

PUEBLO AREA COUNCIL OF GOVERNMENTS

2035 LONG RANGE TRANSPORTATION PLAN

Appendix 8: Preferred Plan & Corridor Vision Plan

January 24, 2008

NOTE: This document has been prepared using Federal funding from the United States Department of Transportation. The United States Department of Transportation assumes no responsibility for its contents or use thereof.

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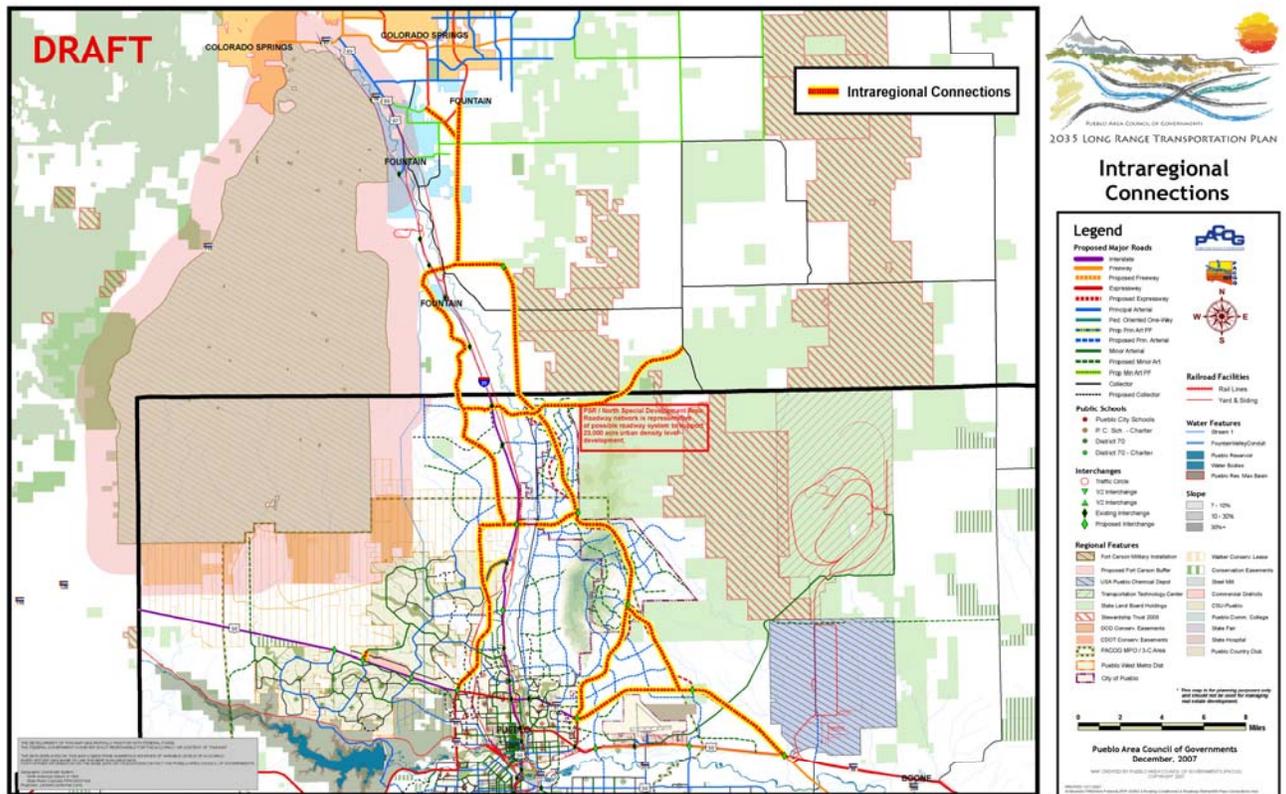
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North-South Regional Connectors

Because I-25 is the only existing north-south state highway between the mountains and US287 (east of Pueblo County), the need to identify potential new inter-regional north-south connectors is important to ensure future mobility for both passengers and freight movement. One such private roadway (toll road) connection is the proposed “Prairie Falcon Parkway” formerly known as the “Front Range Toll Road” that has been proposed to originate south of Pueblo and proceed north of Fort Collins while bypassing the congested corridors along Interstate 25. The exact alignment or timing for construction of this connection has not been identified.

Figure 2.6 below shows three possible alignments for regional connections between El Paso County and Pueblo. The most significant is the connection between SH47 and either Powers Blvd or the Banning Lewis Ranch Parkway through the property east of the Baculite Mesa. This roadway could also connect to 36th Lane and provide connection to Hwy 50 east of the Pueblo Memorial Airport and Industrial Park. The second corridor is the northern extension of SH45/Pueblo Blvd north of Pueblo West and connecting to the Midway Ranch development in El Paso County. Finally, a potential connection exists between I-25 at approximately MM116 and the Peyton Hwy, running east to west, south of the Pueblo/El Paso County line between the two State Land Board Stewardship Trust areas.

Figure A8.1: Possible North-South Connections Between Pueblo and El Paso Counties



Future Roadway Alignments

The 2030 Long Range Transportation Plan was adopted by PACOG in December 2004. The PACOG Roadway Corridor Right-of-Way Preservation Plan (RCPP), which establishes the alignment and classification of future and existing roadways in the Pueblo region, was subsequently adopted by PACOG as an implementation strategy for the 2030 LRTP. Finally, the City of Pueblo established and adopted the Pueblo Roadway Development Plan (PRDP), which is based on the RCPP. In the adoption of the PRDP, the City of Pueblo created a master plan for the location of streets, street corridors or other transportation facilities that is adopted by both the Planning Commission and by the City Council.

There are differences between the PACOG-adopted RCPP and the City of Pueblo PRDP. In the creation of the PRDP, the City of Pueblo established a binding master plan that *shall specify the functional classification of existing and planned streets, which shall be*

constructed in conformance with the Roadway Classification Design Standards and Policies as approved by the City Council. The Pueblo Roadway Development Plan shall be applicable to all areas within the City and within three (3) miles adjacent to the City as identified in the Pueblo Area Master Annexation Plan adopted by the City Council (italicized section from City of Pueblo Municipal Code §12-4-3(7)). Thus, there is a potential conflict between the PACOG RCPP and the City of Pueblo PRDP within the area outside of the corporate limits of the City of Pueblo, but within the 3-mile annexation limit.

The Corridor Preservation Plan (RCPP) was adopted by the PACOG board in December 2004 and serves as the guiding document for preserving right-of-way, as land area is platted and developed. The most significant aspect of this plan is the preservation of right-of-way adequate for the future classification and development of roadways in the Pueblo Region. Without the dedication of adequate ROW, the future roadways will likely have unacceptable levels of congestion.

The 2035 RCPP addresses only the recommended ROW. Delineation is necessary between the needed roadway ROW and the adjacent corridors for utilities to be installed by private developers. Required infrastructure in utility corridors is determined by both the City of Pueblo and Pueblo County. Because these two entities operate with different standards, there remains a potential for a roadway corridor to be developed within three miles of the city limit in the County to a standard not in compliance with the City's PRDP and perhaps subsequently not annexable into the City.

Corridor Preservation Planning

In all quadrants, there were changes in the proposed corridors of roads within the City of Pueblo and Pueblo County to account for environmental constraints and changes in land use patterns since the 2030 Plan. Attempts were also made to incorporate changes to comply with adopted master plans within the City of Pueblo.

Northeast Quadrant

Differences between the 2030 RCPP and the 2035 RCPP are most significant in the northeast quadrant of Pueblo County. The 2030 RCPP had a grid of hypothetical future roads to model the projected density of roadways anticipated with future development. With the adoption of SAFETEA-LU, the LRTP and RCPP are mandated to examine environmental considerations for development. Thus, the 2030 Plan roadway network that extended over the top and edges of

the Baculite Mesa, for example, was reexamined for its impact on wildlife migration corridors. The entire future network in the 2035 proposed RCPP shown in Figure 2.7 below has been developed with consideration to slopes, vegetation, wildlife habitats, migration corridors, and aesthetic concerns.

Other considerations for the northeast quadrant included the growing role of the Transportation Technology Center in the area. Access to this site will be maintained via the existing USDOT Road. Development of the southern portion of the Pueblo Chemical Depot will continue into the future. It is unclear if this will be as a private facility or a military facility given possible operational needs of Ft. Carson Army Base.

Northwest Quadrant

Additional changes from the 2030 Plan occurred in the northwest quadrant due to the creation of conservation leases and easements on land surrounding the Ft. Carson Army Base. The United States Army desires to create a buffer around the base to protect current and future training opportunities on the base. In Pueblo County, a two-mile buffer is desired along the eastern side and 2-1/2 mile boundary to the south. There are two recorded Conservation easements south of Ft. Carson on property owned by the Walker families. It is understood that there are more easements to be established in 2007. Additionally, there are two large conservation leases on the Walker Ranches adjacent to Ft. Carson to the southeast. As a result of these conservation easements and leases, the Pinon Loop Road included in the 2030 Plan has been removed from the 2035 plan. In its place, the plan shows a roadway extending north of Pueblo West from the northern end of the adopted alignment for Pueblo Blvd. This would connect to the proposed new interchange south of the current CBC at Pinon. The future roadway network is also shown connected to the existing network across the El Paso County Line.

Southeast Quadrant

The annexation agreement for the Comanche Power Plant provided clarification as to the future extension of Pueblo Blvd. This is now shown in the 2035 RCPP. The roadway network has been georectified to existing conditions on the ground. The buffer for the Prairie Falcon Parkway has also been added according to the best

information available at the time of publication. The connection to Boone Road is being made via the northern portion of the Pueblo Chemical Depot (PCD). Finally, roadways were removed from the Wildlife Management Areas at the PCD.

Southwest Quadrant

Alignments of roadways were made to reflect geography. Functional classifications and geo-rectification changes were made. Due to the development of 35+ acre parcels in this quadrant of Pueblo County, development of a logical transportation network will be difficult. The conversion of large ranches into these low-density ranchettes that utilize private roadways will create future transportation problems due to the lack of connectivity, maintenance issues, and the lack of adequate ROW.

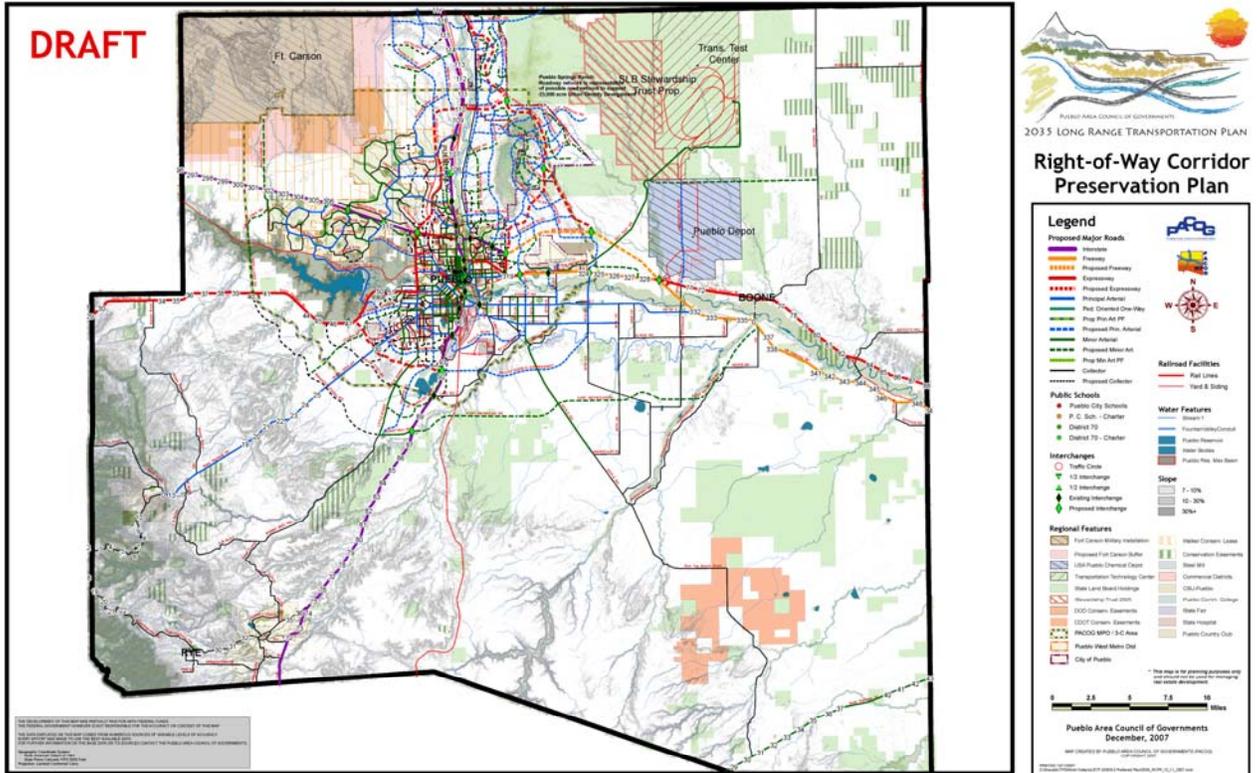
2035 Right-of-Way Corridor Preservation Plan

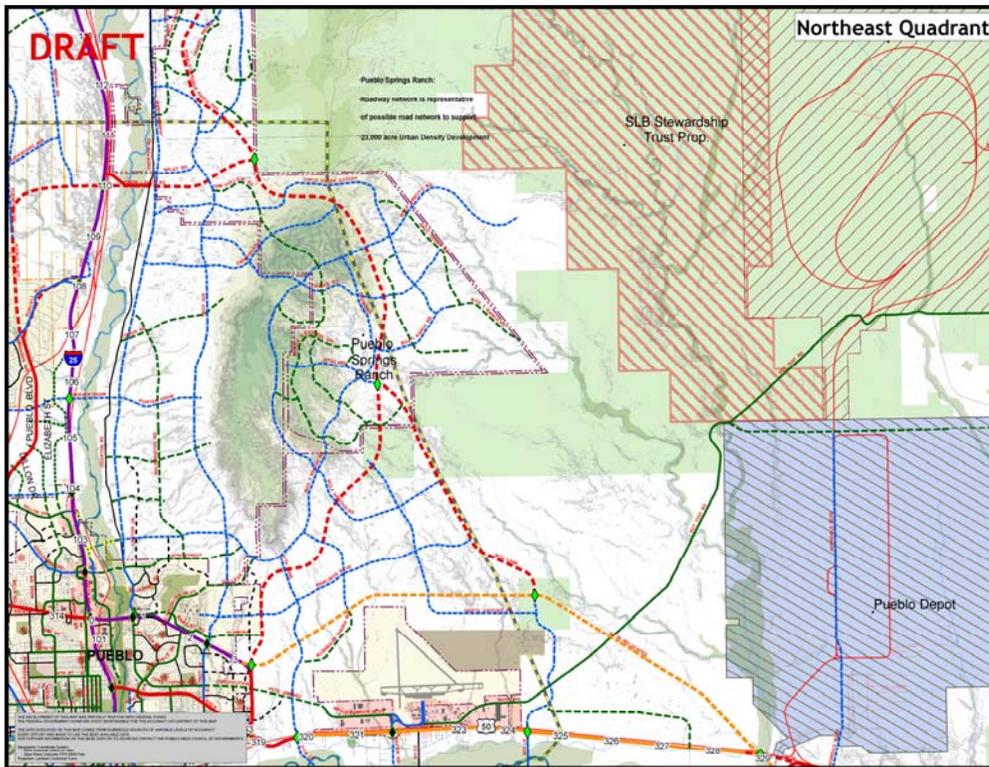
The graphic below contains the Right-of-Way Corridor Preservation Plan that incorporates the recommendations from past studies. This Plan, as adopted, supersedes all previous regional plans and serves as a guide for the future classification and alignment of roadways within the region. The network will likely be revised due to the unfolding land development proposals inside the North Special Development Area, north of Bacculite Mesa to the El Paso County line. With the development of a future roadway network in the northeastern quadrant, this RCPP is expected to be updated. National standards of the mixture of roadways for the 23,000 acre urban density development in this quadrant are as follows:

Total Mileage (including locals) ~850 miles including approximately 255 miles classified Collector or above.

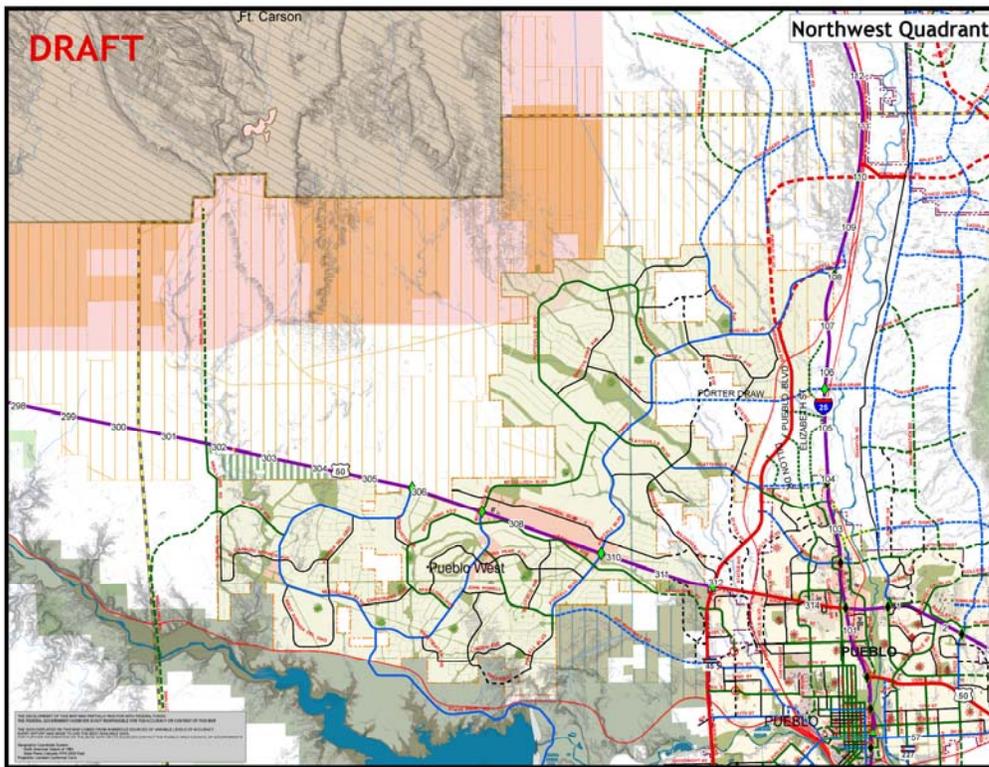
- ~4% Freeway/Expressway or 34 miles
- ~6% Principal Arterial or 51 miles
- ~10% Minor Arterial or 85 miles
- ~10% Collector Roads or 85 miles
- ~70% Local Roads or 595 miles

Figure A8.2: The Draft 2035 Roadway Corridor Preservation Plan (RCPP)

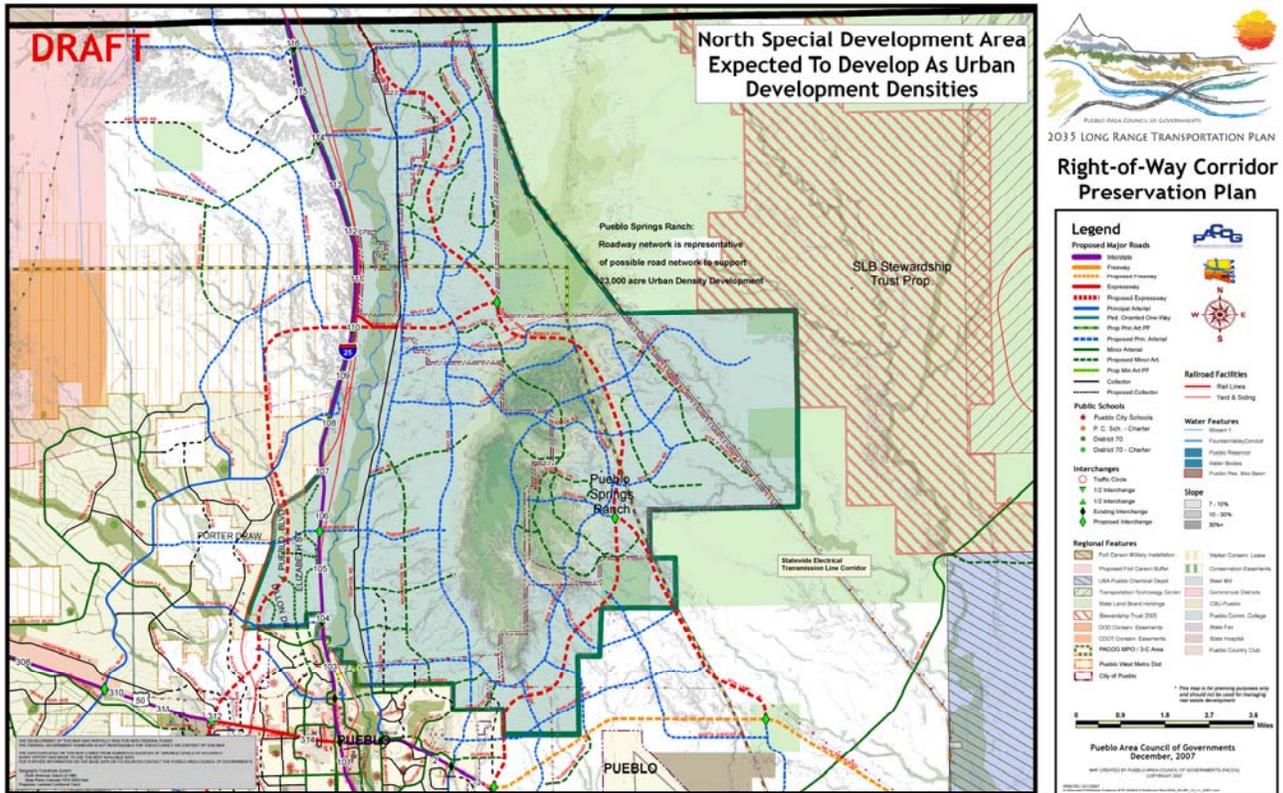




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Right-of-Way Corridor Preservation Plan



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Right-of-Way Corridor Preservation Plan



Future Roadway Classifications

The Corridor Preservation Plan includes the four major roadway classifications for both existing and planned roadway alignments. Roads are classified by their use in the system.

Freeways: Freeways are high-capacity roadways that accommodate high speed, long-distance travel through the metro area. Access is strictly controlled, and limited to Major Arterials connected by grade-separated interchanges at a minimum spacing set by the Colorado Department of Transportation and by the Federal Highway Administration.

Expressways: Expressways accommodate high speed, long distance travel to and through the surrounding area. Access to adjacent land uses is limited. Intersections are at-grade signaled and/or grade-separated interchanges.

Principal Arterials: Principal Arterials provide a high level of mobility and favor mobility over access to adjacent land uses. They provide access between lower classification streets (minor arterials and collectors) and higher classification streets (expressways

and freeways).

Minor Arterials: Minor arterial streets balance mobility of through traffic with access to adjacent land uses. Travel speeds and capacity are lower than for Principal Arterials. Center turn lanes permit access to land use on both sides of the street.

Collectors: Collectors collect traffic from nearby local streets. *Neighborhood collectors* remain in the neighborhood and are residential in character. *Mixed-use collectors* form the edge of neighborhoods and have a wider ROW to allow for future turn lanes or additional width in the future. Residential homes are not allowed to face mixed-use collectors. *Business collectors* serve commercial development and may be in neighborhood or regional commercial shopping areas. Access is provided to many businesses, and speeds are kept low.

For the 2035 Plan, in all quadrants there were minor changes to the functional classification of roads within the City of Pueblo and Pueblo County to appropriately show the classification of existing roadways. Attempts were also made to incorporate changes to comply with adopted master plans within the City of Pueblo. Table 8 lists the major roadway classifications contained in the Corridor Preservation Plan and shows the corresponding street width, Right-of-Way requirements and access guidelines. Modifications to these standards are shown in cases where the new City of Pueblo Roadway Classification Design Standards may apply.

**Table A8.1
PACOG Recommended Roadway Standards**

| Classification | Street Width | R.O.W. | Access |
|-----------------------|-------------------------------------|--------------------------|--|
| Freeway | - | 300' | see state highway access code |
| Expressway | 80' w/median | 300' | Public streets only |
| Principal Arterial | 80' w/median ¹ | 120' ¹ | Public streets only with occasional Right In/Right Out (RI/RO) |
| Minor Arterial | 67' w/Center Turn Lane ¹ | 100' | Public streets only with occasional RI/RO |
| <i>Collector</i> | <i>36' to 60'</i> ¹ | 80 | <i>Dependent on adjacent land use.</i> |

Source: PACOG Roadway Corridor Preservation ROW Plan, 12/04

¹City of Pueblo, Roadway Classification Design Standards, 2/03

Table 2.4 summarizes the amount of centerline miles of each classification currently constructed and the amount of each classification identified in the Corridor Preservation Plan for future alignments.

**Table A8.2
Centerline Miles of Major Roadway
by Classification**

| Classification | <u>Existing</u> | | <u>Planned</u> | | <u>Total Future</u> | |
|-----------------------|------------------------|-------------|-----------------------|-------------|----------------------------|-------------|
| | Miles | % | Miles | % | Miles | % |
| Interstate | 48 | 5.88% | 0 | 0 % | 48 | 3.48% |
| Freeway | 50 | 6.12% | 11.64 | 2.07 % | 61.64 | 4.47% |
| Expressway | 53 | 6.49% | 47.07 | 8.37 % | 100.07 | 7.25% |
| Principal Arterial | 116 | 14.20% | 203.50 | 36.19 % | 319.5 | 23.16 % |
| Minor Arterial | 148 | 18.12% | 146.95 | 26.13 % | 294.95 | 21.38 % |
| Collector | 402 | 49.20% | 153.21 | 27.24 % | 555.21 | 40.25 % |
| Total | 817 | 100% | 562.37 | 100% | 1379.37 | 100% |

Source: PACOG Right-of-Way Corridor Preservation ROW Plan, 12/2007

Figure A8.4: PACOG MPO Non-Motorized Plan Map - Northwest Quadrant

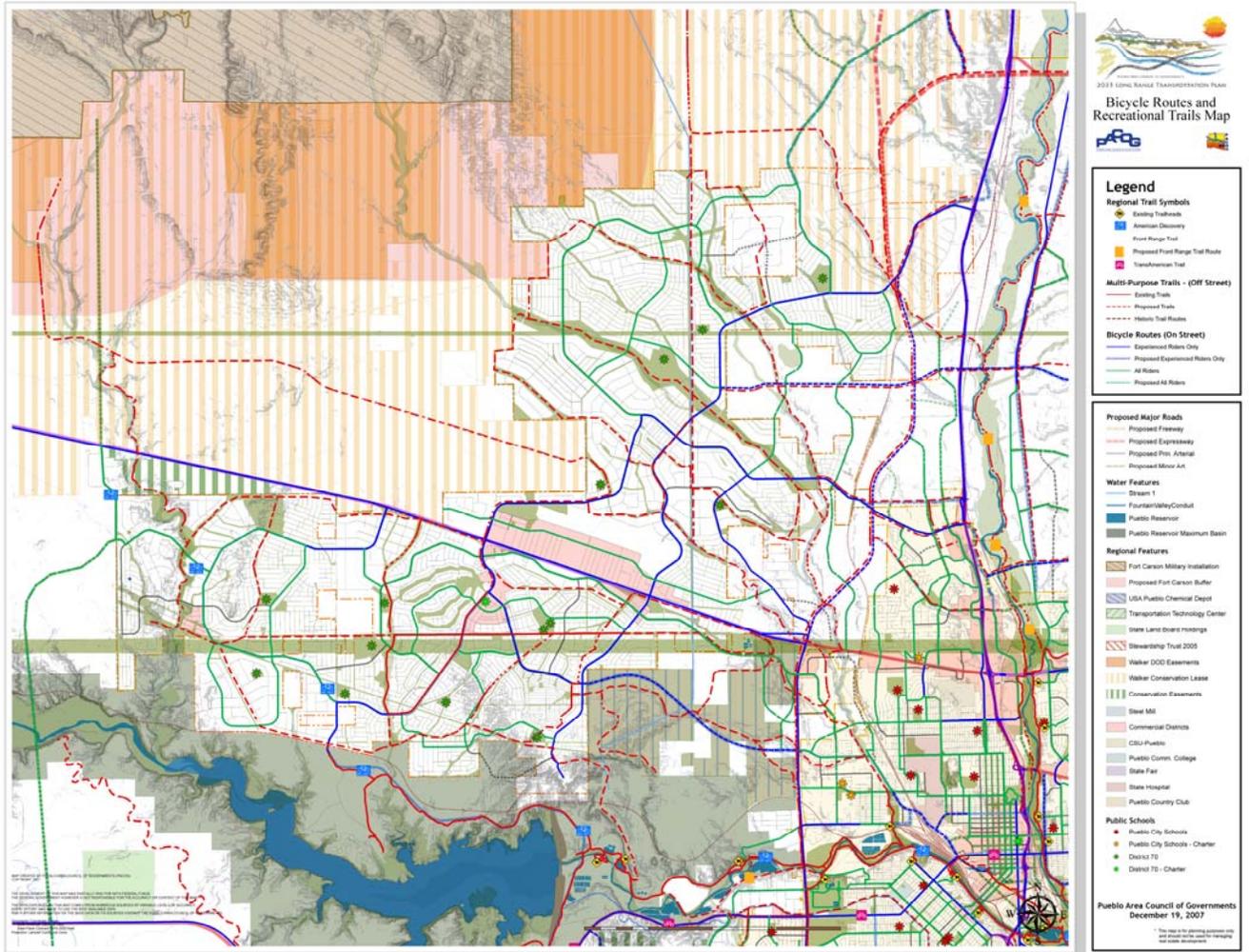


Figure A8.5: PACOG MPO Non-Motorized Plan Map - Southwest Quadrant

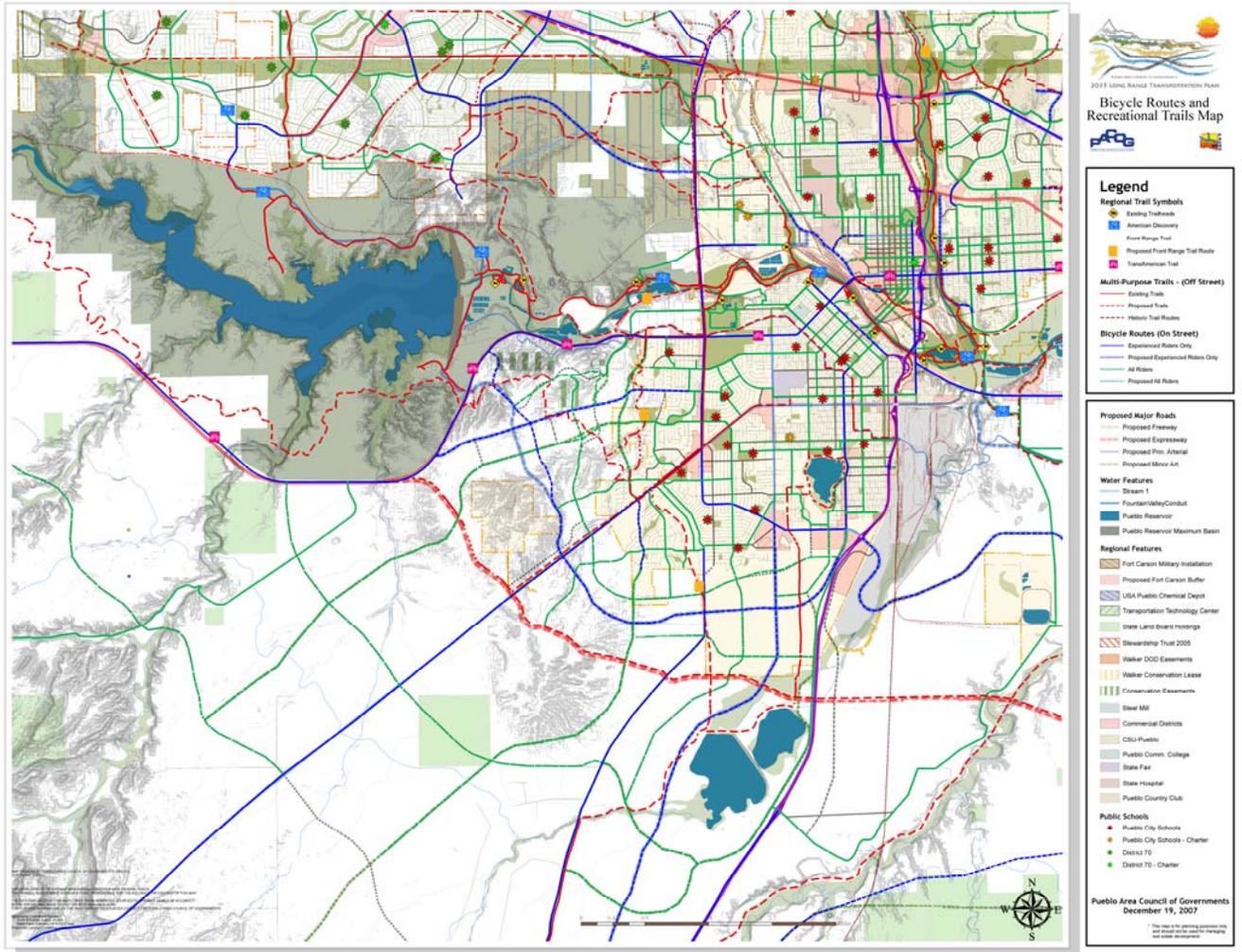


Figure A8.6: PACOG MPO Non-Motorized Plan Map - Central Area

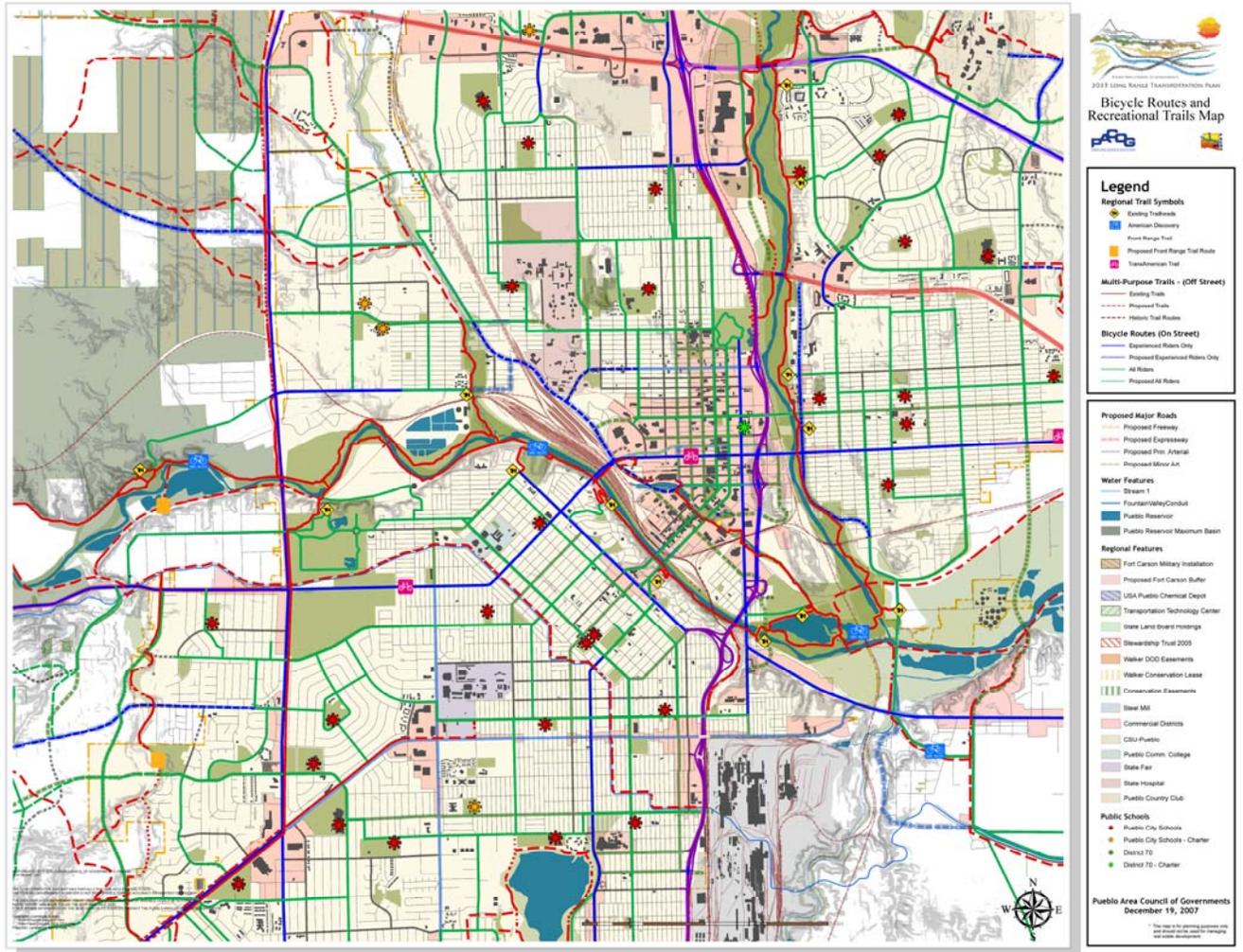


Figure A8.7: PACOG MPO Non-Motorized Plan Map - Northeast Quadrant

