



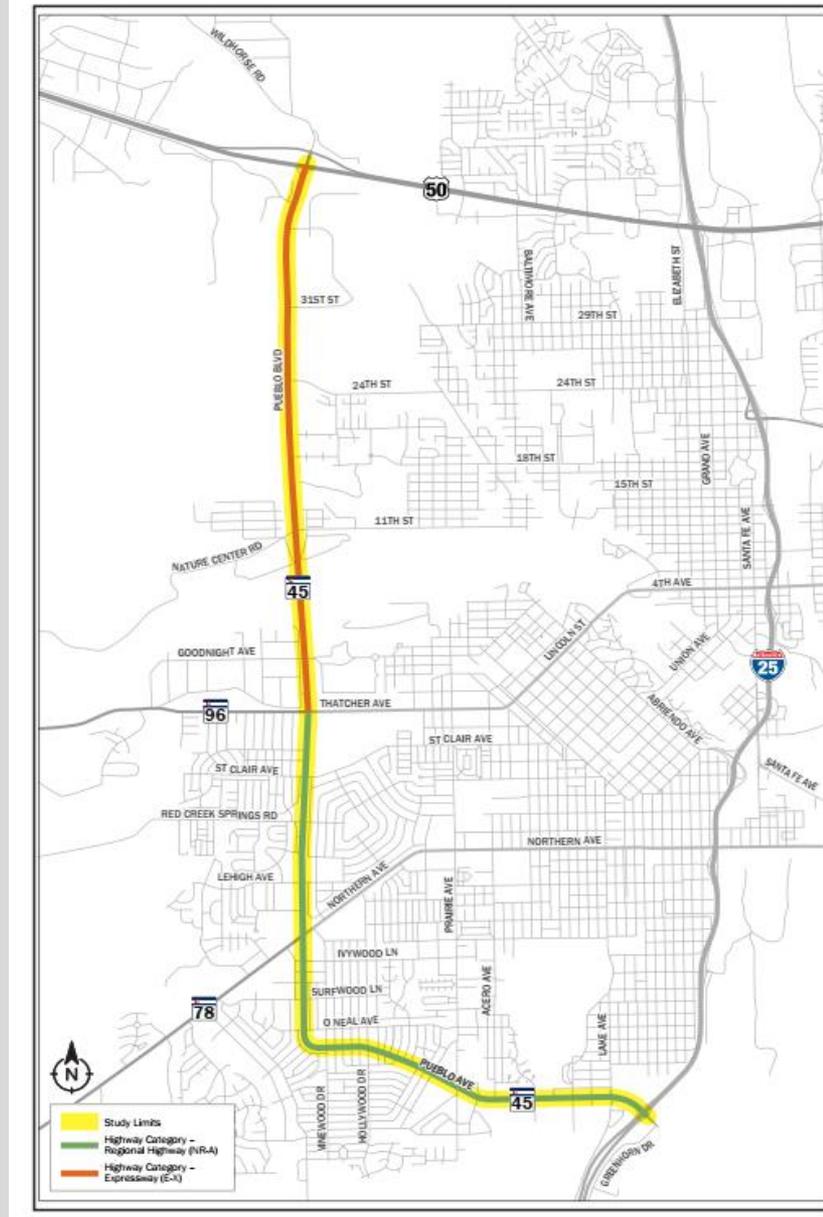
CO 45/Pueblo Boulevard Access Control Plan

Project Summary Presentation

March 14, 2022

Study Area

Project includes the full length of CO 45 from US 50 at the north to I-25 at the south.



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Project Team



The access control plan is being developed by the Colorado Department of Transportation in collaboration with Pueblo County and the City of Pueblo.



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Purpose/Goals of Access Control

- Recommend a long-range plan for ultimate access conditions
- Provide adequate access to adjacent properties
- Optimize existing and future access locations to:
 - Improve safety and mobility of all users
- Enhance the overall user experience
- Provide the County, City, and CDOT with a tool to help:
 - Make access decisions during development and/or redevelopment
 - Streamline the access permitting process



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**WE
ARE HERE**

Access Control Plan Process



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Existing Access and Safety Conditions

Segment		Access Points		Traffic Signals		Conflict Points	
Number	Length	Number	Spacing (mi)	Number	Spacing (mi)	Number	Per Mile
1	4.736	139	29	9	0.50	3,936	830
2	3.964	28	7	6	0.70	492	124
Totals	8.700	167	19	15	0.60	4,428	510

Segment 1: I-25 to Thatcher Avenue
Segment 2: Thatcher Avenue to US 50

- Segment 1 of CO 45 has a higher than desired density of access points
 - 10 access points per mile is a good level in urban areas (Source: TRB)
 - 20 access points per mile can increase crash rates by 40%
 - For each access point over this the crash rates can increase by as much as 4%
- Most access points allow full movement which increases conflict points
- Existing number and type of access locations results in higher crash potential



Existing Access and Safety Conditions

CO 45 Overall Crash Summary in Project Area (6/30/2015 to 6/30/2020)

	Broadside	Approach Turn	Rear End	Sideswipe	Head On	Off Road	Ped/Bike	Fixed Object/ Other	Total	PDO	Injuries	Fatalities
Intersections	176	128	353	67	2	43	8	36	813	503	306	4
Non-Intersections	1	0	230	56	1	13	5	97	403	226	175	2
Totals	177	128	583	123	3	56	13	133	1,216	729	481	6
Percentage	14.6%	10.5%	47.9%	10.1%	0.2%	4.6%	1.1%	10.9%	-	-	-	-

Source: CDOT DiExSys™ (06/30/15 - 06/30/20)

PDO = Property Damage Only

- Crashes on CO 45 are higher than average compared to similar highways across the state
- Access control can reduce the potential for crashes, including most severe types
- Unchecked future access points can further increase crash potential
- An access control plan can provide benefit to the safety of CO 45 users

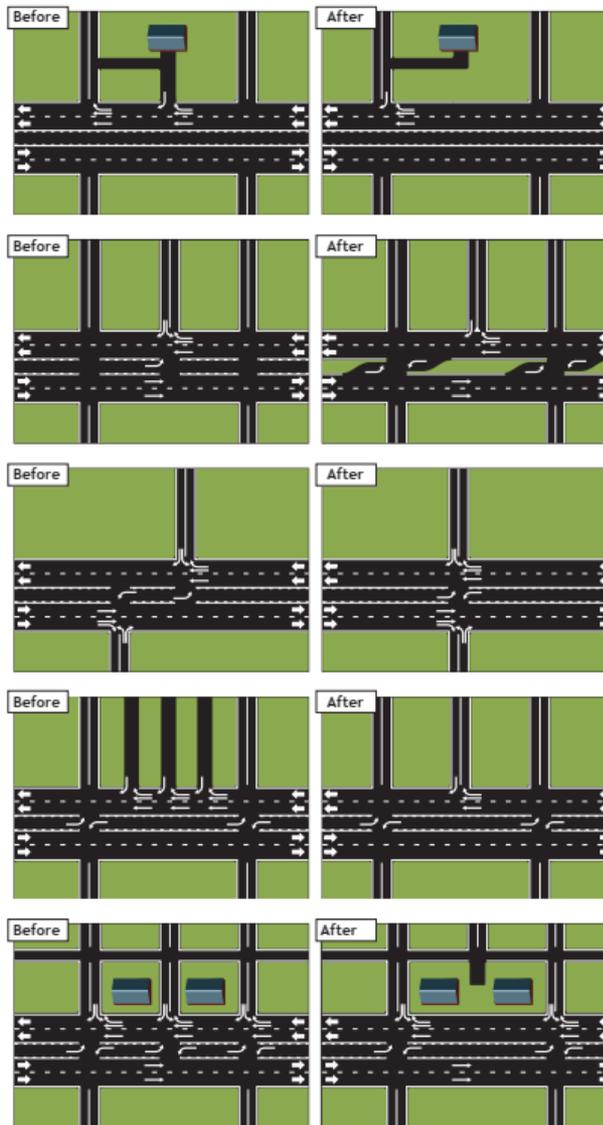


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Options to Optimize Existing and Future Access



Use Local Streets

- Access to local properties through secondary roads
- Consolidate number of access locations where vehicles may enter or exit the highway
- Reduces the number of conflict points

Addition of Median Treatment

- Limit turning movements to locations with a dedicated left turn lane
- Reduces the number of conflicts between left turning vehicles and through vehicles on the highway

Realignment

- Align opposite approaches
- Creates a more familiar intersection design

Consolidation

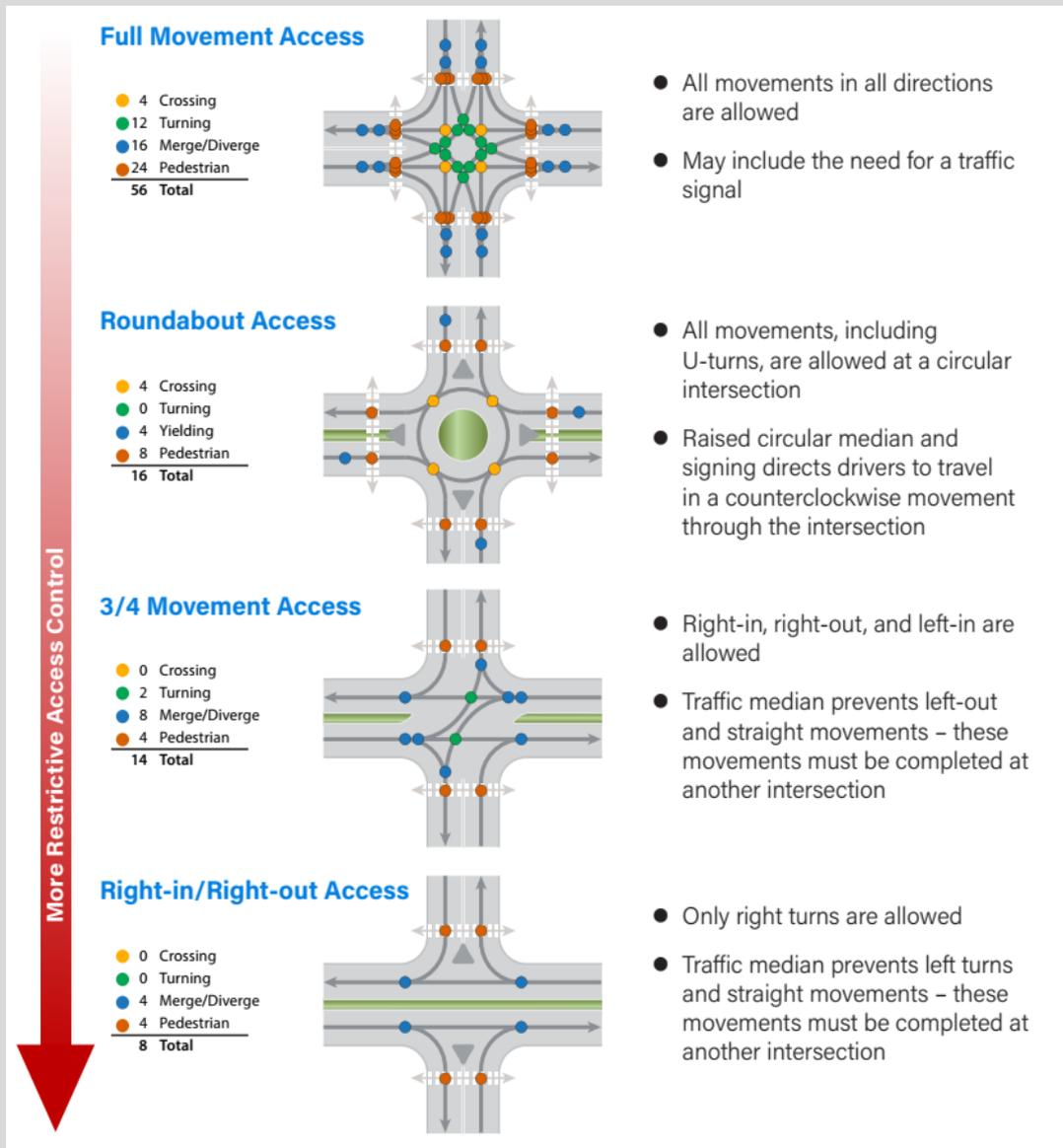
- Consolidate adjacent access points into fewer locations
- The number of conflict points are reduced

Alternate Access Route

- Provide access to properties via an improved/new alternate access road
- Reduces the number of access points along the highway



Methods to Reduce Conflict Points



Stakeholder/Public Outreach Efforts

- Monthly project team meetings
- Conducted an in person and virtual public meeting
 - January 2022-presented draft plan and received input from public
- Will conduct one more round of public meetings
 - May 2022-present final plan



WELCOME

to the

PUEBLO BOULEVARD (CO 45) ACCESS STUDY

OPEN HOUSE

Purpose of tonight's meeting:

- Review the goals and purpose
- Present the draft recommendations
- Discuss the process
- Gather your comments regarding the draft recommendations

We Appreciate Your Participation!

Study team members wearing name badges can answer your questions and listen to your comments.

Please sign in.

THANK YOU



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What the Final Plan Will Do

- Create a long term (2045 and beyond) plan for CO 45 access
- Optimize the location, number, and type of access points
- Help reduce crash potential
- Support the long-term plans for development/redevelopment
- Provide the appropriate level of access to adjacent properties
- Meet the requirements of the State Highway Access Code
- Address concerns raised by stakeholders
- Outline the conditions that must be satisfied before a change in access will occur



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The Final Plan Does Not

- Identify specific projects
- Establish a timeline for when changes will occur
- Include design details (such as turnlanes) of potential access, mobility, safety, or capacity improvements within the project limits (done as part of future projects/studies)
- Preclude current projects planned for CO 45
- Prohibit future amendments to the final recommendations
- Preclude future development or redevelopment



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Next Steps

- Finalize the plan
- Adopt/Execute an Intergovernmental Agreement (IGA) between County, City, and CDOT
- On-going future coordination between the County, City, and CDOT to ensure proper implementation of the plan
- Amend the plan as needed



Implementation of the Plan

- Phased approach (will not occur as a single project)
 - Currently, there is no identified state or federal funding to implement any or all of the improvements
- Triggers for implementation include:
 - Part of the development or redevelopment process
 - Traffic operational issues
 - An identified safety concern
 - As a result of a roadway improvement project



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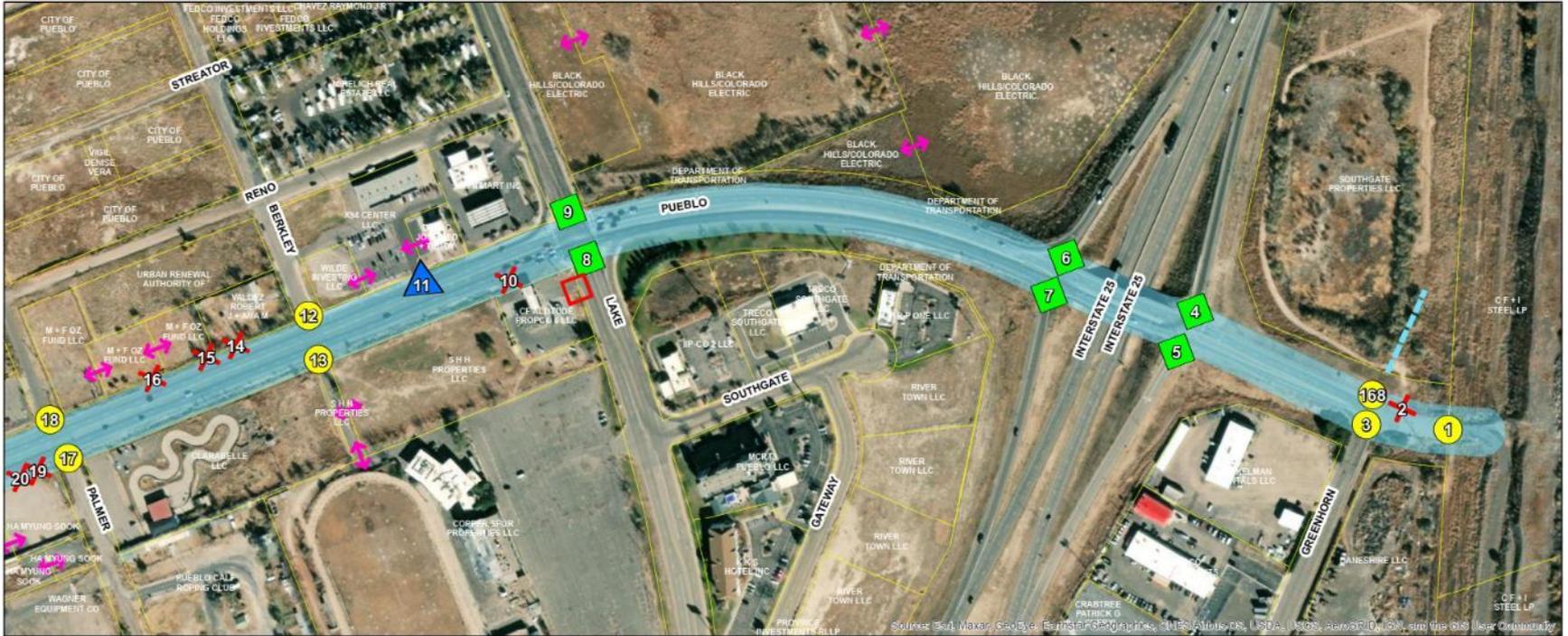


Thank You

Questions?



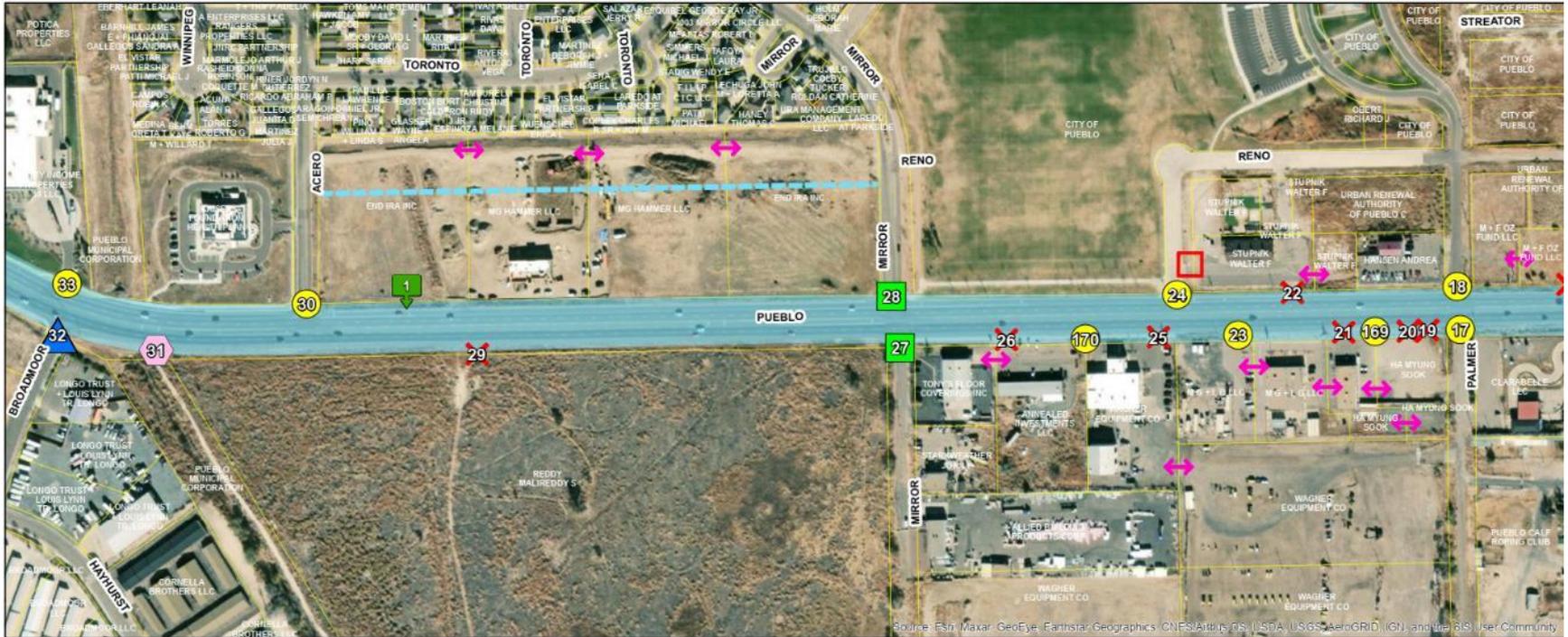
Final Plan Recommendations



Legend

	Milepoints		Full Movement (Signalized or other alternative intersection design)		Railroad Crossing		Ditch Access Only		Future Relocation Opportunities		Highway Category - Regional Highway (NR-A)
	Parcels		Full Movement (Unsignalized)		Curb Cut		Potential Road/Driveway (Actual location of potential road/driveway to be determined at time of construction.)		Highway Category - Expressway (E-X)		0 140 280 560 Feet
	Access Closed		Right-In, Right-Out		Existing Cross/Shared Property Access*		Potential Road/Driveway (Actual location of potential road/driveway to be determined at time of construction.)		Highway Category - Expressway (E-X)		
	Pedestrian Traffic Signal		3/4 Movement (No left out)		Proposed Cross/Shared Property Access*						

CO-45 Recommended Access Conditions



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

CO-45 Recommended Access Conditions

- | | | | | | | | | | |
|--|---------------------------|--|---|--|--|--|--|------|--|
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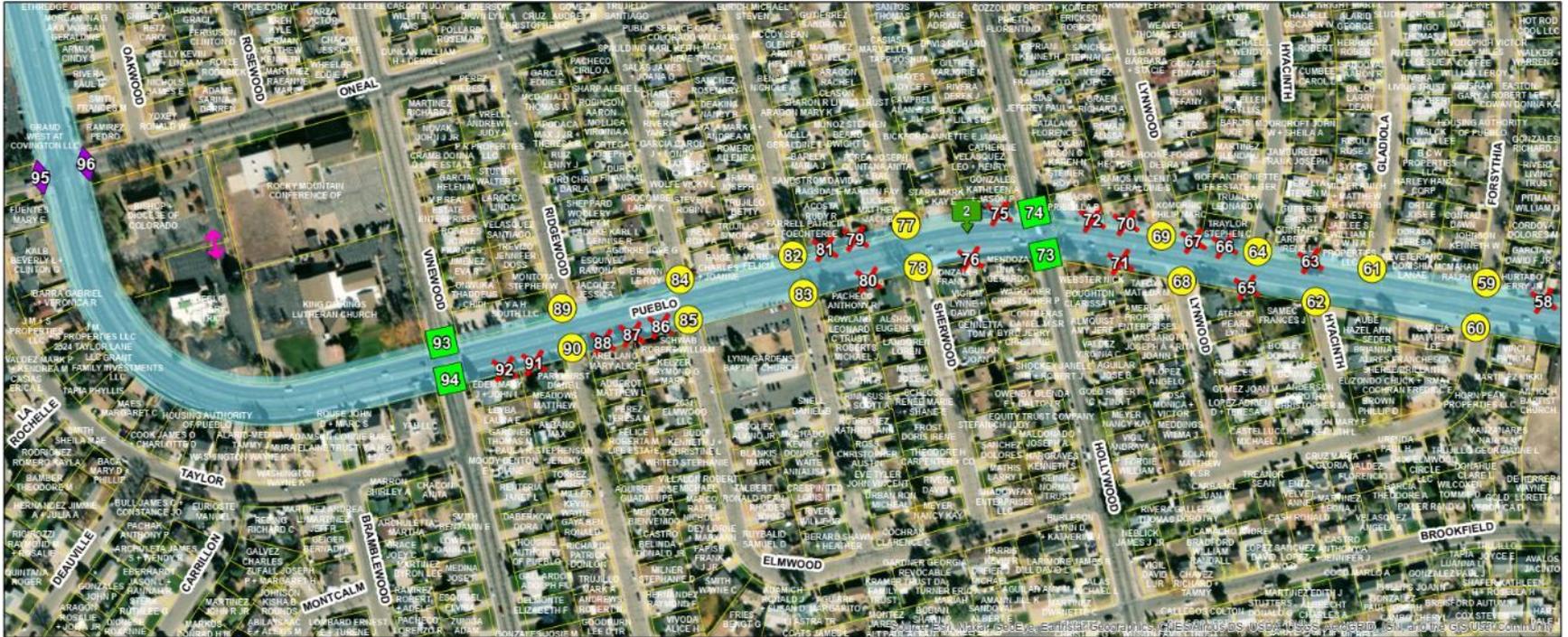
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- ▲ Pedestrian Traffic Signal
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CO-45 Recommended Access Conditions

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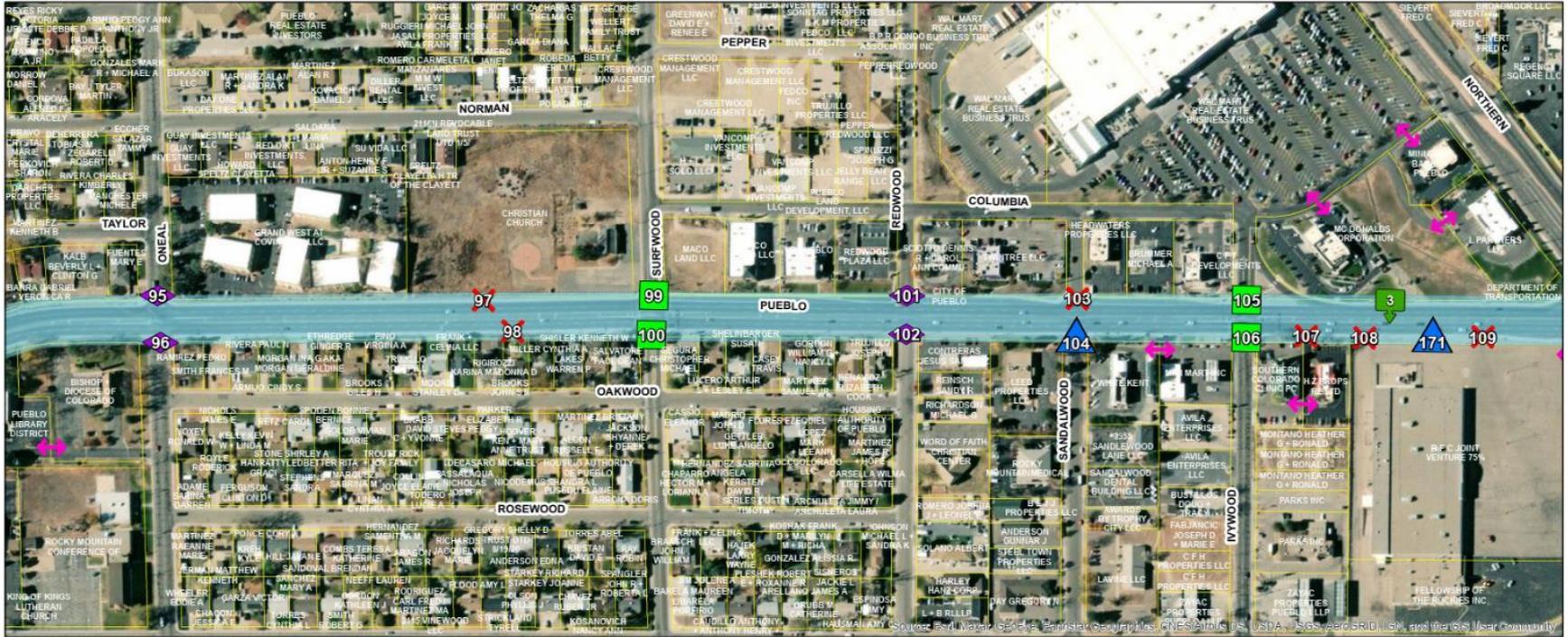


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CO-45 Recommended Access Conditions





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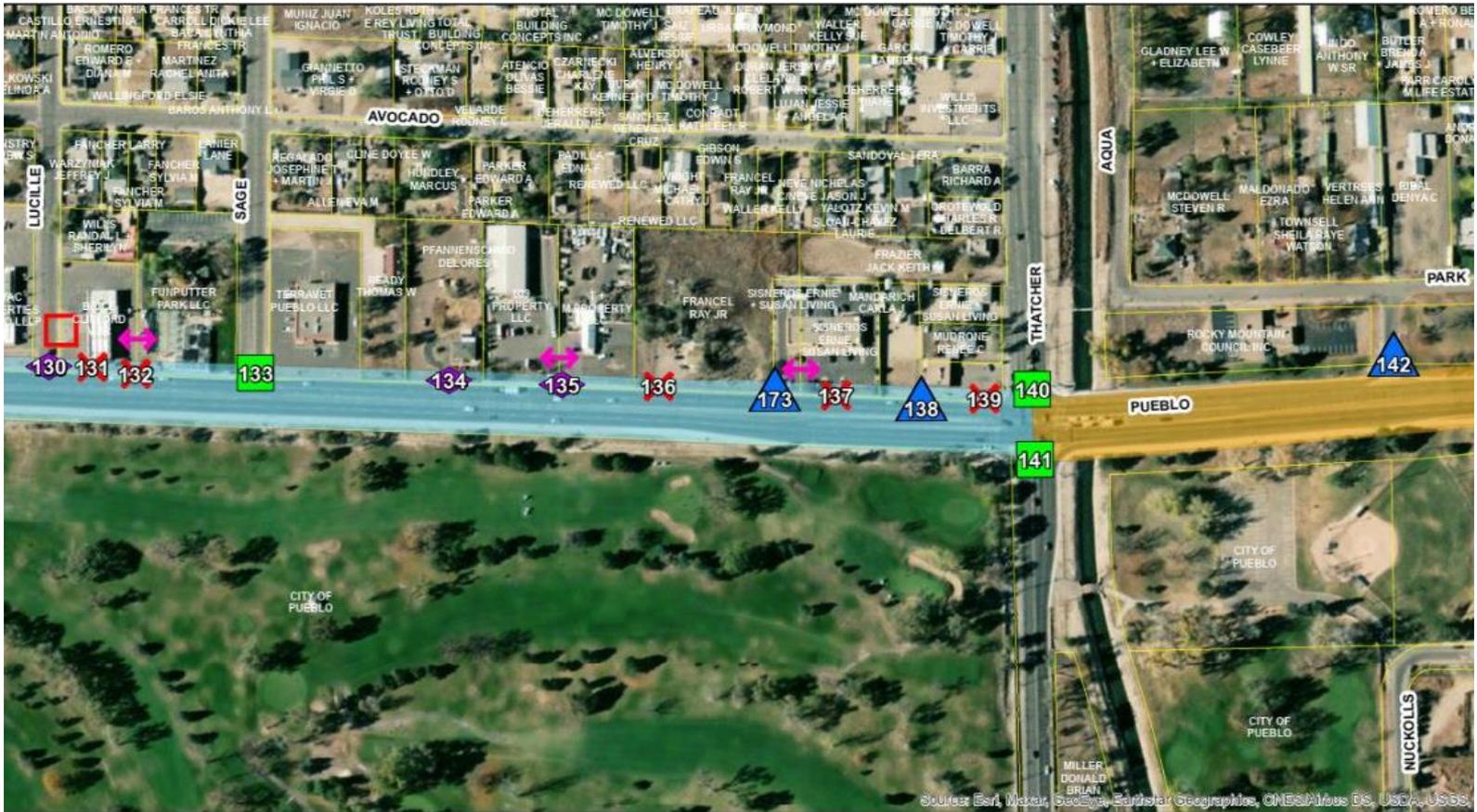
CO-45 Recommended Access Conditions
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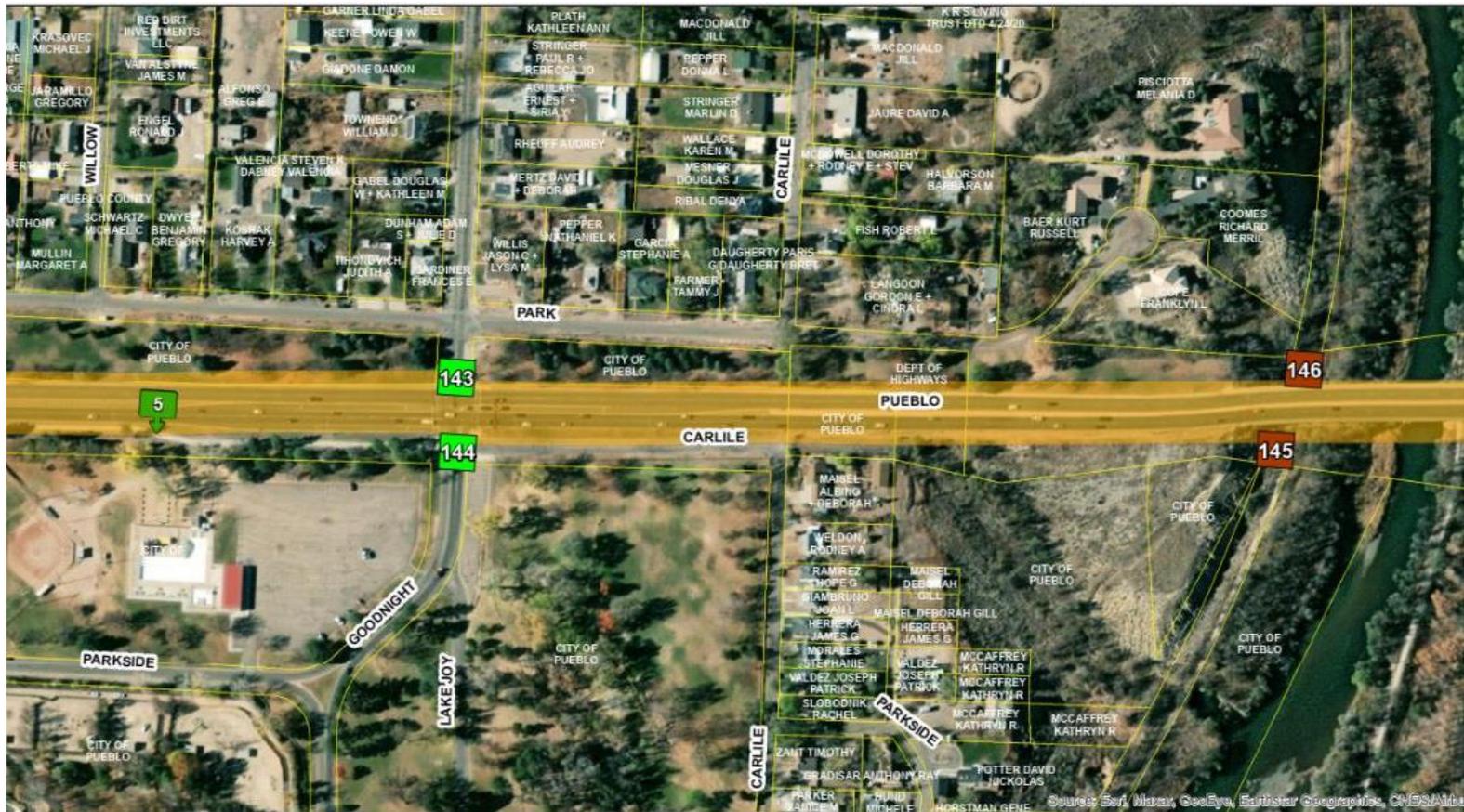
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Right-In, Right-Out	Existing Cross/Shared Property Access*		Highway Category - Expressway (E-X)
3/4 Movement (No left out)	Proposed Cross/Shared Property Access*		



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS,

CO-45 Recommendation

- | | | | |
|--|---|---|---|
| ■ Full Movement (Signalized or other alternative intersection design) | ■ Railroad Crossing | ⬡ Ditch Access Only | □ Future Relocation Opportunities |
| ● Full Movement (Unsignalized) | ⬡ Curb Cut | — Potential Road/Driveway (Actual location of potential road/driveway to be determined at time of construction.) | — Highway Category - Regional Highway (NR-A) |
| ▲ Right-In, Right-Out | ↔ Existing Cross/Shared Property Access* | | — Highway Category - Expressway (E-X) |
| ◆ 3/4 Movement (No left out) | ↔ Proposed Cross/Shared Property Access* | | 0 14 |



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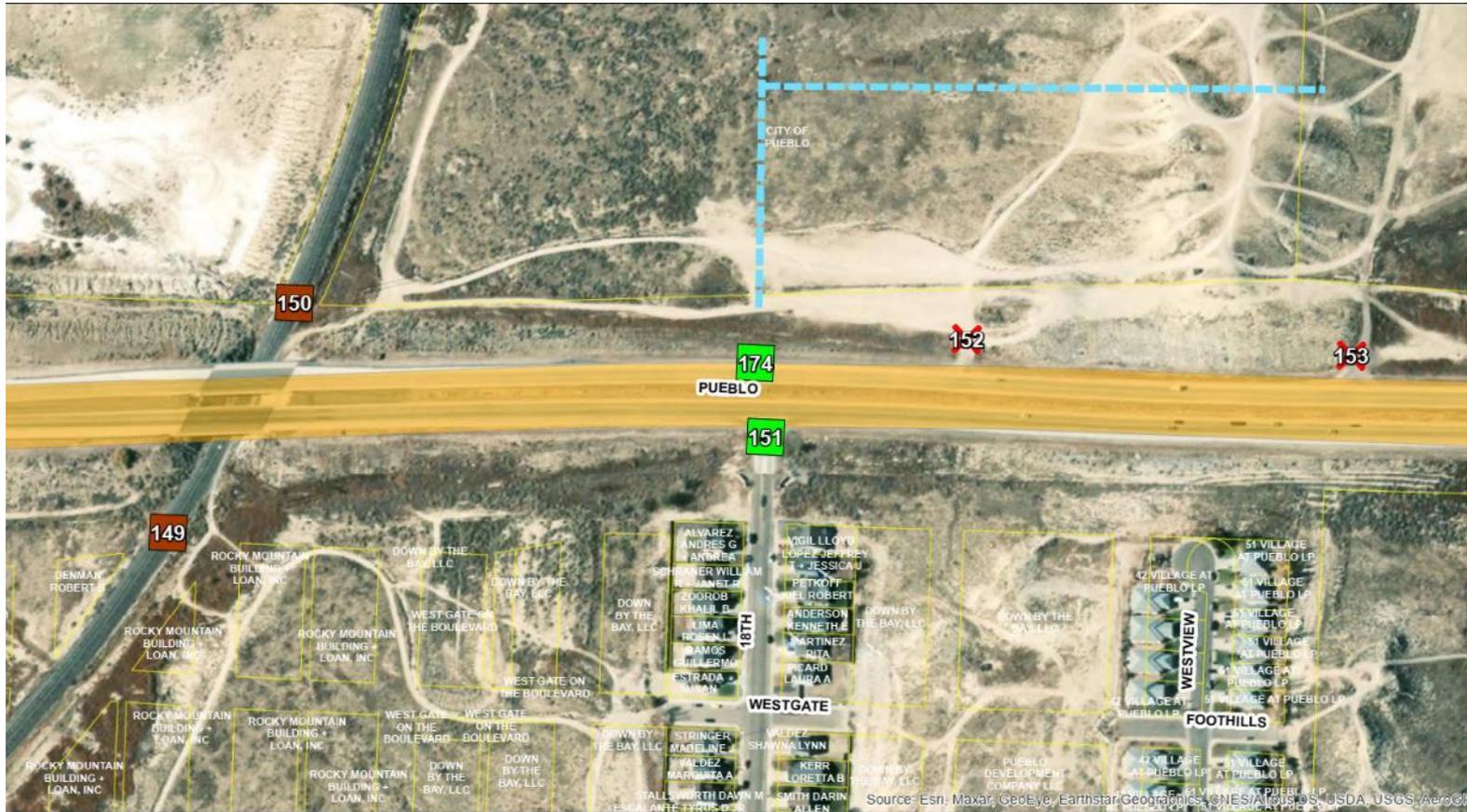
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Access Closed	Right-In, Right-Out	Existing Cross/Shared Property Access*		Highway Category - Expressway (E-X)
Pedestrian	3/4 Movement (No left out)	Proposed Cross/Shared Property Access*		
Traffic Signal				



Legend

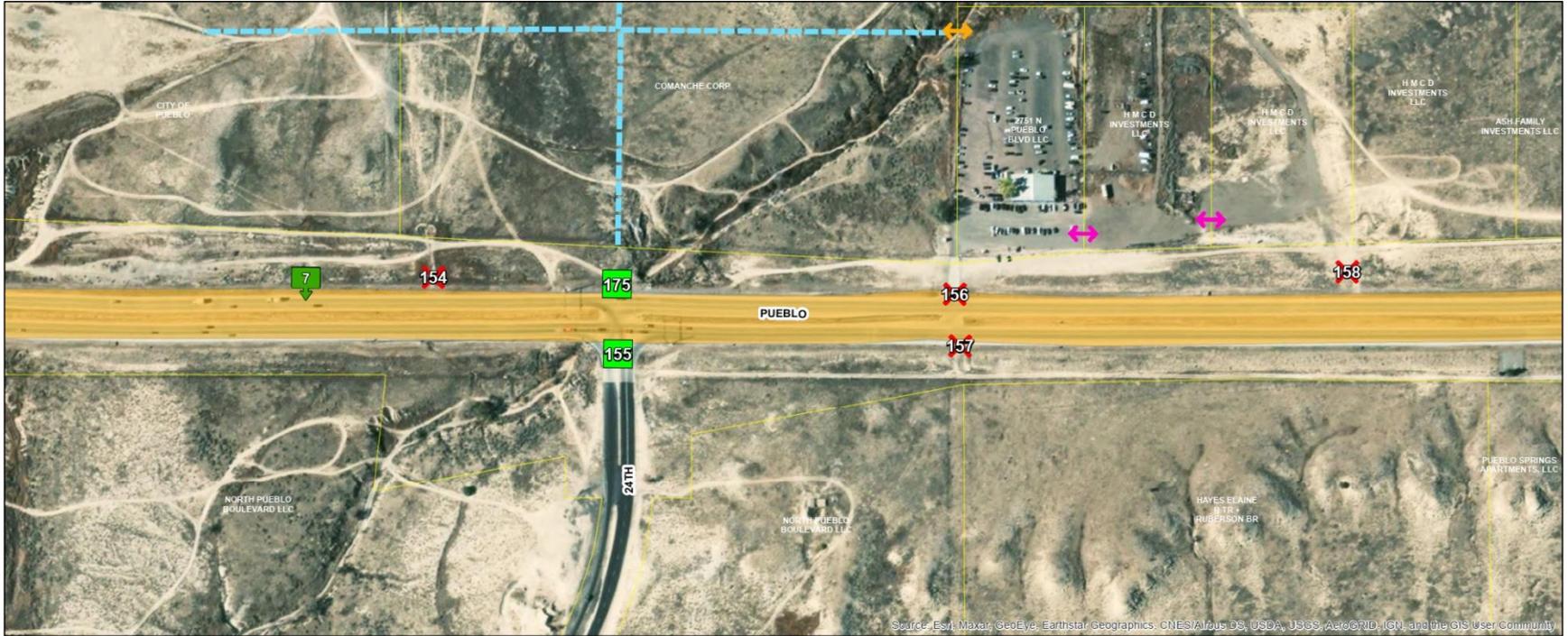
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	Pedestrian Traffic Signal		3/4 Movement (No left out)						

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CO-45 Recommended

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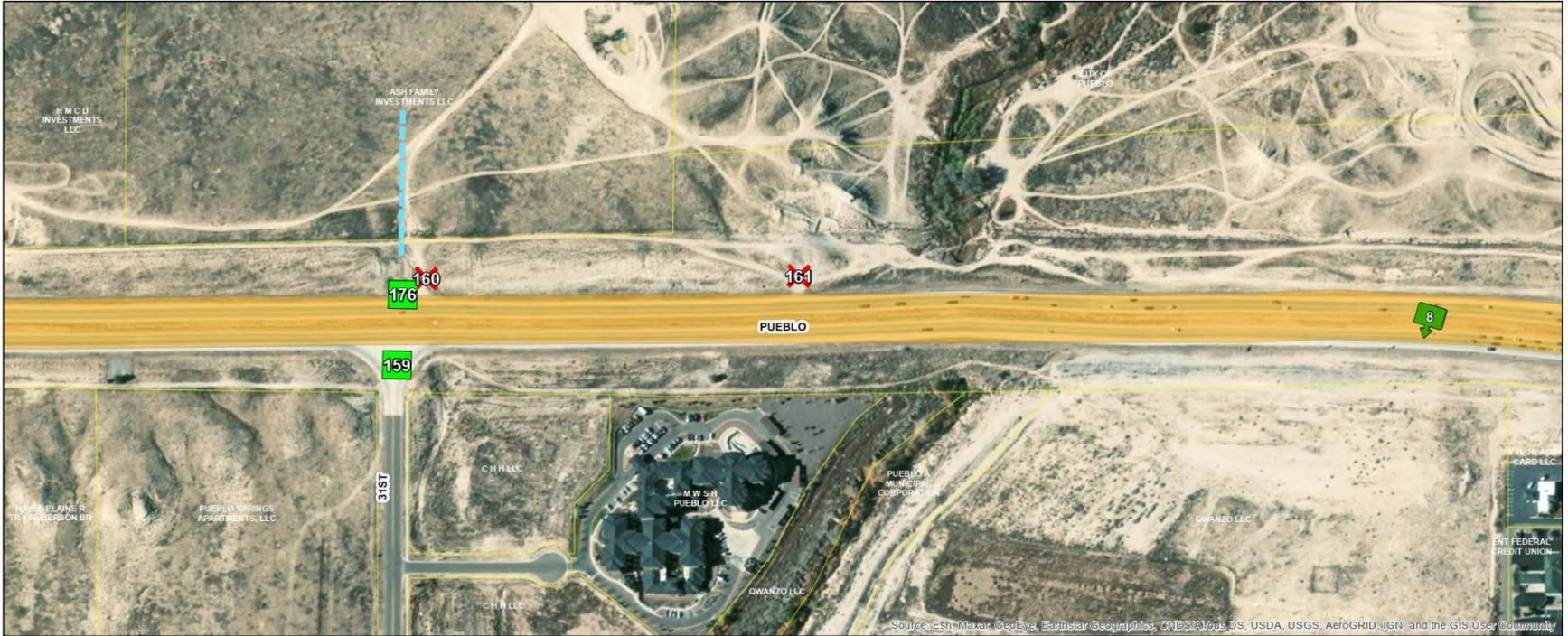
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CO-45 Recommended Access Conditions



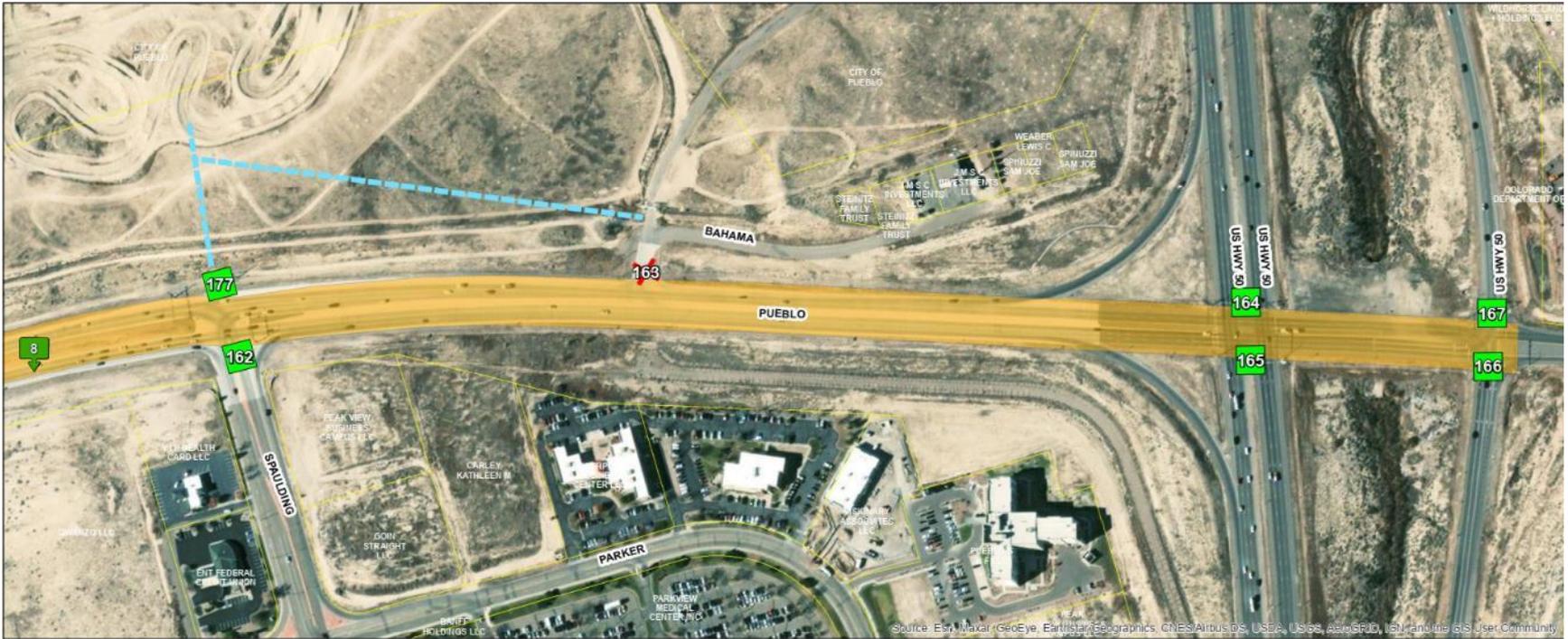


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