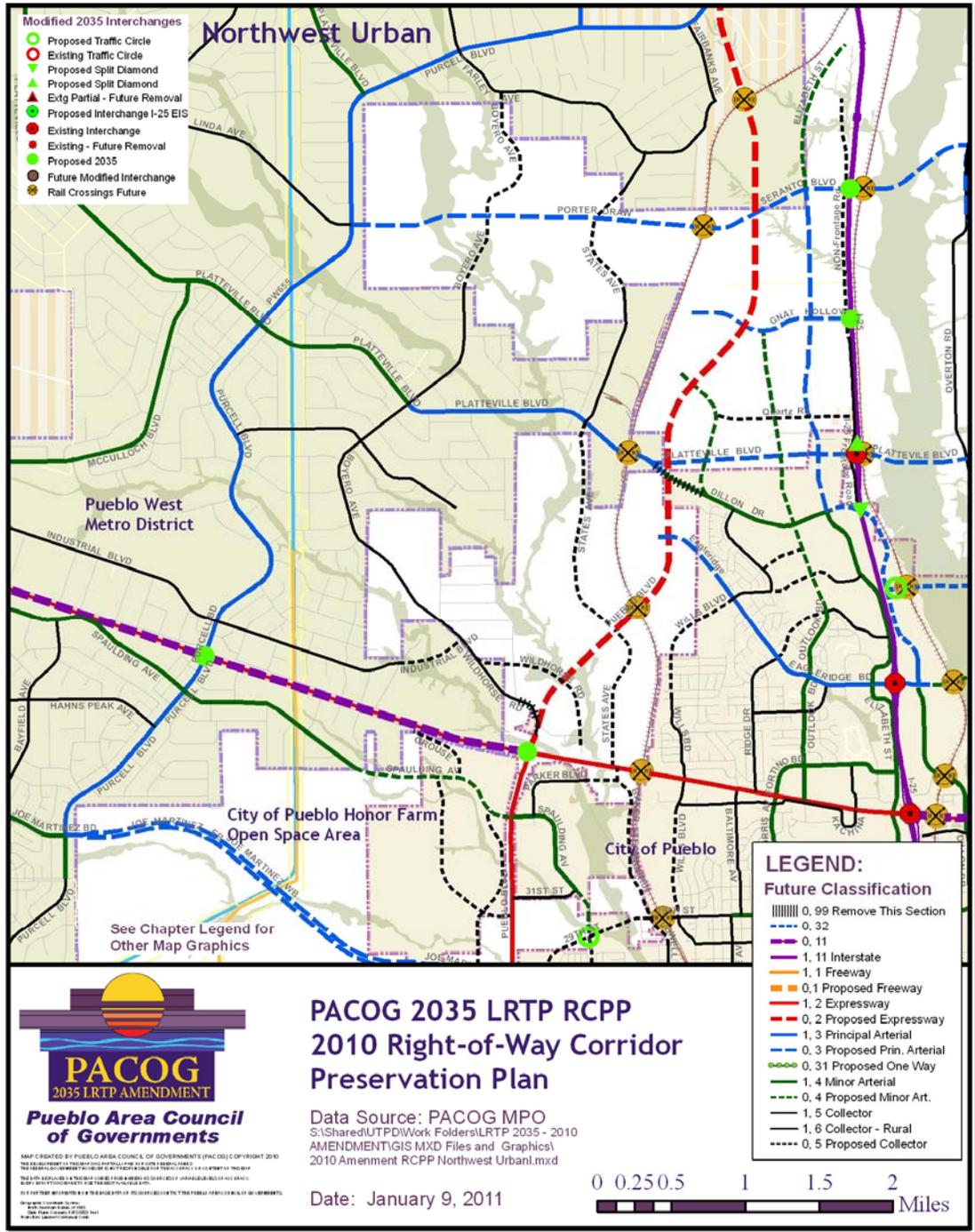
The Downtown area has seen revitalization in the last few years with new developments along the Historic Arkansas River Project and as a result of new job creation activity in the Downtown area. As a result, there are a number of improvements that need to be made to improve the connectivity between Downtown and the suburban developments of Pueblo West and St. Charles Mesa. The most significant connection, as in the 2030 Plan, would be the development of the radial West Pueblo Connector between Pueblo West, Western Pueblo along Pueblo Blvd, and Downtown Pueblo.

Table 8.5 Roadway Costs in the Downtown Area

Downtown	From	To	Class	Length in Ft	2008 \$ Cost
4th / 5th One Way Pair	I-25	Midtown Circle	PA	9,600	2,500,000
4th Street Bridge over Arkansas - Under Const. (currently funded 2008-2011)	Midtown Circle	Elmhurst	PA	2@1147	36,000,000
D Street Extension	Lamkin	4th Street	MA	2,600	4,700,000
	Union	Railroad tracks	MA	1,000	1,800,000
	Railroad tracks	Santa Fe Ave	MA	1,500	2,700,000
	Santa Fe Ave	Interstate 25	MA	500	900,000
	Interstate 25	Moffat	MA	500	900,000
Railroad Yard Crossing					15,000,000
13th Street	Francisco	West Pueblo Conn.	MA	1,800	3,300,000
Moffat	Ilex / D Street	Arkansas River	MA	1,300	2,400,000
Bridge over Arkansas River	Listed with Bridges		MA		
TOTAL					78,200,000



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This quadrant shows significant changes in the future roadway network from the 2030 Plan due to the development of a conservation buffer around Ft. Carson Army Base. This resulted in the removal of the Pinon Loop that had been included in the 2030 LRTP. The most significant transportation issue in the quadrant is the congestion along US 50 between I-25 and McCulloch Blvd in Pueblo West. Several off-system priorities are corridors that would provide parallel alternative routes to US 50 to minimize congestion and disperse traffic volumes to those alternative routes.

A second significant change is the recommendation that the northern leg of Pueblo Blvd (SH 45) be extended approximately two miles to cross I-25 at Pinon rather than terminating at I-25 and Purcell Blvd.

Table 8.6 Roadway Costs in Northwest Quadrant

	From	To	Class	Length in Ft	2008 \$ Cost
Swallows Road	Arkansas River	Hwy 50 West	MA	25,500	46,400,000
1/2 Bridge over Arkansas River	Listed with Bridges		MA		
Joe Martinez	Purcell	Pueblo Blvd	PA	17,800	42,100,000
Multiple Stream & Creek Structures					
Spaulding	11th	18th	CO	2,800	4,200,000
	22nd	24th	CO	1,300	2,000,000
	24th	29th	CO	1,900	2,900,000
	29th	31st	MA	1,900	3,500,000
	Pueblo Blvd	Existing End - PWMD	MA	6,300	11,500,000
Widen & Improve	Existing End - PWMD	Pavement End	MA	5,000	9,100,000
Widen & Improve	Pavement End	Purcell Blvd	MA	2,000	3,600,000
Multiple Stream & Creek Structures					
West Pueblo Connector	4th Street	8th Street	PA	1,300	3,100,000
	8th Street	13th Street	PA	1,400	3,300,000
	13th	Railroad Crossing	PA	2,000	4,700,000
	Railroad Crossing	Atlanta	PA	1,200	2,800,000
	Atlanta	18th	PA	1,300	3,100,000
Large Railroad Yard Crossing					15,000,000



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8th Street	Blake Street	West Pueblo Connector	MA	1,600	2,900,000
	At-Grade Railroad Crossing ?				1,500,000
	At-Grade Railroad Crossing ?				1,500,000
High Street	24th Street	17th Street	MA	3,200	5,800,000
	17th Street	13th Street	MA	1,400	2,500,000
29th Street	Wills Blvd	Railroad Crossing	CO	600	900,000
	Railroad Crossing	Wildhorse Creek	CO	1,400	2,100,000
	Wildhorse Creek	Pest House Creek	CO	1,000	1,500,000
	Pest House Creek	Spaulding Blvd	CO	600	900,000
	Spaulding Blvd	24th Street	CO	2,500	3,800,000
	Railroad Crossing		CO		3,000,000
	Bridge over Pest House Creek		CO		2,000,000
	Bridge over Wildhorse Creek		CO		2,000,000
Wills Blvd	29th	Kachina	CO	3,900	5,900,000
	Meadowlark	Sunrise	CO	1,400	2,100,000
	Sunrise	Eagleridge	CO	3,100	4,700,000
	Mesa View	Outlook	CO	1,600	2,400,000
	Outlook	Pueblo Crossing	CO	800	1,200,000
Pueblo Blvd	Hwy 50 West	Wildhorse Road	EX	2,300	6,300,000
	Wildhorse Road	States Ave	EX	2,600	7,100,000
	States Ave	Railroad Crossing	EX	1,200	3,300,000
	Railroad Crossing	Eagleridge Blvd	EX	2,900	7,900,000
	Eagleridge Blvd	Platteville Blvd	EX	2,700	7,400,000
	Platteville Blvd	Dillon Drive	EX	3,100	8,400,000
	Dillon Drive	Porter Draw	EX	7,100	19,300,000
	Porter Draw	Railroad Crossing	EX	4,100	11,200,000
	Railroad Crossing	Purcell Blvd	EX	3,900	10,600,000
	Purcell Blvd	Pinon / Pace Road	EX	10,400	28,300,000
	Pinon / Pace Road	Independence Camp	EX	21,100	57,500,000
	Independence Camp	El Paso Cnty	EX	24,200	65,900,000



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	Railroad Crossing		EX		3,000,000
	Railroad Crossing		EX		3,000,000
	Multiple Stream & Creek Structures		EX		
Platteville	States Ave	Railroad Crossing	PA	2,000	4,700,000
	Railroad Crossing	Pueblo Blvd	PA	1,500	3,600,000
	Pueblo Blvd	Dillon Drive	PA	1,400	3,300,000
	Dillon Drive	Outlook Blvd	PA	2,800	6,600,000
	Outlook Blvd	Elizabeth	PA	1,200	2,800,000
	Elizabeth	I-25	PA	1,600	3,800,000
	Railroad Crossing		PA		3,000,000
Elizabeth Street	Dillon Drive	Platteville Blvd	MA	2,000	3,600,000
	Platteville Blvd	Porter Draw	MA	10,800	19,600,000
	Porter Draw	End	MA	5,500	10,000,000
Outlook	Ridge Drive	Wills Blvd	MA	1,400	2,500,000
	Wills Blvd	Dillon Drive	MA	1,900	3,500,000
	Dillon Drive	Platteville Blvd	MA	2,400	4,400,000
	Platteville Blvd	Pueblo Blvd	MA	5,500	10,000,000
Porter Draw	Pueblo West	States Ave	PA	8,900	21,100,000
	States Ave	Railroad Tracks	PA	3,900	9,200,000
	Railroad Tracks	Pueblo Blvd	PA	1,800	4,300,000
	Pueblo Blvd	Elizabeth	PA	2,000	4,700,000
	Elizabeth	Interstate - 25	PA	1,600	3,800,000
	Multiple Stream & Creek Structures		PA		
	Railroad Crossing		PA		3,000,000
Midway Road	Pinon / Pace	Independence Camp	PA	18,300	43,300,000
	Independence Camp	Antelope	PA	4,800	11,400,000
	Antelope	Bohart Road	PA	10,800	25,600,000
	Bohart Road	El Paso County Line	PA	4,100	9,700,000
	Multiple Stream & Creek Structures				
Buckboard Ave	Purcell Blvd	Pueblo West Boundary	PA	10,300	24,400,000
	Pueblo West Boundary	Pueblo Blvd	PA	11,600	27,500,000



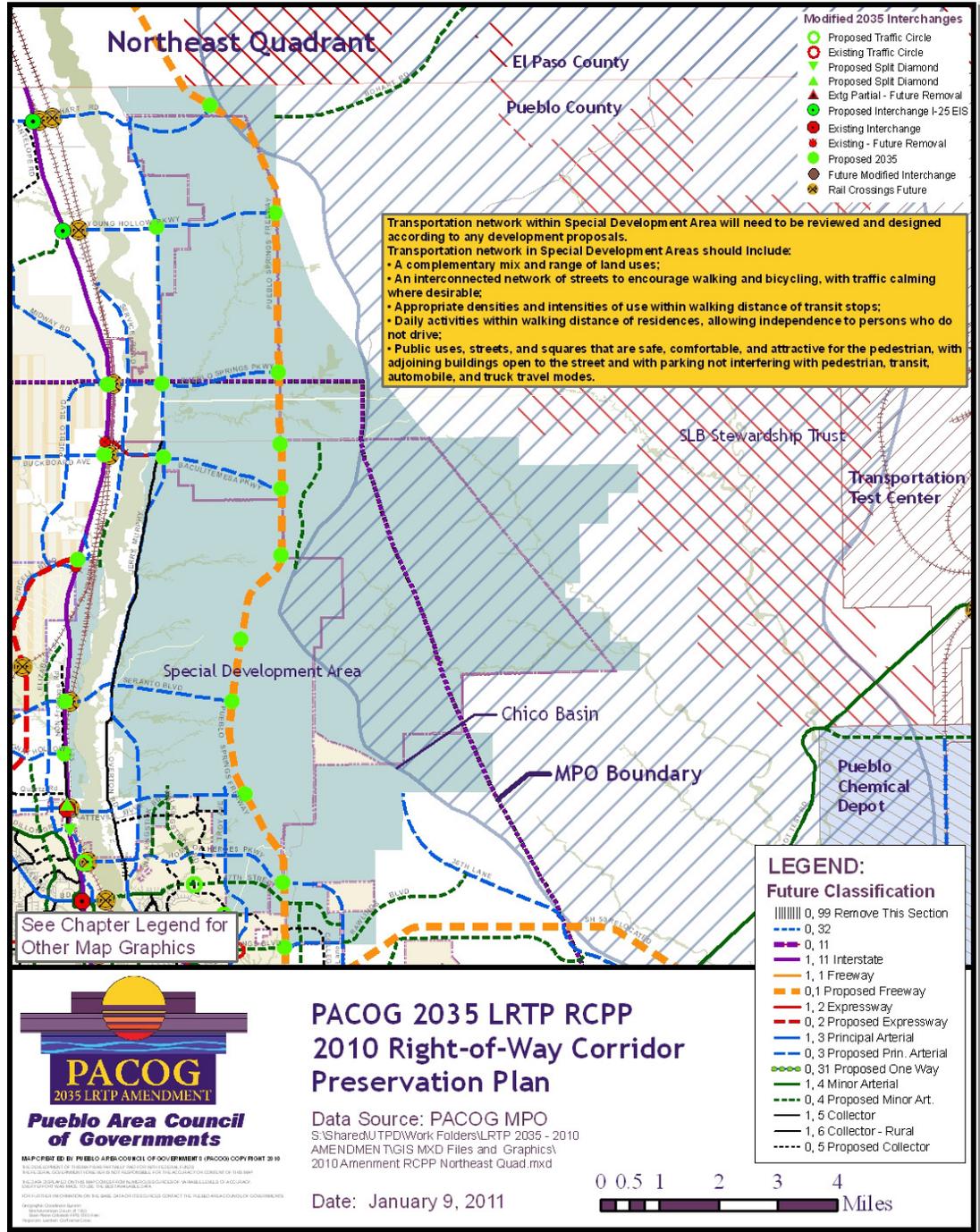
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	Pueblo Blvd	Midway Road	PA	6,000	14,200,000
Multiple Stream & Creek Structures					
Independence Camp Road					
	Midway Road	Interstate - 25	PA	4,800	11,400,000
Multiple Stream & Creek Structures			PA		
Bohart Road					
	Midway Road	Interstate - 25	PA	7,800	18,500,000
Multiple Stream & Creek Structures			PA		
Antelope Road					
	Midway Road	Interstate - 25	CO	11,400	17,300,000
Multiple Stream & Creek Structures			CO		

The total cost of major facilities in the NW Quadrant is estimated to be \$775,000,000.

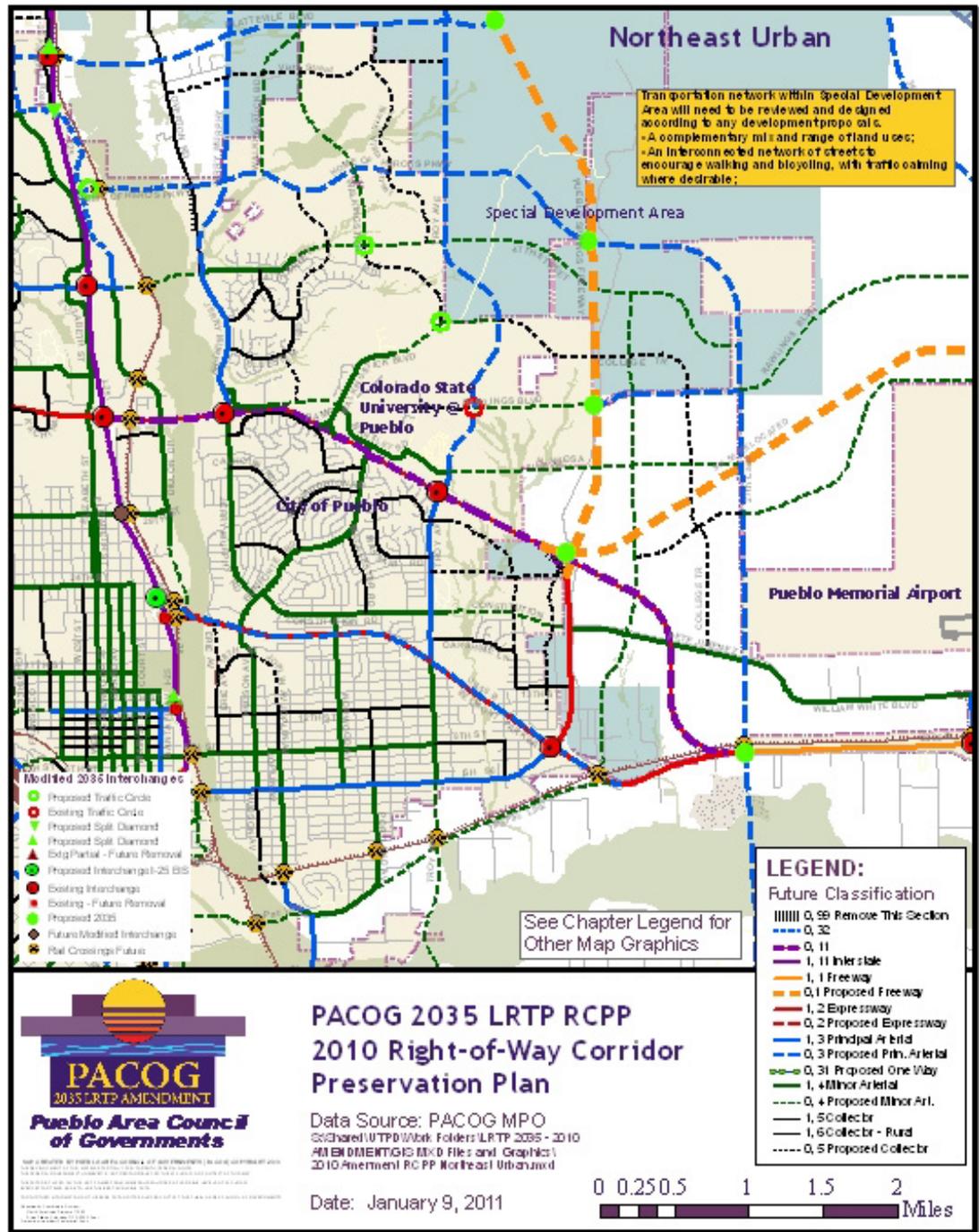


8.5 Northeast Quadrant Projects





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As noted previously in this plan, the northeast quadrant may become the source of much development in the future. The transportation network shown is conceptual and represents only the major facilities likely to be common among many special areas. If or when fully developed to urban standards, the arterial network required to serve the area could account for as much as 250 miles of additional major roadways. Crossings over the Fountain Creek and improvements to I-25 interchanges will be largely based on development of special area plans for significant areas of the quadrant.

The most significant corridor is the potential for development of an inter-regional freeway linking the east side of Pueblo at SH 47 and US 50 to proposed freeways on the east side of Colorado Springs at Powers Blvd (now SH 21) and in the Banning-Lewis Ranch development. This facility will relieve traffic on I-25 and should be a candidate for inclusion in any expansion of the state highway system.



Table 8.7 Roadway Costs in Northeast Quadrant

	From	To	Class	Length in Ft	2008 \$ Cost
Hwy 50 Relocation	SH 47	Pueblo Chemical Depot	FR	61000	166,100,000
Multiple Stream & Creek Structures					0
Erie Ave	Joplin	4th Street	PA	4,400	10,400,000
	4th Street	Hwy 50 Bypass	PA	6,100	14,400,000
SH 227 S to Salt Creek/Santa Fe Ave (US 50C)	Portland	Santa Fe Ave (US 50C)	PA	6,200	14,700,000
Troy Ave	Arkansas River	4th Street	MA	6,700	12,200,000
	4th Street	Hwy 50 Bypass	MA	4,300	7,800,000
	Alamosa	47th Street	PA	9,200	21,800,000
	47th Street	Porter Draw	PA	17,100	40,500,000
	Porter Draw	Pinon / Pace Road	PA	23,100	54,700,000
	Pinon / Pace Road	Trappers Trail	PA	5,600	13,300,000
	Trappers Trail	de Anza Drive	PA	6,700	15,900,000
	de Anza Drive	Jerry Murphy	PA	2,000	4,700,000
Multiple Stream & Creek Structures			PA		
Railroad Crossing			PA		3,000,000
Bridge over Arkansas River	Listed with Bridges		PA		
27th Lane	Arkansas River	US Hwy 50 East	PA	3,200	7,600,000
	US Hwy 50 East	Pete Jimenez	PA	4,000	9,500,000
	Pete Jimenez	Relocated Hwy 50	PA	6,000	14,200,000
	Relocated HWY 50	Rawlings Blvd	PA	4,500	10,700,000
	Rawlings Blvd	Pueblo-CS Fwy	PA	3,600	8,500,000
Multiple Stream & Creek Structures			PA		
Railroad Crossing			PA		3,000,000
Bridge over Arkansas River	Listed with Bridges		PA		
Baxter Road	Arkansas River	SH 50 / 96	PA	7,300	17,300,000
Bridge over Arkansas River	Listed with Bridges				



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36th Lane	Arkansas River	US Hwy 50 East	PA	3,100	7,300,000
	Us Hwy 50 East	DOT Road	PA	6,000	14,200,000
	DOT Road	Reloc. Hwy 50	PA	10,400	24,600,000
	Relocated Hwy 50	Pueblo-CS E Fwy	EX	29,000	79,000,000
Railroad Crossing					3,000,000
Bridge over Arkansas River	Listed with Bridges				
Pete Jimenez Pkwy	Hwy 47	Airport Ind. Park	MA	8,000	14,500,000
					0
Constitution	Troy	Hwy 47	MA	4,400	8,000,000
					0
Dillon Drive	SH 50 Bypass	29th Street	MA	2,700	4,900,000
	Eagleridge/ 47th Street	Box T Ranch Road	MA	2,700	4,900,000
	Box T Ranch Road	Interstate - 25	MA	4,600	8,400,000
Railroad Crossing	W/ Dillon-Eden Intchg				
I-25 Fly-over	W/ Dillon-Eden Intchg				
Drew Dix	Troy	City Limits	CO	2,200	3,300,000
	City Limit	Constitution	CO	2,800	4,200,000
Multiple Stream & Creek Structures					
Beaumont	17th	Constitution	CO	1,400	2,100,000
Alamosa Extension	Troy	City Limits	MA	5,400	9,800,000
Rawlings	University	Troy Ave	PA	2,000	4,700,000
	Troy Ave	Baculite Mesa	PA	3,200	7,600,000
	Baculite Mesa	Pueblo-CS Fwy	PA	1,300	3,100,000
		36th Lane	PA	24,000	56,800,000
Multiple Stream & Creek Structures					
Jerry Murphy/Overton Road	Eagleridge/ 47th Street	Box T Ranch Road	PA	2,200	5,200,000
	Box T Ranch Road	Porter Draw	PA	14,700	34,800,000
	Porter Draw	Pinon / Pace Road	PA	22,400	53,000,000
	Pinon / Pace Road	Troy Ave	PA	10,400	24,600,000



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	Troy Ave	Independence Camp	PA	10,400	24,600,000
	Independence Camp	Pueblo-CS E Fwy	PA	5,300	12,500,000
	Pueblo-CS E Fwy	Bohart Road	PA	5,300	12,500,000
Multiple Stream & Creek Structures					
Eagleridge/47th Street	Dillon Drive	Railroad Tracks	MA	1,300	2,400,000
	Railroad Tracks	Fountain Creek	MA	600	1,100,000
	Fountain Creek	Jerry Murphy	MA	1,600	2,900,000
	University Hills	Walking Stick	MA	3,200	5,800,000
	Walking Stick	Troy Ave	MA	4,500	8,200,000
	Troy Ave	Box T Ranch Road	MA	1,800	3,300,000
Railroad Crossing					3,000,000
Bridge over Fountain Creek	Listed with Bridges				
Walking Stick Blvd	Golfcourse	College Trail	MA	2,100	3,800,000
	College Trail	City Limit	CO	4,200	6,400,000
	City limit	Box T Ranch Road	MA	2,600	4,700,000
	Box T Ranch Road	Porter Draw	MA	14,500	26,400,000
	Porter Draw	Bragdon	MA	10,800	19,600,000
Multiple Stream & Creek Structures					
College Trail	Walking Stick Blvd	Troy Ave	MA	2,000	3,600,000
	Troy Ave	Baculite Mesa Road	MA	2,800	5,100,000
	Baculite Mesa Road	Box T Ranch Rd	MA	1,700	3,100,000
Pueblo – Colorado Springs Freeway	Hwy 47	El Paso Cty Line	EX	109,900	299,300,000
Multiple Stream & Creek Structures					
Box T Ranch Road	Dillon Drive	Railroad Crossing	PA	500	1,200,000
	Railroad Crossing	Fountain Creek	PA	600	1,400,000
	Fountain Creek	Jerry Murphy	PA	3,000	7,100,000
	Jerry Murphy	Walking Stick Blvd	PA	6,000	14,200,000
	Walking Stick Blvd	Troy Ave	PA	4,700	11,100,000

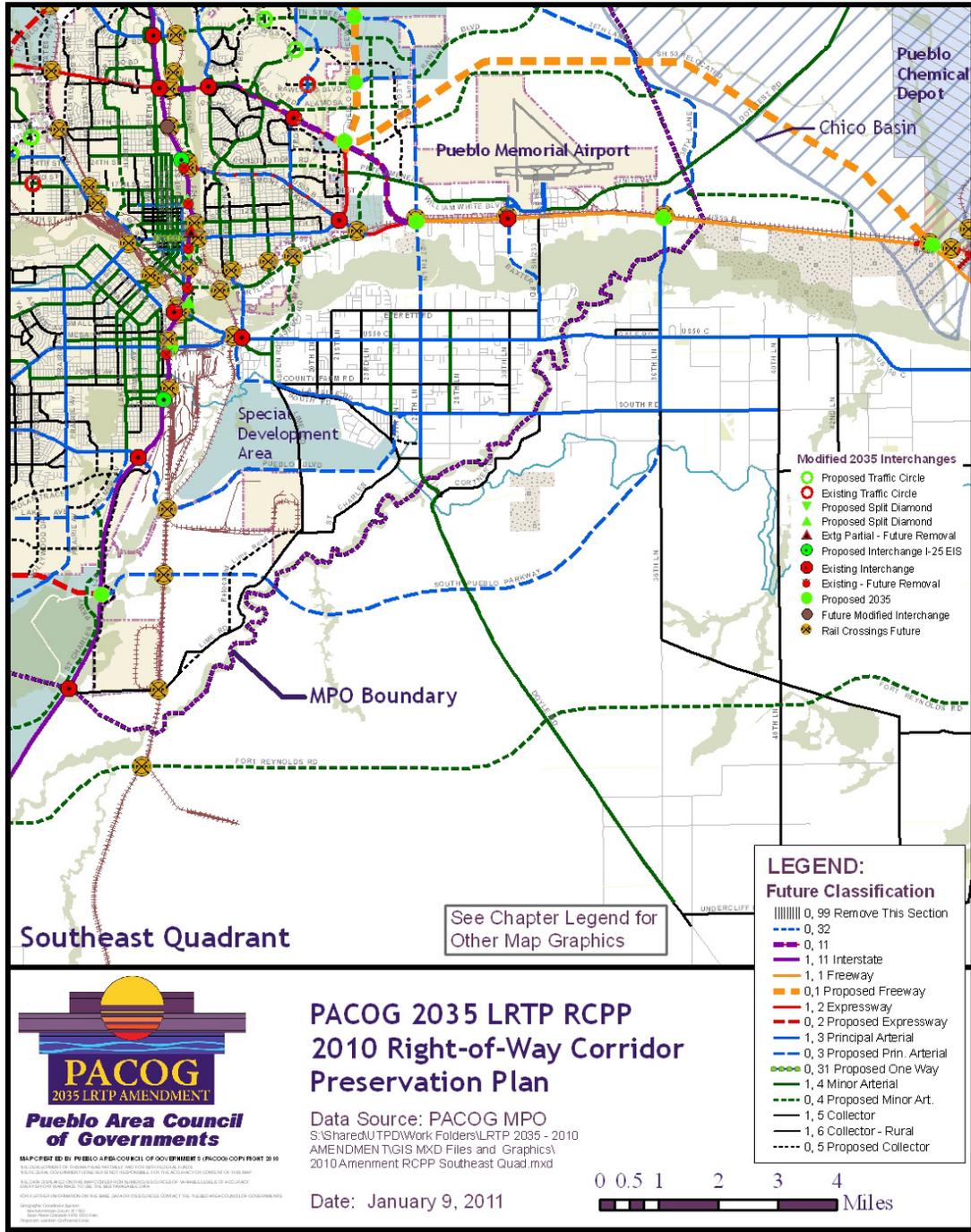


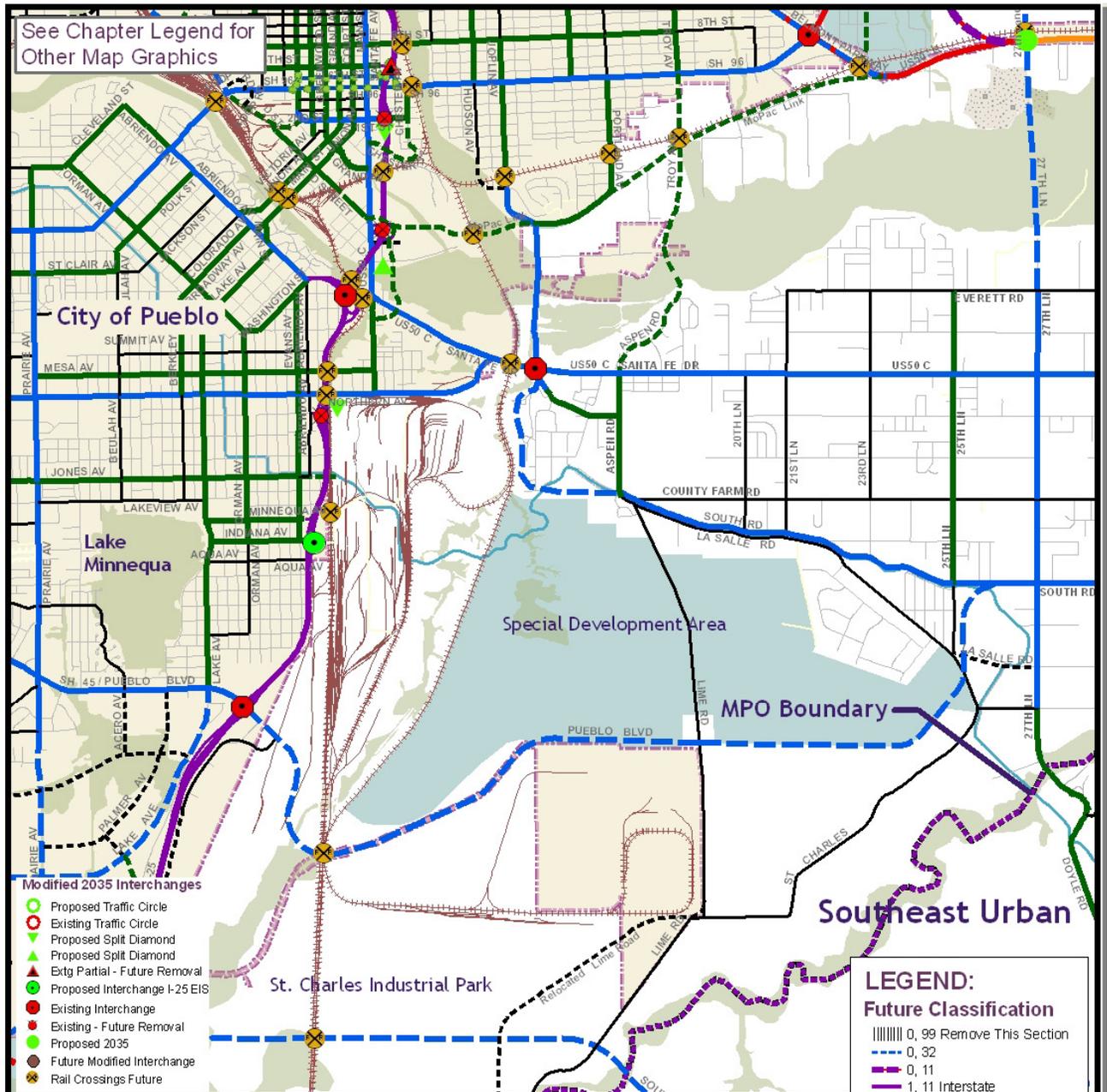
AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

	Troy Ave	27th Lane	PA	6,700	15,900,000
	27th Lane	Pueblo-CS E Fwy	PA	10,100	3,600,000
Multiple Stream & Creek Structures					
Railroad Crossing					3,000,000
Bridge over Fountain Creek	Listed with Bridges				
Porter Draw	Interstate - 25	Railroad Tracks	PA	650	1,500,000
	Railroad Tracks	Fountain Creek	PA	1,200	2,800,000
	Fountain Creek	Jerry Murphy	PA	2,500	5,900,000
	Jerry Murphy	Troy Ave	PA	9,000	21,300,000
Multiple Stream & Creek Structures					
Railroad Crossing					3,000,000
Bridge over Fountain Creek	Listed with Bridges				
Pinon/Pace Road	Interstate - 25	Railroad Tracks	EX	500	1,400,000
	Railroad Tracks	Fountain Creek	EX	2,400	6,500,000
	Fountain Creek	Jerry Murphy	EX	2,600	7,100,000
	Jerry Murphy	Troy	EX	5,600	15,200,000
	Troy	PSR Parkway	EX	5,300	14,400,000
Multiple Stream & Creek Structures					
Railroad Crossing -2					6,000,000
Bridge over Fountain Creek	Listed Above with Bridges				
Avondale Road	Hwy 96	PCD	PA	4,700	11,100,000
	PCD	DOT Road	PA	30,700	72,700,000
Railroad Crossing			PA		3,000,000
DOT Road	DOT Road	Boone Road	MA	57,600	104,800,000
Total Length			Feet	518,950	
			Miles	98.3	

The total cost of major facilities in the NE Quadrant is estimated to be \$1,610,800,000 (i.e. more than \$1.6 Billion).

8.6 Southeast Quadrant Projects





Modified 2035 Interchanges

-  Proposed Traffic Circle
-  Existing Traffic Circle
-  Proposed Split Diamond
-  Proposed Split Diamond
-  Extg Partial - Future Removal
-  Proposed Interchange I-25 EIS
-  Existing Interchange
-  Existing - Future Removal
-  Proposed 2035
-  Future Modified Interchange
-  Rail Crossings Future

LEGEND:

- Future Classification**
-  0, 99 Remove This Section
 -  0, 32
 -  0, 11
 -  1, 11 Interstate
 -  1, 1 Freeway
 -  0, 1 Proposed Freeway
 -  1, 2 Expressway
 -  0, 2 Proposed Expressway
 -  1, 3 Principal Arterial
 -  0, 3 Proposed Prin. Arterial
 -  0, 31 Proposed One Way
 -  1, 4 Minor Arterial
 -  0, 4 Proposed Minor Art.
 -  1, 5 Collector
 -  1, 6 Collector - Rural
 -  0, 5 Proposed Collector



Pueblo Area Council of Governments

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 Geographic Coordinates System: NAD 83
 Map Projection: UTM
 Map Scale: 1:50,000
 Date: 1/9/2011

**PACOG 2035 LRTP RCPP
2010 Right-of-Way Corridor
Preservation Plan**

Data Source: PACOG MPO
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 AMENDMENT\GIS MXD Files and Graphics\
 2010 Amenment RCPP Southeast Urban.mxd

Date: January 9, 2011





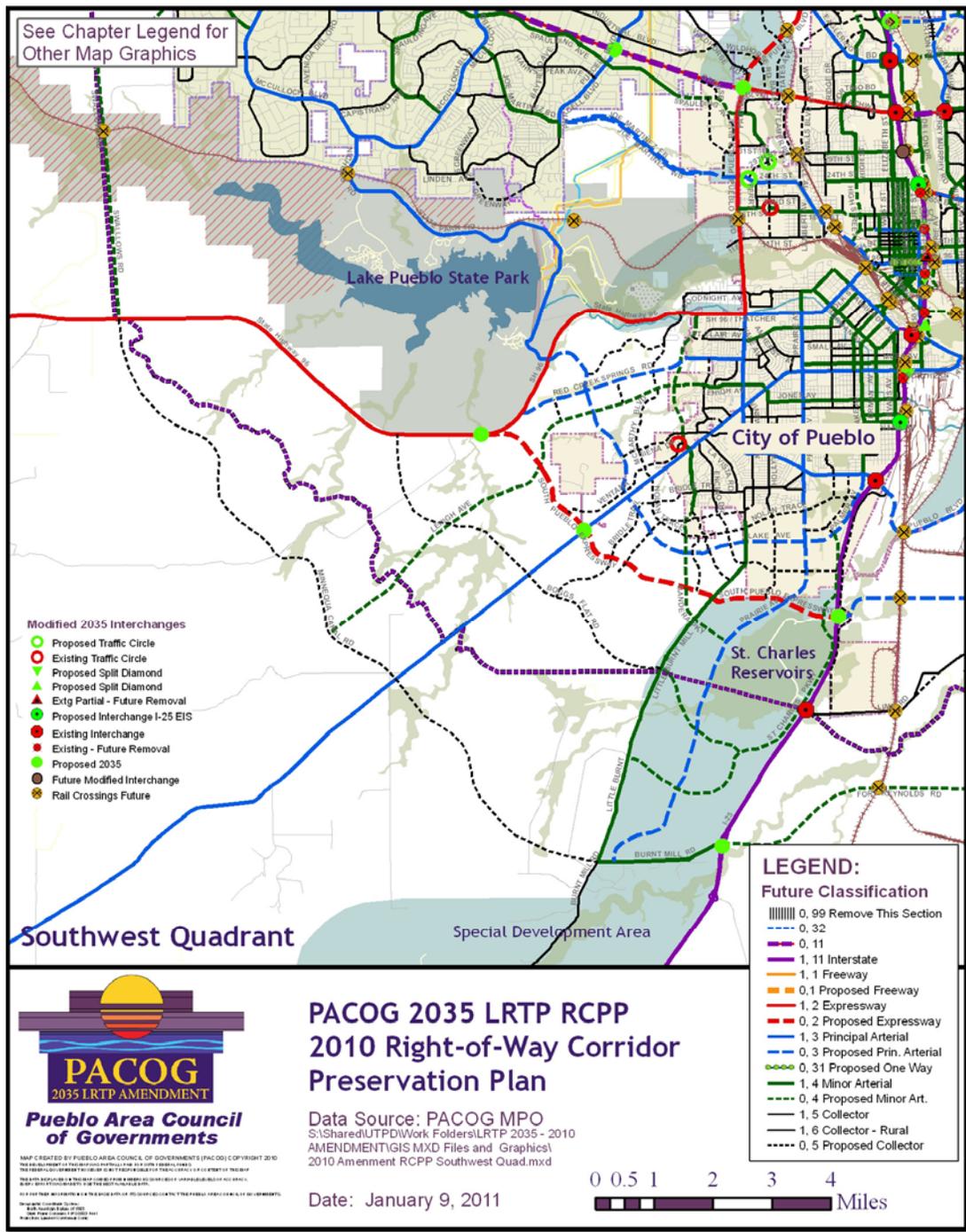
AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

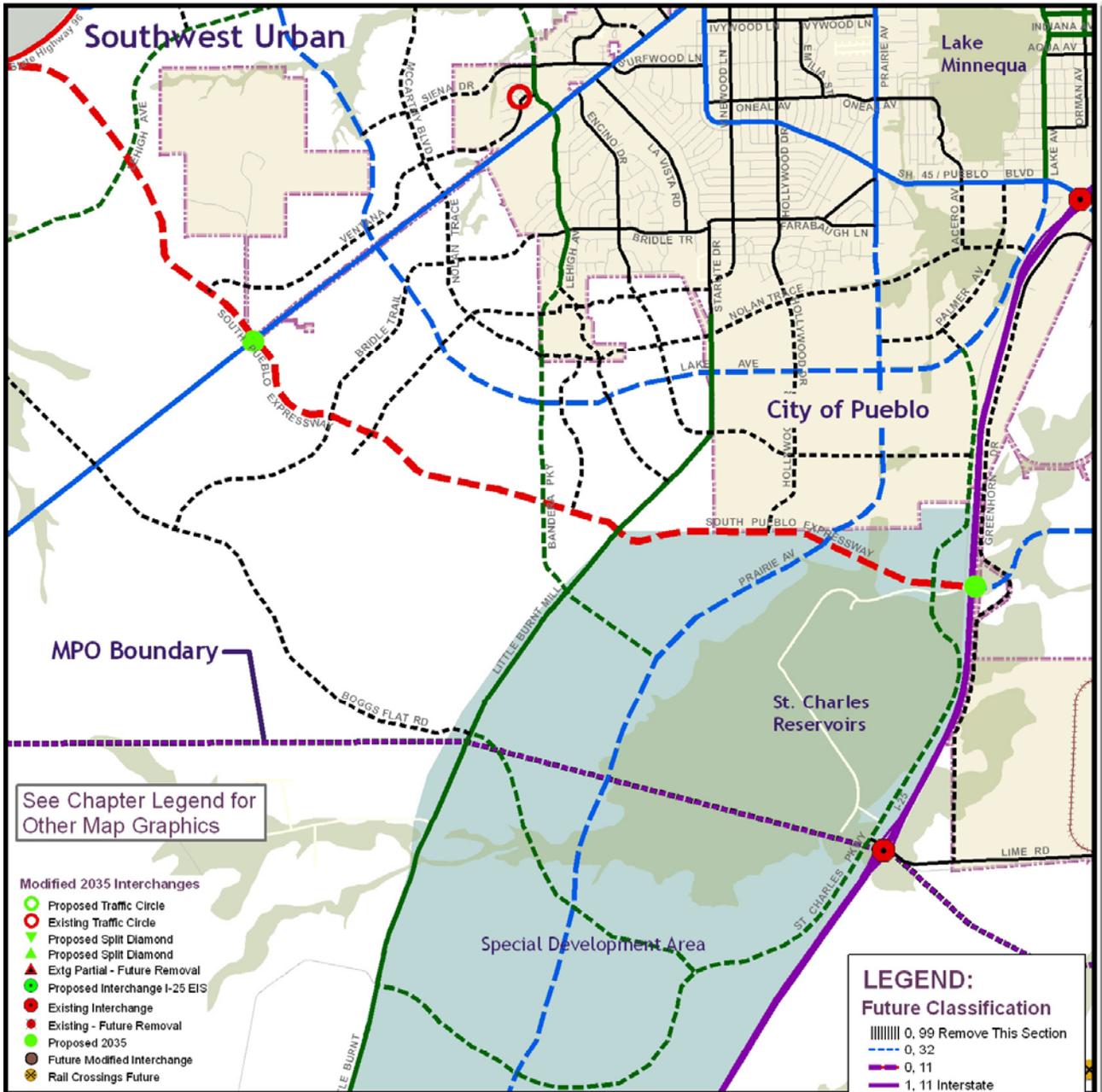
In the development of the 2035 LRTP, there have been some changes made to the future roadway network. A significant change is the downgrading of the South Pueblo Expressway to a Principal Arterial, the addition of what is called the Fort Reynolds Blvd between I-25 and Highway 50 East of Pueblo. Fort Reynolds would create a bypass to the south and east of the St. Charles Mesa area. Some of the projects are associated with the I-25 project through Pueblo and are believed to stand as valid projects to improve the roadway network with or without changes to the existing I-25 corridor. Recommendations in the draft I-25 EIS that would augment the effectiveness of those proposed here would include the connection of Abriendo Ave. with Santa Fe Drive, and the crossing of the Arkansas near the existing Moffat St. to provide additional connections to Downtown from the St Charles Mesa.

Table 8.8 Roadway Costs in Southeast Quadrant

	From	To	Class	Length in Ft	2008 \$
Moffat street	Part of I-25 Project		MA	900	0
	Part of I-25 Project		MA	1,100	0
Bridge over Arkansas River	Listed with Bridges		MA		
Salt Creek Bypass	Roselawn Road	La Salle Road	PA	7,300	17,300,000
Aspen Road	Arkansas River	Aspen Circle	MA	1,000	1,800,000
	Aspen Circle	Santa Fe Drive	MA	3,300	6,000,000
Bridge over Arkansas River	Listed with Bridges		MA		
27th Lane	Arkansas River	Everett Road	PA	5,300	12,500,000
Bridge over Arkansas River	Listed with Bridges		PA		
Baxter Road - Widen	Arkansas River	HWY 50 C	PA	5,100	12,100,000
					0
36th Lane - Widen	Arkansas River	Hwy 50 C	PA	7,800	18,500,000
	Hwy 50 C	South Road	PA	6,600	15,600,000
Bridge over Arkansas River	Listed with Bridges		PA		
Pueblo Blvd	Interstate - 25	Railroad Tracks	PA	9,100	21,500,000

8.7 Southwest Quadrant Projects





See Chapter Legend for Other Map Graphics

- Modified 2035 Interchanges**
- Proposed Traffic Circle
 - Existing Traffic Circle
 - ▽ Proposed Split Diamond
 - ▲ Proposed Split Diamond
 - ▲ Extg Partial - Future Removal
 - Proposed Interchange I-25 EIS
 - Existing Interchange
 - Existing - Future Removal
 - Proposed 2035
 - Future Modified Interchange
 - ⊗ Rail Crossings Future

- LEGEND:**
- Future Classification**
- ||||| 0, 99 Remove This Section
 - 0, 32
 - 0, 11
 - 1, 11 Interstate
 - 1, 1 Freeway
 - 0, 1 Proposed Freeway
 - 1, 2 Expressway
 - 0, 2 Proposed Expressway
 - 1, 3 Principal Arterial
 - 0, 3 Proposed Prin. Arterial
 - 0, 31 Proposed One Way
 - 1, 4 Minor Arterial
 - 0, 4 Proposed Minor Art.
 - 1, 5 Collector
 - 1, 6 Collector - Rural
 - 0, 5 Proposed Collector

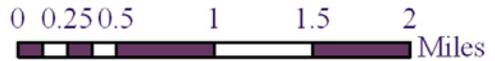


Pueblo Area Council of Governments

**PACOG 2035 LRTP RCPP
2010 Right-of-Way Corridor
Preservation Plan**

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2010 Amenment RCPP Southwest Urban.mxd

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Development in the Southwest Quadrant has steadily progressed since the adoption of the 2030 LRTP. The character of the development differs from that anticipated in the 2030 Plan, with the proliferation of 35+ acre tracts in this quadrant. The low-density development creates many challenges for the establishment of an adequate roadway system. Since these developments are approved outside of the typical subdivision process, there is no way of ensuring that adequate rights-of-way are being created to accommodate possible future traffic. As a result, the future roadway system in this quadrant has been reconfigured to reflect the possible development of remaining large tracts of land near the City of Pueblo, creating a network of ring roads such as the South Pueblo Expressway. The preservation of ROW in this quadrant for future roads may be an important concern if mobility and connectivity remain high priority goals.

Table 8.9 Roadway Costs in Southwest Quadrant

	From	To	Class	Length in Ft	2008 \$
Bandera Parkway	Thatcher Ave	St. Clair Ave	MA	2,500	4,500,000
	St. Clair Ave	Goodnight Creek	MA	350	600,000
	Goodnight Creek	Red Creek Springs Road	MA	2,400	4,400,000
	Red Creek Springs Road	Lehigh Ave	MA	2,400	4,400,000
	Lehigh Ave	Siena Drive	MA	4,400	8,000,000
	Siena Drive	SH 78	MA	1,700	3,100,000
	SH 78	Pastora Ranch	MA	5,300	9,600,000
	Pastora Ranch	Nolan Trace	MA	2,400	4,400,000
	Nolan Trace	Lake Ave	MA	1,800	3,300,000
	Lake Ave	South Pueblo EX	MA	3,100	5,600,000
	Bridge over Goodnight Arroyo		MA		2,000,000
	Multiple Stream & Creek Structures		MA		
Red Creek Springs	Suncrest	Goodnight Creek	PA	600	1,400,000
	Goodnight Creek	Bandera Pkwy	PA	1,200	2,800,000
	Bandera Pkwy	McCarthy Blvd	PA	2,700	6,400,000
	McCarthy Blvd	Lake Ave	PA	6,300	14,900,000
	Lake Ave	SH 96	PA	6,200	14,700,000
	Multiple Stream & Creek Structures				
	Bridge over Goodnight Arroyo		PA		2,000,000
Lake Ave	SH 96	Top of Mesa	PA	3,800	9,000,000
	Top of Mesa	Red Creek Springs Road	PA	2,500	5,900,000
	Red Creek Springs Road	Lehigh Ave	PA	1,900	4,500,000
	Lehigh Ave	Siena Drive	PA	5,100	12,100,000



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

	Siena Drive	SH 78	PA	3,800	9,000,000
	SH 78	Bridle Trail	PA	1,700	4,000,000
	Bridle Trail	Bandera Pkwy	PA	6,000	14,200,000
	Bandera Pkwy	Little Burnt Mill Road	PA	5,500	13,000,000
	Little Burnt Mill Road	Hollywood Drive	PA	2,800	6,600,000
	Hollywood Drive	Prairie Ave	PA	2,500	5,900,000
	Prairie Ave	St Charles Pkwy	PA	2,700	6,400,000
	St Charles Pkwy	South Gate	PA	4,900	11,600,000
	South Gate	Pueblo Blvd	PA	1,300	3,100,000
	Bridge over Ark Valley Conduit				2,000,000
	Bridge over Bessemer Ditch				1,000,000
Lehigh	Lynn Meadows Drive	Goodnight Creek	MA	600	1,100,000
	Goodnight Creek	Bandera Pkwy	MA	1,900	3,500,000
	Bandera Pkwy	McCarthy Blvd	MA	1,600	2,900,000
	McCarthy Blvd	Lake Ave	MA	6,200	11,300,000
	Lake Ave	South Pueblo EX	MA	7,900	14,400,000
	South Pueblo EX	Boggs Creek	MA	11,800	21,500,000
	Boggs Creek	Minnequa Canal Road	MA	12,800	23,300,000
	Multiple Stream & Creek Structures				
	Bridge over Goodnight Arroyo		MA		2,000,000
	Bridge over Boggs Creek		MA		1,000,000
	Bridge over Minnequa Canal		MA		1,000,000
McCarthy Blvd	Stonemoor Hills	Red Creek Springs Road	MA	2,900	5,300,000
	Red Creek Springs Road	Lehigh Ave	CO	1,600	2,400,000
	Lehigh Ave	Goodnight Creek	CO	3,000	4,500,000
	Goodnight Creek	Siena Drive	CO	3,300	5,000,000
	Siena Drive	SH 78	CO	2,900	4,400,000
	Bridge over Goodnight Arroyo		CO		2,000,000
	Bridge over Goodnight Arroyo		CO		2,000,000
Nolan Trace	SH 78	Bridle Trail	CO	2,200	3,300,000
	Bridle Trail	Bandera Pkwy	CO	4,500	6,800,000
	Bandera Pkwy	Encino Drive	CO	2,800	4,200,000
	Encino Drive	Little Burnt Mill Road	CO	2,600	3,900,000
	Little Burnt Mill Road	Hollywood Drive	CO	2,600	3,900,000
	Hollywood Drive	Prairie Ave	CO	3,000	4,500,000



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

	Prairie Ave	Palmer Ave	CO	4,300	6,500,000
	Palmer Ave	Lake Ave	CO	650	1,000,000
Bridge over Ark Valley Conduit					1,000,000
Ventana	Ventana Circle	McCarthy Blvd	CO	2700	4,900,000
	McCarthy Blvd	Lake Ave	CO	3,000	0
	Lake Ave	South Pueblo EX	CO	5,700	2,900,000
Multiple Stream & Creek Structures					
Bridge over Goodnight Arroyo					2,000,000
Bridle Trail	City Limit	Nolan Trace	CO	3,200	7,600,000
	Nolan Trace	Lake Ave	CO	1,900	4,900,000
	Lake Ave	South Pueblo EX	CO	5,000	2,900,000
	South Pueblo EX	Boggs Flat Road		6,600	7,600,000
Hollywood Drive	Raccoon Lane	Nolan Trace	CO	1,000	1,500,000
	Nolan Trace	Lake Ave	CO	2,400	3,600,000
	Lake Ave	South Pueblo EX	CO	5,500	8,300,000

The total cost of major facilities in the SW Quadrant is estimated to be \$987,100,000.



8.8 Corridor Visions and Prioritized Projects

The cost of the Preferred Plan as detailed in the four quadrants, plus the cost of individual projects shown in Sections 8.2 and 8.3, is in excess of **\$5.6 Billion**. It is unlikely that the entire system could be built and that the future assumptions underlying it will actually be realized. Thus, the following tables show the costs of attaining the Visions for specific Corridors and a priority listing for projects on the State Highway System and a separate priority listing for Off-System projects.

Table 8.10 Prioritized On-System Corridor Vision Costs

MAJOR ON-SYSTEM CORRIDOR COSTS	From	To	Cost in 2008 \$
I-25 - The New Pueblo Freeway Cost	Eagleridge	Pueblo Blvd S (SH 45)	846,000,000
I-25 Interchanges outside of Pueblo			
Bohart/County Line Road	INTERCHANGE		23,000,000
Independence Camp	INTERCHANGE		23,000,000
Pinon / Pace	INTERCHANGE		23,000,000
Bragdon / Purcell	INTERCHANGE		23,000,000
Porter Draw	INTERCHANGE		23,000,000
Platteville / Dillon	INTERCHANGE		50,000,000
South Pueblo EX	INTERCHANGE		40,000,000
Burnt Mill / Fort Reynolds	INTERCHANGE		23,000,000
I-25 Interchange Cost outside of Pueblo			228,000,000
I-25 TOTAL CORRIDOR COST	N County Line	S County Line	1,074,000,000
US 50 (includes SH 47)	West County Line	East County Line	
West McCulloch	INTERCHANGE		23,000,000
McCulloch	INTERCHANGE		23,000,000
Purcell	INTERCHANGE		23,000,000
Pueblo Blvd	INTERCHANGE		50,000,000
Hwy 50 Bypass / SH47	INTERCHANGE		23,000,000
27th Lane	INTERCHANGE		23,000,000
36th Lane / SH 96	INTERCHANGE		23,000,000
36th Lane / Relocated SH50	INTERCHANGE		23,000,000
Relocated Hwy 50/Hwy 96	INTERCHANGE		23,000,000
Hwy 47 / East of Troy Ave	INTERCHANGE		23,000,000
Pueblo Chemical Depot Defense Access Road	FINAL PHASE		6,000,000
Hwy 50 Relocation	SH 47	Pueblo Chem Depot	166,100,000



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

Highway 50 East	BRIDGE		4,000,000
US50/SH47 Corridor Cost			433,100,000
SH 45 Corridor			
Pueblo Blvd N Extension	Hwy 50 West	Wildhorse Road	6,300,000
	Wildhorse Road	States Ave	7,100,000
	States Ave	Railroad Crossing	3,300,000
	Railroad Crossing	Eagleridge Blvd	7,900,000
	Eagleridge Blvd	Platteville Blvd	7,400,000
	Platteville Blvd	Dillon Drive	8,400,000
	Dillon Drive	Porter Draw	19,300,000
	Porter Draw	Railroad Crossing	11,200,000
	Railroad Crossing	Purcell Blvd	10,600,000
	Purcell Blvd	Pinon / Pace Road	28,300,000
	Pinon / Pace Road	Independence Camp	57,500,000
	Independence Camp	El Paso Cnty	65,900,000
	Railroad Crossing		0
	Multiple Stream & Creek Structures		0
Pueblo Blvd East Extension	Interstate - 25	Railroad Tracks	21,500,000
	Railroad Tracks	Lime Road	32,200,000
	Lime Road	St. Charles Road	24,200,000
	St. Charles Road	Bessemer Ditch	400,000
	Bessemer Ditch	27th Lane	4,300,000
	Bridge at Bessemer Ditch		1,000,000
	Railroad Crossing		3,000,000
SH 45 (Pueblo Blvd) Corridor Cost			319,800,000
SH 227 (Joplin-Erie) Corridor			
Erie Ave (possible relocation or extension of SH 227)	Joplin/Portland	4th Street	10,400,000
	4th Street	US 50B	14,400,000
SH 227 S to Santa Fe Ave (US 50C)	Portland	Santa Fe Ave (US 50C)	14,700,000
SH 227 (Joplin-Erie) Corridor Cost			39,500,000
SH 96 Corridor			
South Pueblo EX	S Pueblo Expwy	Wilson	23,000,000
4th Street Bridge	Mid-Town Circle	Wilson	36,000,000
Upgrade to Expressway	S Pueblo Expwy	Pueblo Blvd (SH 45)	71,900,000
SH 96 Corridor Cost			130,900,000
SH 78 Corridor			
South Pueblo EX	INTERCHANGE		23,000,000
Pueblo Blvd to South Pueblo EX	Principal		43,800,000



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

SH 78 Corridor Cost			66,800,000
SH 231 (36th Lane) Corridor			
36th Lane - Reconstruct	Arkansas River	Hwy 50 C	18,500,000
	Arkansas River	US Hwy 50 East	7,300,000
Bridge - Arkansas River - SH 231 - 36th Lane	Cost assumes 80' width and \$125 per sq ft = \$10,000 per linear foot		2,000,000
SH 231 (36th Lane) Corridor Cost			27,800,000
SH 233 (Baxter Road) Corridor			
Baxter Road - Reconstruct	Arkansas River	HWY 50 C	12,100,000
Baxter Road	Arkansas River	SH 50 / 96	17,300,000
Bridge - Arkansas River - SH 233 - Baxter Road	Cost assumes 80' width and \$125 per sq ft = \$10,000 per linear foot		2,000,000
SH 233 (Baxter Road) Corridor Cost			31,400,000
State Hwy System Corridor Vision Cost			2,123,300,000



Table 8.11 Prioritized Off-System Corridor Vision Costs

OFF SYSTEM CORRIDOR COSTS	From	To	2008 \$ Cost
West Pueblo Connector	4th Street	8th Street	3,100,000
	8th Street	13th Street	3,300,000
	13th	Railroad Crossing	4,700,000
	Railroad Crossing	Atlanta	2,800,000
	Atlanta	18th	3,100,000
Large Railroad Crossing	Structure = 1,500 l.f. at \$10,000 per l.f.		15,000,000
Joe Martinez	Purcell	Pueblo Blvd	42,100,000
West Pueblo Connector Cost			74,100,000
Eagleridge/47th Street Connection	Dillon Drive	Railroad Tracks	2,400,000
	Railroad Tracks	Fountain Creek	1,100,000
	Fountain Creek	Jerry Murphy	2,900,000
	University Hills	Walking Stick	5,800,000
	Walking Stick	Troy Ave	8,200,000
	Troy Ave	Box T Ranch Road	3,300,000
Railroad Crossing			3,000,000
Bridge over Fountain Creek	Cost assumes 80' width and \$125 per	sq ft = \$10,000 per linear foot	3,000,000
Eagleridge/47th Street Connection Cost			29,700,000
Erie Ave (possible ext or reloc of SH 227)	Joplin/Portland	4th Street	10,400,000
	4th Street	Hwy 50 Bypass (US 50B)	14,400,000
Erie Ave (possible ext or reloc of SH 227) Cost			24,800,000
Bandera Parkway	Thatcher Ave	St. Clair Ave	4,500,000
	St. Clair Ave	Goodnight Creek	600,000
	Goodnight Creek	Red Creek Springs Road	4,400,000
	Red Creek Springs Road	Lehigh Ave	4,400,000
	Lehigh Ave	Siena Drive	8,000,000



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

Bandera Parkway (cont.)	Siena Drive	SH 78	3,100,000
	SH 78	Pastora Ranch	9,600,000
	Pastora Ranch	Nolan Trace	4,400,000
	Nolan Trace	Lake Ave	3,300,000
	Lake Ave	South Pueblo EX	5,600,000
Bridge over Goodnight Arroyo			2,000,000
Bandera Parkway Cost			49,900,000
Platteville Rd Extension and Improvement	States Ave	Railroad Crossing	4,700,000
	Railroad Crossing	Pueblo Blvd	3,600,000
	Pueblo Blvd	Dillon Drive	3,300,000
	Dillon Drive	Outlook Blvd	6,600,000
	Outlook Blvd	Elizabeth	2,800,000
	Elizabeth	I-25	3,800,000
Railroad Crossing			3,000,000
Platteville / Dillon Interchange	INTERCHANGE		50,000,000
Platteville Road Cost			77,800,000
Prairie Ave	Thatcher Ave	Farabaugh Lane	37,400,000
	Farabaugh Lane	Nolan Trace	4,500,000
	Nolan Trace	Lake Ave	6,400,000
	Lake Ave	South Pueblo EX	14,400,000
	South Pueblo EX	Boggs Flat Road	35,800,000
	Boggs Flat Road	St Charles Pkwy	13,000,000
	St Charles Pkwy	Burnt Mill Road	24,600,000
Bridge over Salt Creek			1,000,000
Prairie Ave Cost			137,100,000
Pueblo - Co Sprgs Freeway	Hwy 47 (W Leg)	El Paso Cty Ln - Meridian	299,300,000
36th Lane - East leg of Freeway	Reloc Hwy 50 - E	Pueblo-E CS Fwy	79,000,000
Railroad Crossing			3,000,000
36th Lane Interchange	INTERCHANGE		23,000,000
Pinon / Pace Interchange	INTERCHANGE		23,000,000
Pinon/Pace Road	Interstate - 25	Railroad Tracks	1,400,000



AMENDED PUEBLO AREA 2035 LONG RANGE TRANSPORTATION PLAN –

	Railroad Tracks	Fountain Creek	6,500,000
	Fountain Creek	Jerry Murphy	7,100,000
	Jerry Murphy	Troy	15,200,000
	Troy	Pueblo-CS Fwy	14,400,000
	Railroad Crossings - 2		6,000,000
	Bridge over Fountain Creek		3,000,000
	Pueblo - Colorado Springs Freeway Cost		480,900,000
	Off-System Corridor Vision Cost		874,300,000

Appendix 8 to this chapter details the changes in future roadway segments by quadrant, provides more detailed maps by quadrant, and explains the differences between the Right-of-way Corridor Preservation Plan (RCPP) and the City of Pueblo’s Pueblo Roadway Development Plan (PRDP).



8.9 Transit Needs

Transit Needs are discussed and summarized in Chapter 5, the Coordinated Human Services – Public Transit Plan. Based on discussions and recommendations from the TAC and the Transit Subcommittee as well as review by Pueblo Transit staff, the three alternatives approved for the Long Range Transit Element include:

- **Alternative A – No Build:** Continue to serve existing riders with existing system. Replace vehicles as needed. Route productivity would likely remain the same or decline as continued inefficiencies prevent or discourage use.
- **Alternative B - Expand System:** Expand system to new areas including Pueblo West, Airport Industrial Park and St. Charles Mesa. Would require substantial additional funding for vehicles, increased operations and infrastructure. Would require expansion of Citi-Lift program for all locations within $\frac{3}{4}$ mile of routes. Funding agreement would need to be secured from areas being served.
- **Alternative C - Modified System:** Reconfigure fixed routes to improve service and increase route productivity. Convert existing “radial pulse” system to a series of three circulators linked to the Downtown transit center by existing routes.

Alternatives A and C are included in the Six Year Plan. Alternative B is recommended as part of the Long Range Transit Plan.

The Rocky Mountain Rail Authority (RMRA) completed a High-Speed Rail Feasibility Study in March of 2010. We are aware that a rail alignment generally within or parallel to the I-25 corridor through Pueblo County will undergo further evaluation to determine feasibility. At this time, funding, final alignments, engine selection, project design and construction schedules are still being worked on. We expect to have further direction at the time we create the 2040 Long Range Transportation Plan. Additional information regarding the RMRA Study may be reviewed at http://rockymountainrail.org/RMRA_Final_Report.html.



Table 8.12 Proposed Transit Improvements

Continued Operations: Pueblo’s fixed route transit system and demand response operate from a mix of local revenue, user fees, and federal operating grants. Funds are required for operations and for fleet replacement. **\$ 131.5 M***

Expanded Service to Sundays and Peak Hour : Expanding the service hours for the Transit system would improve ridership and increase the benefits of the transit system. Based on 2030 costs, adjusted to 2008 and converted into year-of-expenditure dollars. **\$ 5.8 M**

Expanded Service Area: Provide service to the major activity centers outside of the City of Pueblo. Funds are required for both operations and for fleet expansion. Based on 2030 costs, adjusted to 2008 and converted into year-of-expenditure dollars. Adds funding from Sections 5309, 5316, and 5317. **\$ 44.1 M**

*Total year-of-expenditure dollars 2008 – 2035, including local share in Sec 5307.



8.10 Future Bikeways and Trails Network

8.10.1 Priorities from the Trails Master Plan

The PACOG Trails Master Plan is described in Chapter 2, Existing Transportation System, and can be used to identify both existing facilities and future planned facilities. For the Trails Master Plan Map, bikeway alignments were selected based on the 2030 LRTP – Regional Trails Plan, the 2006 Bicycle Route Plan, the future roadway plan, facility spacing, and connectivity considerations. The City’s current Trails Master Plan, County Trail Plans for the St Charles Mesa and current trails plan for Pueblo West were incorporated into the plan as well.

Table 8.12 contains a summary of the Non-Motorized Facility Plan. Route designations include four types of facilities. A description of each is listed below.

Off-Street Multi-Use Trails include existing and future trail alignments from the City’s Trails Plan, as well as from roadway alignments that could warrant adjacent off-street paths. For major trails, constructed as concrete 10 feet wide, the approximate cost per mile is \$500,000.

Experienced-Rider Bicycle Routes include CDOT highways that are designated as having adequate shoulders for bicycle travel (4 foot or greater), along with major roadways through the urbanized and rural areas of Pueblo County.

All-Riders On-Street Bicycle Routes include roadways that have low traffic volumes and offer bicycle access to important destinations or neighborhoods. These also include lower volume County roads that accommodate bicycles on-street.

The Plan also includes important non-motorized destinations. High priority destinations for pedestrians and bicyclists include recreational trailheads, major employers, government offices, commercial centers, and schools. Detailed sections of the Plan are included in Appendix 8.



Table 8.13 Non-Motorized Facility Plan

	Existing	Planned	Total
Multi-Use Paths (off-street)	44 miles	493 miles*	537 miles
Experienced Riders Bike Routes	288 miles	109 Miles	397 miles
All Riders On-street Bicycle Routes	199 miles	110 miles	309 miles
Total	531 miles	712 miles	1243 miles

Calculated from Bike and Trails Map for Entire County

* Constructed as 10' concrete, the 2008 dollar cost would be \$246.5 million.

Figure 8.2: Recreational Off-Street Trails

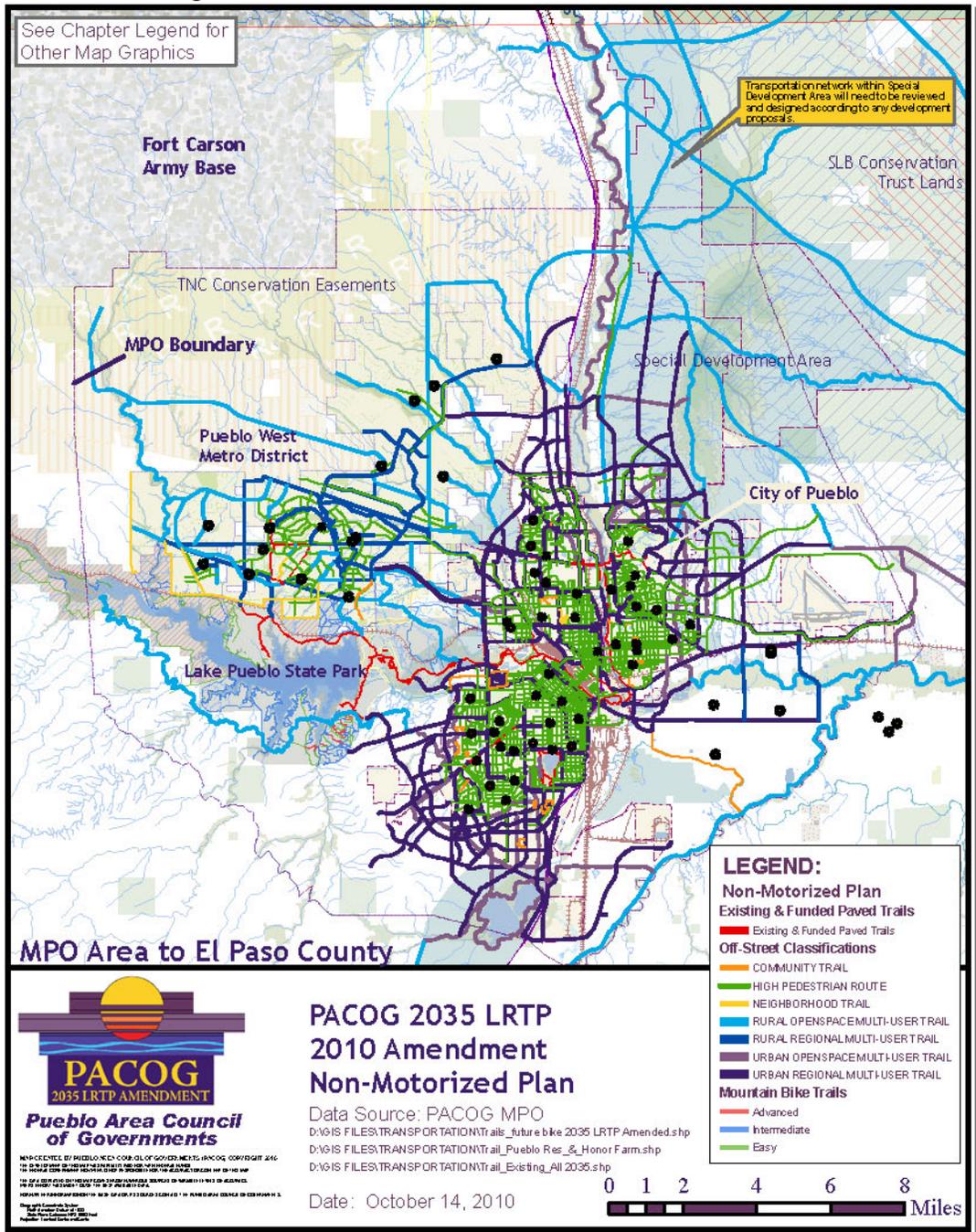


Figure 8.2: Recreational Off-Street Trails - Pueblo West

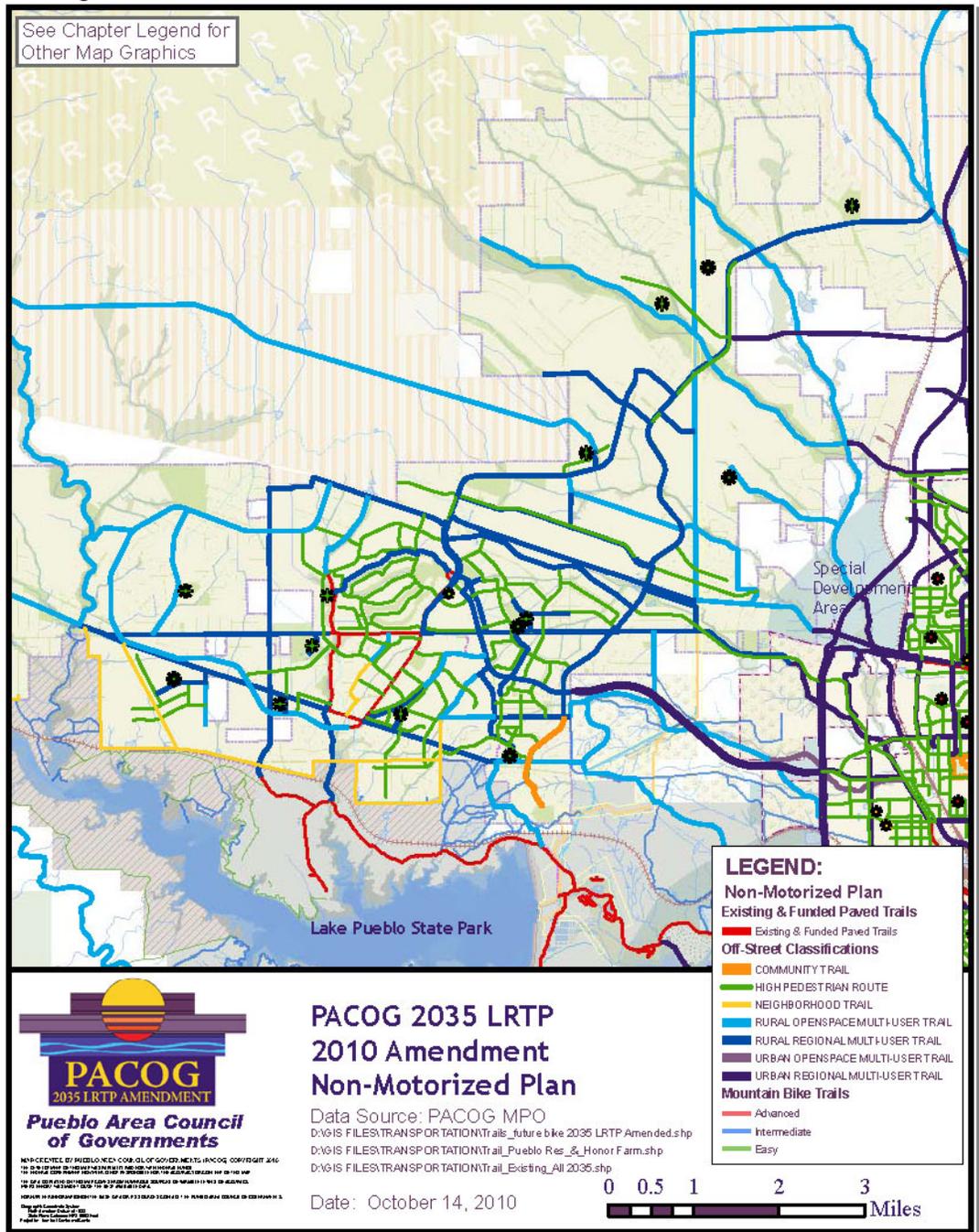


Figure 8.2: On-Street Bike Routes - Pueblo West

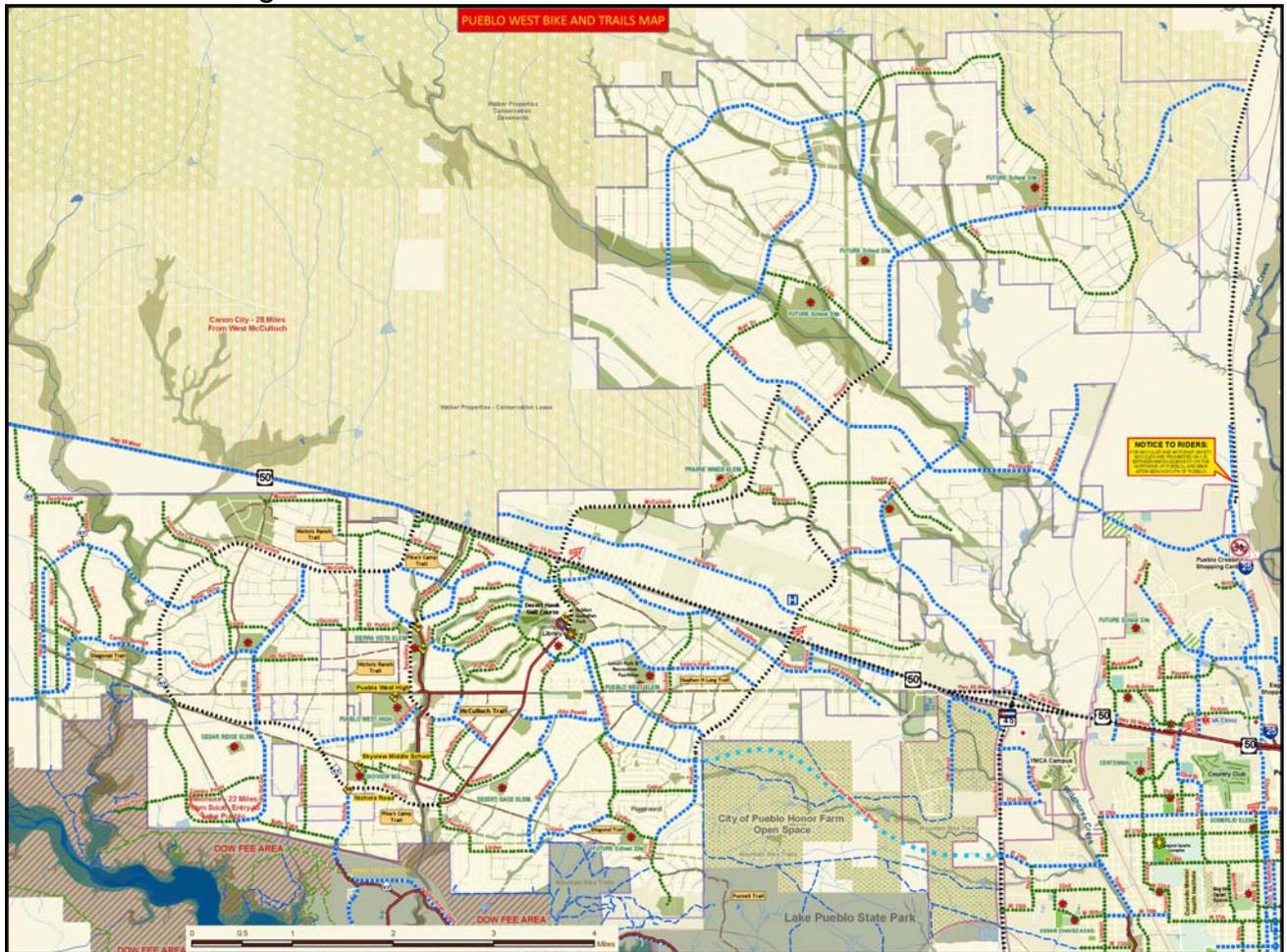
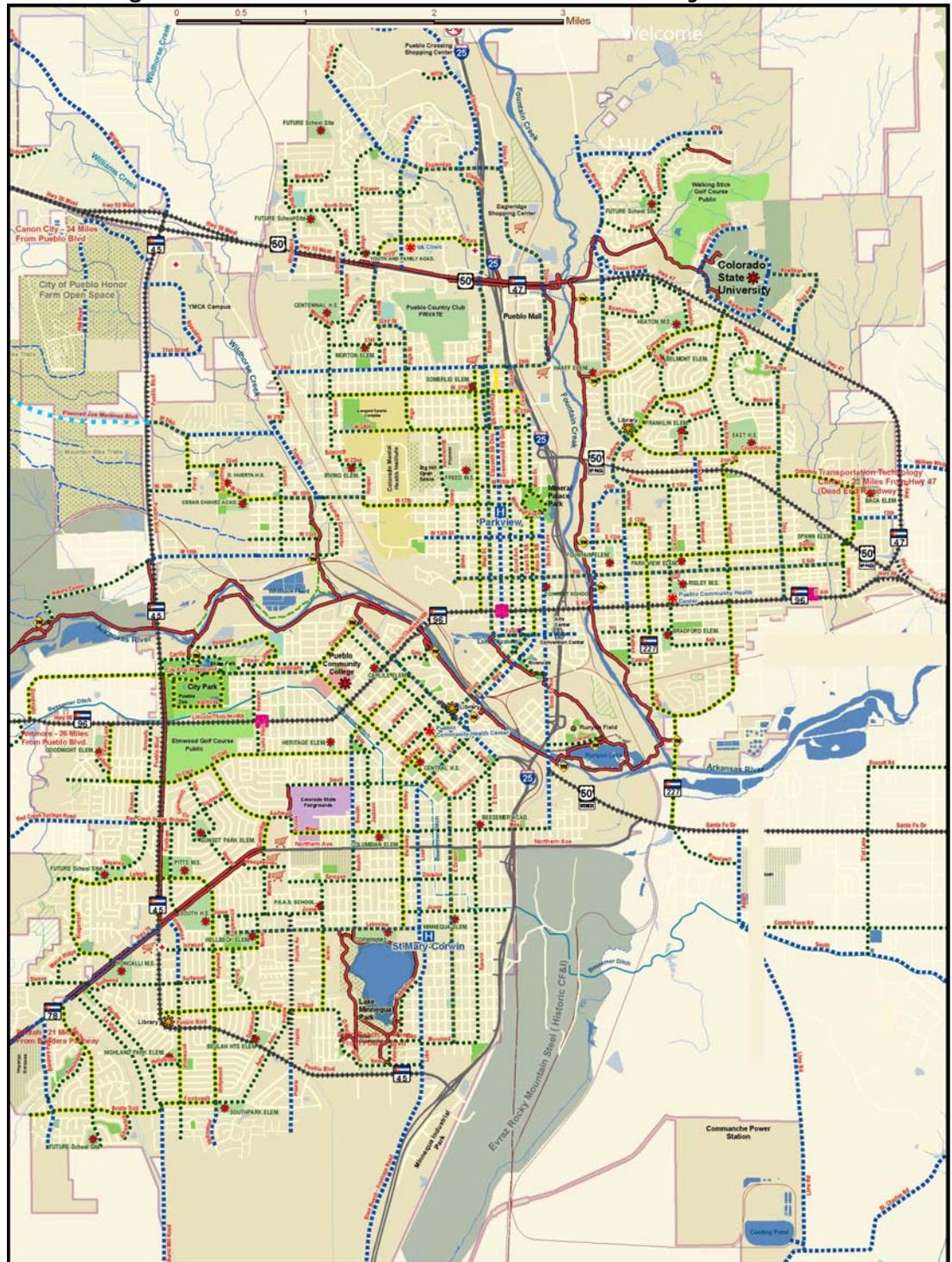


Figure 8.2: On-Street Bike Routes - City of Pueblo





8.10.1.1 Proposed Trails Improvements

Funding for Trail improvement projects using state/federal Transportation Enhancement funds should be based on the following priorities:

- **Wildhorse Creek Trail:** Complete the Wildhorse Trail from its existing northern terminus at 17th and Tuxedo north to Highway 50, about three miles, in conjunction with the development of the YMCA Complex. The approximate cost for constructing a 10' wide concrete trail is \$1,500,000 in 2008 dollars.
- **Dry Creek Trail:** This ten-mile trail extends north from the Arkansas River on the east side of Pueblo. When completed, the Dry Creek Trail will form a loop with the Fountain Creek Trail around the east side neighborhood and will link the CSU Pueblo campus with the residential areas to the south. The approximate cost for constructing a 10' wide concrete trail is \$5,000,000 in 2008 dollars.
- **Goodnight Arroyo:** The Goodnight Arroyo extends south from the Arkansas River. The 6-mile trail will provide a link between the Arkansas River and the large reservoirs to the south. The approximate cost for constructing a 10' wide concrete trail is \$3,000,000 in 2008 dollars.