



# PUEBLO

## AMTRAK STATION DESIGN + ENGINEERING

Pueblo, CO



An aerial photograph of a town. On the left, several train tracks curve through the landscape. To the right of the tracks is a large parking lot filled with various cars and trucks. In the background, a large, prominent building with a domed roof stands out. The word "WELCOME!" is overlaid in large, dark blue, sans-serif capital letters across the middle of the image.

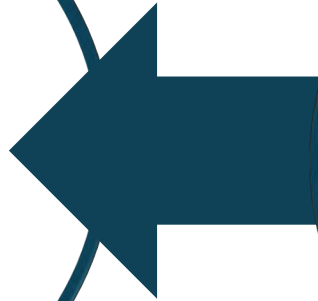
# WELCOME!



# PROJECT TEAM > MANAGEMENT



**Mike Ricottone**  
Project Manager | Pueblo County



**Bryan Robinson**  
Project Manager | WSP



**Melanie Monarco**  
Deputy Project Manager | WSP



**Myron Hora**  
Principal-in-Charge | WSP



# AGENDA

- **Project Background**

- Planning Study
- Current Effort
- Phase II

- **Schedule Update**

- **Q & A**



# PROJECT BACKGROUND



# FUNDING + 1A PROJECT TEAM

Funding for this study is through the **Community Improvement Program (CIP)** proceeds obtained in the successful 2016 **1A election** held in Pueblo County, which has funded **20 projects**.

Sabina Genesio / County Manager

Terry Hart / Commissioner District 1

Cynthia Mitchell / County Attorney

Gary Raso / County Outside Legal Attorney

Dave Benbow / County Engineer & Public Works

Mike Herriman / Senior Project Manager

Mike Ricottone / 1A Project Manager

Sherri Crow / Finance



# PROJECT > PURPOSE

The **Pueblo Station Area Plan** is being proposed to determine the **station location and surrounding area** and **trackage improvements** that will be necessary to accommodate the reinstatement of passenger rail service into Pueblo.





# PLANNING STUDY >ENGAGEMENT

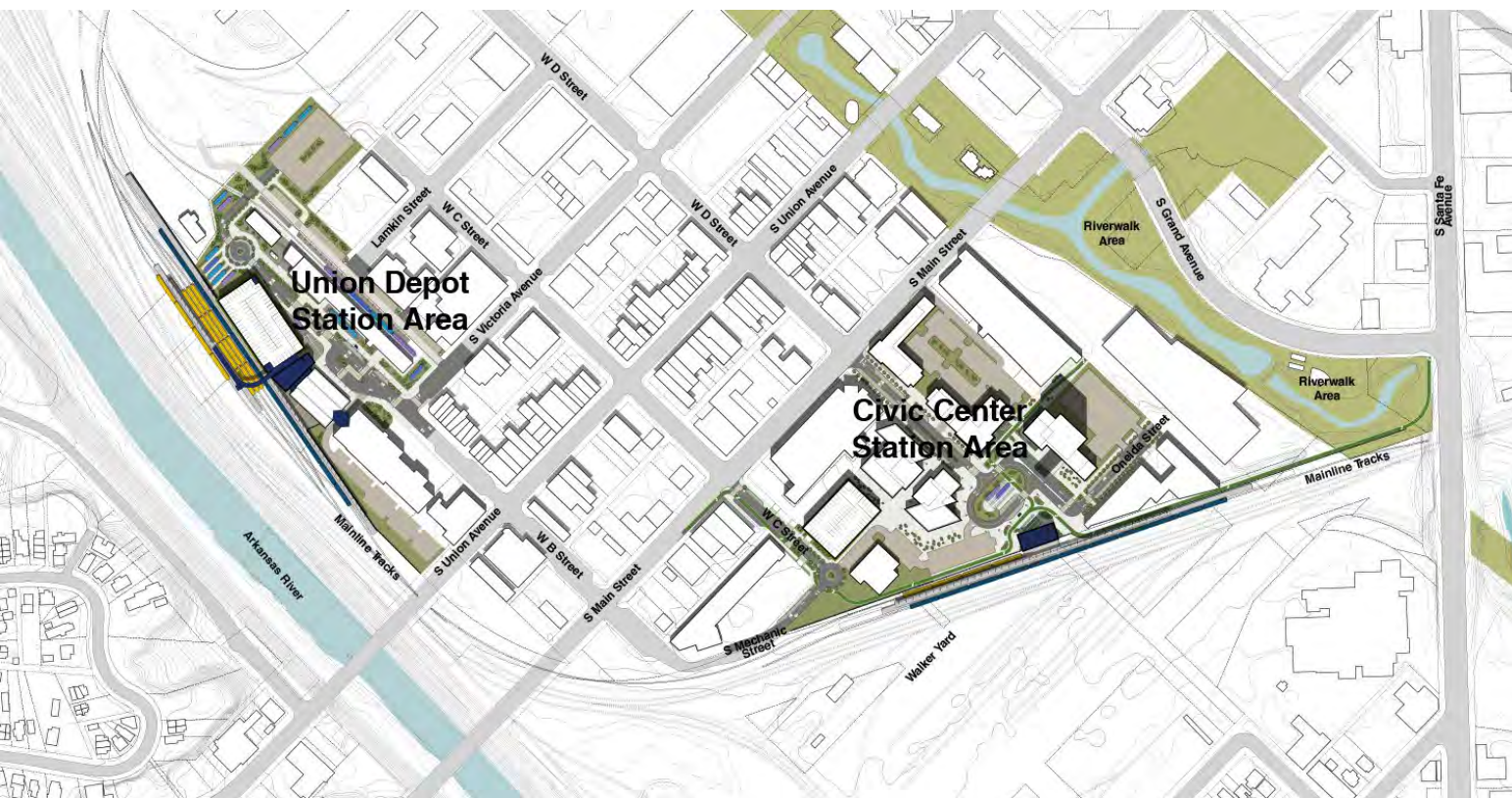
- **Public meetings (3)**
  - *January 2020 – 150 Attendees*
  - *May 2020 – 60-75 Attendees*
  - *August 2020 - 60-75 Attendees*
- **Public Surveys (3)**
- **Rail Stakeholders**
  - **Amtrak** (2 + Commission Meetings)
  - **FRPR** (5 + Design Team Meetings)
  - **BNSF** (3+ Commission Meetings)
  - **UPRR** (1+ Commission Meetings)
- **1A Project Team Meetings (8)**
- **Amtrak-SW Chief Commission (3)**

## AGENDA

- **Welcome**
- **Presentation**
  - Project & Process
  - Engagement Results
  - Potential Station Concepts
    - *Exercises along the way!*
  - Next Steps & Action Items
- **Question & Answer**
- **Thank you!**

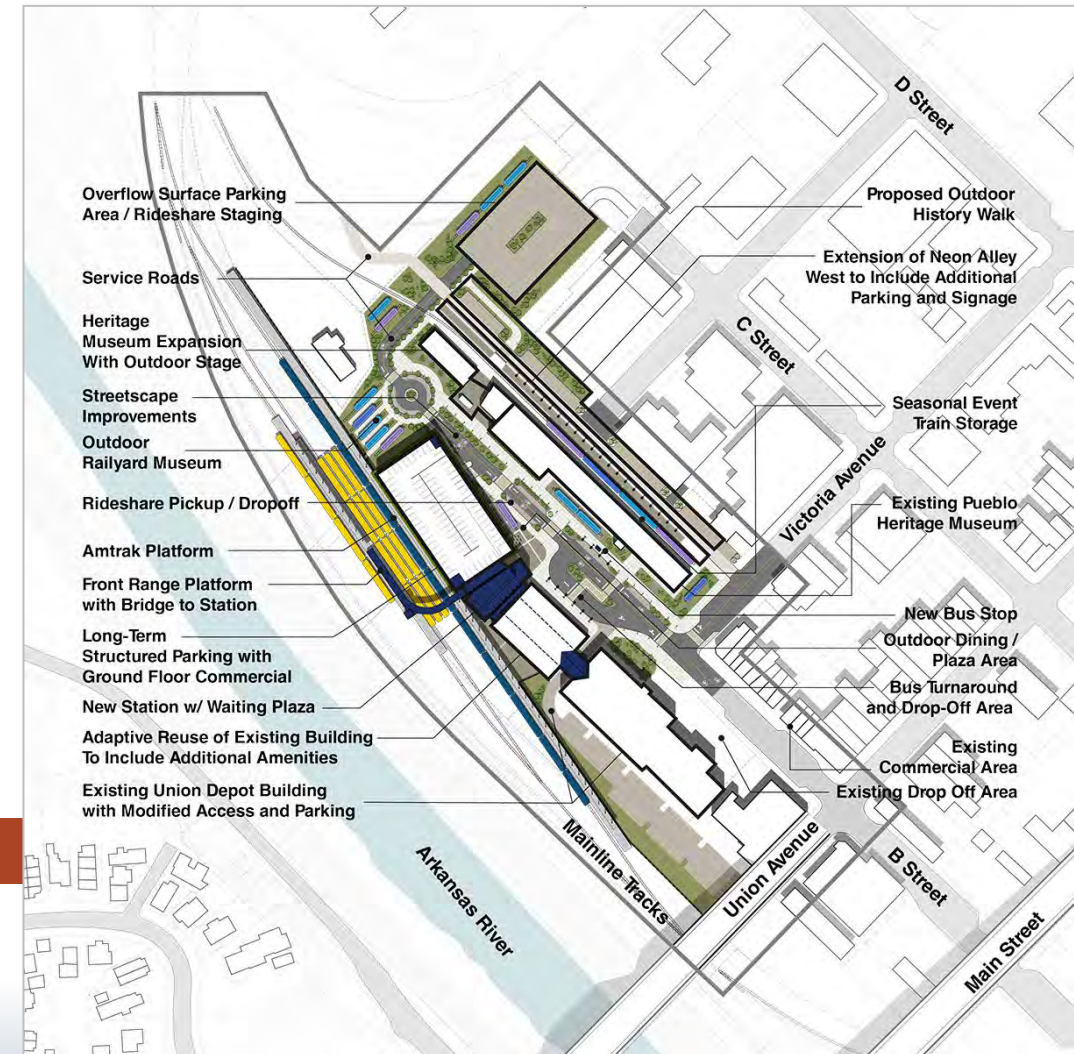


# PLANNING STUDY > SITES SELECTION



# PLANNING STUDY > FINDINGS

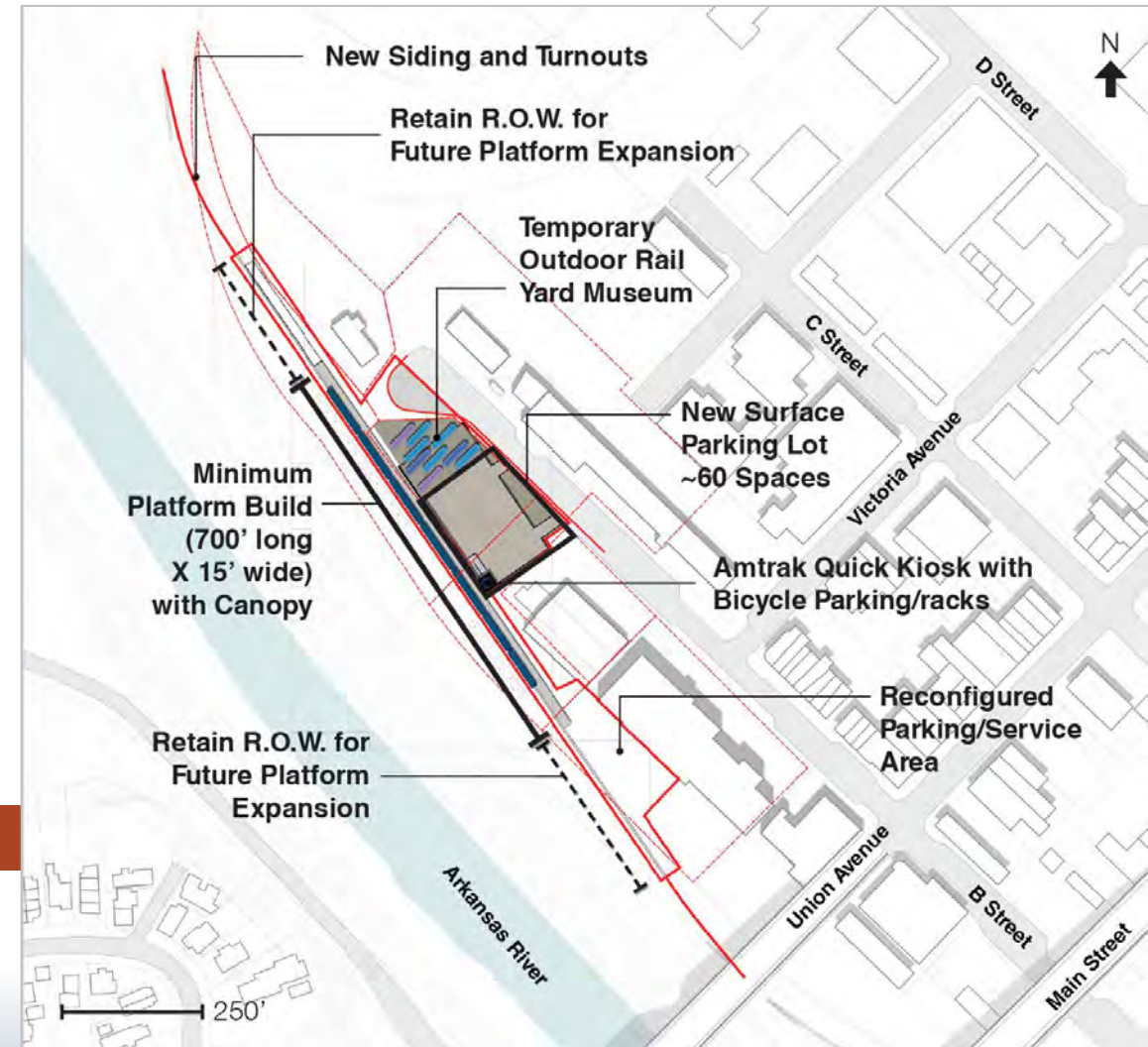
- Weaves “**past, present, and future**” of rail **together into destination experience**.
- Centers all uses and customer experience around **rail culture and history**.
- Establish **central public outdoor space** for community activities and events.
- **Link programming** of the depot, railway museum, heritage museum, and new station.
- Celebrate **historic character of Depot and district** with station architecture and design .
- **Connect with amenities** like the Union Avenue commercial area, Neon Alley, bike lanes, Arkansas River trails, and potential modified bus service.



# PLANNING STUDY > PHASE I

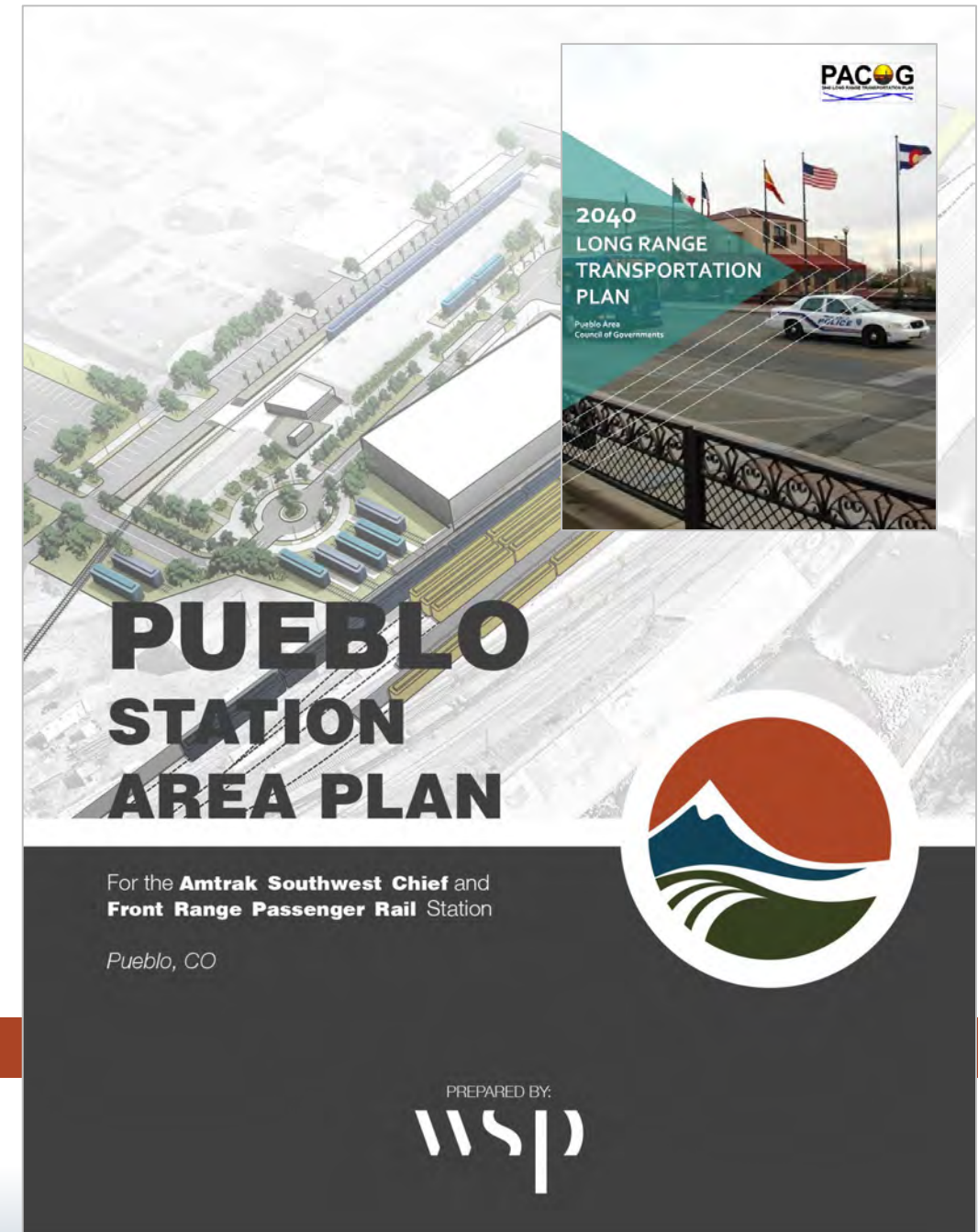
## RECOMMENDATIONS

- ✓ **Union Depot Station Area** was identified as the preferred station location.
- ✓ Station area consistently demonstrated **90% public support** throughout the process.
- ✓ **No fatal flaws** identified by rail stakeholders during the engagement process.
- ✓ Identified location provides **thru station capabilities and flexibility** for service providers.
- ✓ Recommendation for **Phase 1** to move forward into Conceptual development, Preliminary Engineering



# PLANNING STUDY

- ✓ The **Pueblo Station Area Plan** started in **October 2019** and was completed in November 2020.
- ✓ In January 2021 Pueblo County / PACOG Transportation Advisory Committee adopted the Pueblo Station Area Plan into the **2040 Long Range Transportation Plan and Transportation Improvement Program**.



# **CURRENT SCOPE** > PHASE I DESIGN + ENGINEERING

- ✓ **Task 1 – Project Management (ONGOING)**
- ✓ **Task 2 – Stakeholder Coordination (ONGOING)**
- ✓ **Task 3 – Survey (COMPLETE)**
- ✓ **Task 4 – Geotech (COMPLETE)**
- ✓ **Task 5 – Environmental** (RESCOPE – Coordinated with CRISI)
- ✓ **Task 6 – Design Development**
  - Initial Task included Phase 1 of the Station addressing only Amtrak Thru Car Service
  - Rescoped Task includes Preliminary Engineering for Phase 1 and Investigation of Phase 2 for Front Range Passenger Rail Station components
  - Rescope is to take advantage of potential funding opportunities and set critical elements that can function throughout all phases of the station



# CURRENT SCOPE > STAKEHOLDER COORDINATION (TASK 2)



**COLORADO**  
Department of Transportation



# CURRENT SCOPE > STAKEHOLDER COORDINATION (TASK 2)

## ✓ Project Stakeholders

- **PUEBLO COUNTY** Steering Group (13+ Meetings - Monthly meetings and BOCC)
- **CDOT** (10+ Meetings) – FRPR Commission, CRISI 2019, and CO Springs SAP

## ✓ Rail Stakeholders

- **BNSF** (4 Meetings) – Agreement Summary Deliverable + Passenger Operations Team
- **UPRR** (1 Meeting) – Continued updates, as needed
- **Amtrak** (Upcoming Meetings Fall 2022, Engagement Letter & Email Updates Provided)

## ✓ Station Stakeholders

- **CITY OF PUEBLO** (2 Meetings) – Routine updates
- **PRIVATE LANDOWNERS** (2 Meetings) – Routine updates



# PROJECT CURRENT SCOPE

## > STAKEHOLDER COORDINATION (TASK 2)

- ✓ Collective BNSF, Amtrak, and UPRR meeting with sign off on **Agreement Summary Deliverable**.
- ✓ Outlines **potential agreements that need to be in place** prior to passenger rail service.
- ✓ Details assumed work splits and **roles/responsibilities** for the project



### SUMMARY OF ANTICIPATED AGREEMENTS TECHNICAL MEMORANDUM

**DRAFT**

AMTRAK/FRONT RANGE PASSENGER RAIL STATION  
Pueblo, CO

DATE: 06.14.2022

WSRF USA  
Suite 1100  
1600 Broadway  
Denver, CO 80202

Tel: +1 303 802-9991  
Fax: +1 303 728-1956  
wsp.com



# **CURRENT SCOPE** > SURVEY (TASK 3) & GEOTECH (TASK 4)

## ✓ Survey **COMPLETE**

- Field work completed
- CADD data being incorporated for design development

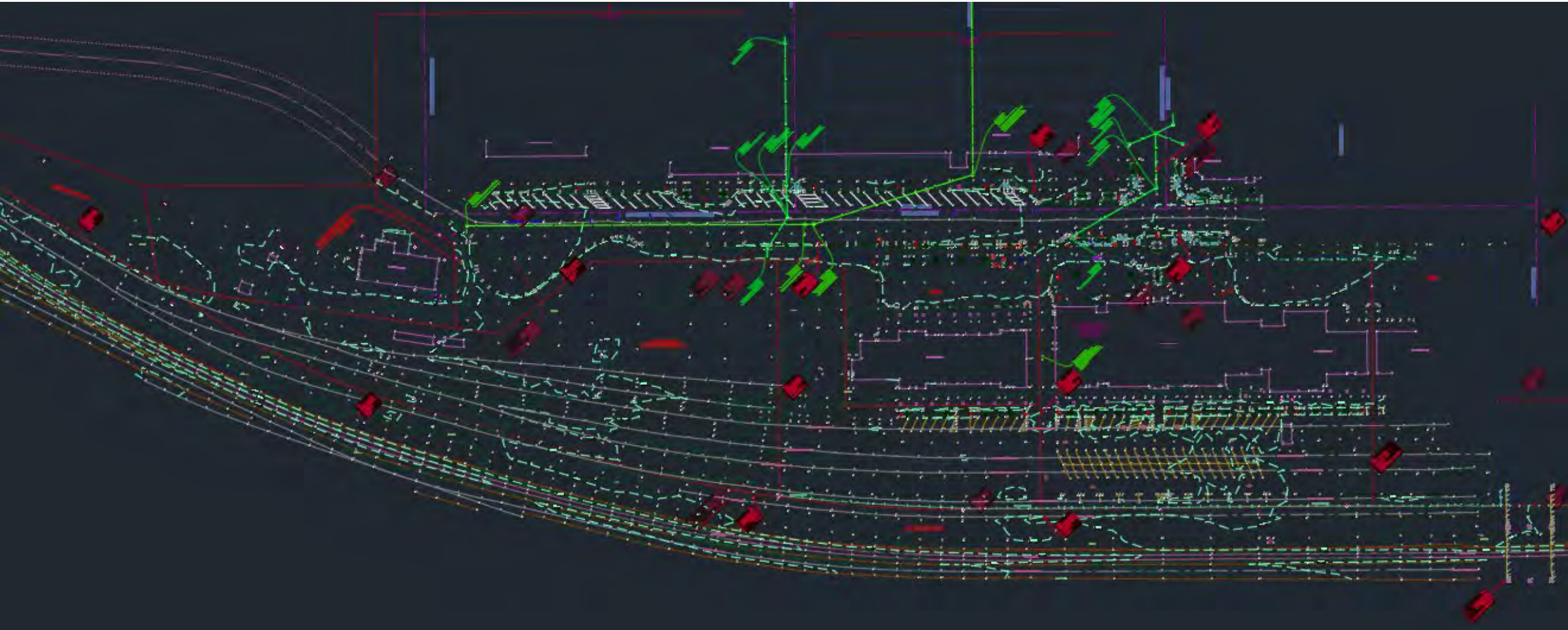
## ✓ Geotech **COMPLETE**

- Field work completed.
- Findings Report
  - Water table ~13'-17' below grade
  - Preliminary environmental sample testing



## CURRENT SCOPE > SURVEY (TASK 3)

✓ CADD data being incorporated for design development



## ✓ Extracting Critical Clearances

- ## ✓ Union Avenue Bridge

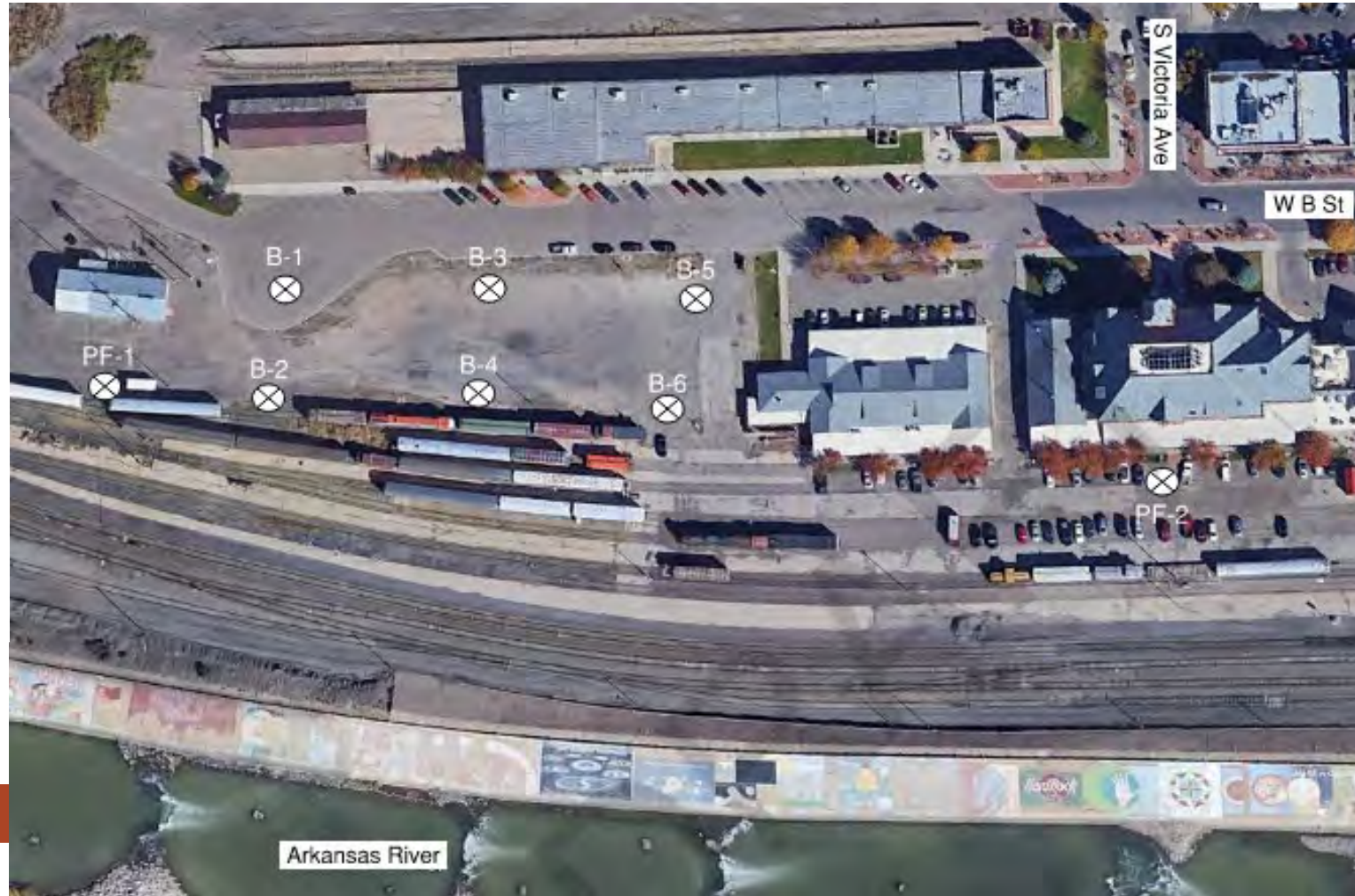
- 
- A 3D perspective view of a bridge deck. The deck is a flat, gray surface supported by several vertical, purple, rectangular piers. The piers are positioned at various intervals along the length of the deck. The deck's surface is marked with numerous elevation points, each labeled with a numerical value (e.g., 4683.41, 4683.20, 4683.15, 4683.10, 4683.05, 4683.00, 4682.95, 4682.90, 4682.85, 4682.80, 4682.75, 4682.70, 4682.65, 4682.60, 4682.55, 4682.50, 4682.45, 4682.40, 4682.35, 4682.30, 4682.25, 4682.20, 4682.15, 4682.10, 4682.05, 4682.00, 4681.95, 4681.90, 4681.85, 4681.80, 4681.75, 4681.70, 4681.65, 4681.60, 4681.55, 4681.50, 4681.45, 4681.40, 4681.35, 4681.30, 4681.25, 4681.20, 4681.15, 4681.10, 4681.05, 4681.00, 4680.95, 4680.90, 4680.85, 4680.80, 4680.75, 4680.70, 4680.65, 4680.60, 4680.55, 4680.50, 4680.45, 4680.40, 4680.35, 4680.30, 4680.25, 4680.20, 4680.15, 4680.10, 4680.05, 4680.00, 4679.95, 4679.90, 4679.85, 4679.80, 4679.75, 4679.70, 4679.65, 4679.60, 4679.55, 4679.50, 4679.45, 4679.40, 4679.35, 4679.30, 4679.25, 4679.20, 4679.15, 4679.10, 4679.05, 4679.00, 4678.95, 4678.90, 4678.85, 4678.80, 4678.75, 4678.70, 4678.65, 4678.60, 4678.55, 4678.50, 4678.45, 4678.40, 4678.35, 4678.30, 4678.25, 4678.20, 4678.15, 4678.10, 4678.05, 4678.00, 4677.95, 4677.90, 4677.85, 4677.80, 4677.75, 4677.70, 4677.65, 4677.60, 4677.55, 4677.50, 4677.45, 4677.40, 4677.35, 4677.30, 4677.25, 4677.20, 4677.15, 4677.10, 4677.05, 4677.00, 4676.95, 4676.90, 4676.85, 4676.80, 4676.75, 4676.70, 4676.65, 4676.60, 4676.55, 4676.50, 4676.45, 4676.40, 4676.35, 4676.30, 4676.25, 4676.20, 4676.15, 4676.10, 4676.05, 4676.00, 4675.95, 4675.90, 4675.85, 4675.80, 4675.75, 4675.70, 4675.65, 4675.60, 4675.55, 4675.50, 4675.45, 4675.40, 4675.35, 4675.30, 4675.25, 4675.20, 4675.15, 4675.10, 4675.05, 4675.00, 4674.95, 4674.90, 4674.85, 4674.80, 4674.75, 4674.70, 4674.65, 4674.60, 4674.55, 4674.50, 4674.45, 4674.40, 4674.35, 4674.30, 4674.25, 4674.20, 4674.15, 4674.10, 4674.05, 4674.00, 4673.95, 4673.90, 4673.85, 4673.80, 4673.75, 4673.70, 4673.65, 4673.60, 4673.55, 4673.50, 4673.45, 4673.40, 4673.35, 4673.30, 4673.25, 4673.20, 4673.15, 4673.10, 4673.05, 4673.00, 4672.95, 4672.90, 4672.85, 4672.80, 4672.75, 4672.70, 4672.65, 4672.60, 4672.55, 4672.50, 4672.45, 4672.40, 4672.35, 4672.30, 4672.25, 4672.20, 4672.15, 4672.10, 4672.05, 4672.00, 4671.95, 4671.90, 4671.85, 4671.80, 4671.75, 4671.70, 4671.65, 4671.60, 4671.55, 4671.50, 4671.45, 4671.40, 4671.35, 4671.30, 4671.25, 4671.20, 4671.15, 4671.10, 4671.05, 4671.00, 4670.95, 4670.90, 4670.85, 4670.80, 4670.75, 4670.70, 4670.65, 4670.60, 4670.55, 4670.50, 4670.45, 4670.40, 4670.35, 4670.30, 4670.25, 4670.20, 4670.15, 4670.10, 4670.05, 4670.00, 4669.95, 4669.90, 4669.85, 4669.80, 4669.75, 4669.70, 4669.65, 4669.60, 4669.55, 4669.50, 4669.45, 4669.40, 4669.35, 4669.30, 4669.25, 4669.20, 4669.15, 4669.10, 4669.05, 4669.00, 4668.95, 4668.90, 4668.85, 4668.80, 4668.75, 4668.70, 4668.65, 4668.60, 4668.55, 4668.50, 4668.45, 4668.40, 4668.35, 4668.30, 4668.25, 4668.20, 4668.15, 4668.10, 4668.05, 4668.00, 4667.95, 4667.90, 4667.85, 4667.80, 4667.75, 4667.70, 4667.65, 4667.60, 4667.55, 4667.50, 4667.45, 4667.40, 4667.35, 4667.30, 4667.25, 4667.20, 4667.15, 4667.10, 4667.05, 4667.00, 4666.95, 4666.90, 4666.85, 4666.80, 4666.75, 4666.70, 4666.65, 4666.60, 4666.55, 4666.50, 4666.45, 4666.40, 4666.35, 4666.30, 4666.25, 4666.20, 4666.15, 4666.10, 4666.05, 4666.00, 4665.95, 4665.90, 4665.85, 4665.80, 4665.75, 4665.70, 4665.65, 4665.60, 4665.55, 4665.50, 4665.45, 4665.40, 4665.35, 4665.30, 4665.25, 4665.20, 4665.15, 4665.10, 4665.05, 4665.00, 4664.95, 4664.90, 4664.85, 4664.80, 4664.75, 4664.70, 4664.65, 4664.60, 4664.55, 4664.50, 4664.45, 4664.40, 4664.35, 4664.30, 4664.25, 4664.20, 4664.15, 4664.10, 4664.05, 4664.00, 4663.95, 4663.90, 4663.85, 4663.80, 4663.75, 4663.70, 4663.65, 4663.60, 4663.55, 4663.50, 4663.45, 4663.40, 4663.35, 4663.30, 4663.25, 4663.20, 4663.15, 4663.10, 4663.05, 4663.00, 4662.95, 4662.90, 4662.85, 4662.80, 4662.75, 4662.70, 4662.65, 4662.60, 4662.55, 4662.50, 4662.45, 4662.40, 4662.35, 4662.30, 4662.25, 4662.20, 4662.15, 4662.10, 4662.05, 4662.00, 4661.95, 4661.90, 4661.85, 4661.80, 4661.75, 4661.70, 4661.65, 4661.60, 4661.55, 4661.50, 4661.45, 4661.40, 4661.35, 4661.30, 4661.25, 4661.20, 4661.15, 4661.10, 4661.05, 466



# CURRENT SCOPE > GEOTECH (TASK 4)

Table 6-1. Summary of Bedrock and Groundwater Conditions

| Boring | Total Depth of Exploration (feet) | Approx. Depth to Top of Bedrock <sup>1</sup> (feet) | Approx. Groundwater Depth <sup>1, 2</sup> (feet) |
|--------|-----------------------------------|-----------------------------------------------------|--------------------------------------------------|
| B-1    | 29.25                             | 23.5                                                | 13.5                                             |
| B-2    | 34.25                             | 26                                                  | 14                                               |
| B-3    | 34.1                              | 26.5                                                | 13                                               |
| B-4    | 36.25                             | 26                                                  | 14                                               |
| B-5    | 34.25                             | 24                                                  | 14                                               |
| B-6    | 37.25                             | 27                                                  | 14                                               |
| PF-1   | 22.5                              | Not Encountered                                     | 17                                               |
| PF-2   | 37.1                              | 27                                                  | 14                                               |



# CURRENT SCOPE > GEOTECH (TASK 4)

- ✓ PF-1, PF-2 & B-6 were tested
- ✓ Goal of Environmental testing was to give cost effective preview of site conditions without triggering NEPA
- ✓ Sample results were not too concerning or unusual
- ✓ Limited data that does not seem to indicate significant concerns for future construction ramifications
- ✓ Samples at this stage are not used to make final conclusions about entire sitewide conditions



# **CURRENT SCOPE** > PHASE II DESIGN DEVELOPMENT (TASK 6)

- ✓ Provide more views to Pike's Peak (and other views of the Front Range) through massing adjustments.
- ✓ Maximize opportunities for parking and efficiency of the garage.
- ✓ Expand potential program to include additional spaces such as community spaces, exhibition, entertainment, retail, and restaurants.
- ✓ De-couple the station and garage components to better allow for County and City coordination on individual projects.



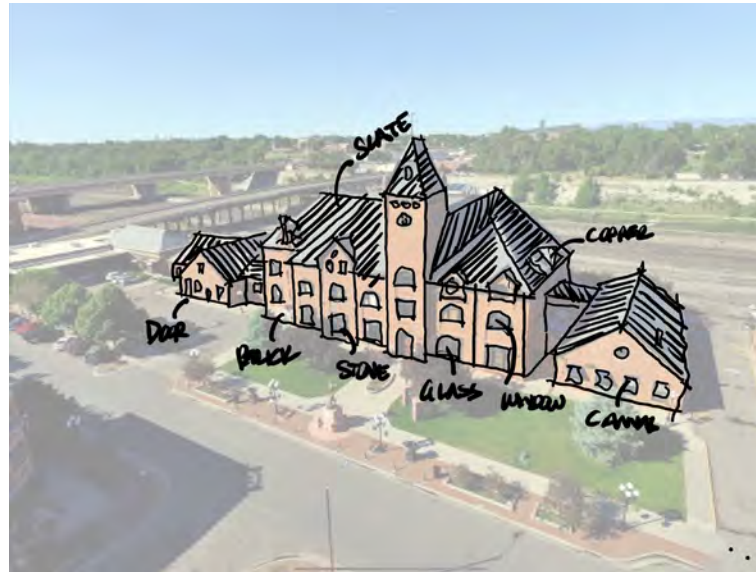
# PHASE II > MASSING AND PROGRAMMING

## Massing + Programming



You  
are  
here!

## Materials + Fenestration



## Architecture + Details



# PHASE II - EXISTING SITE

OLD RAILCARS

CUL-DE-SAC

GRAVEL LOT

UNION DEPOT  
PARKING

BOILER  
ROOM

UNION DEPOT

HERITAGE MUSEUM



# PHASE II – PER PLAN

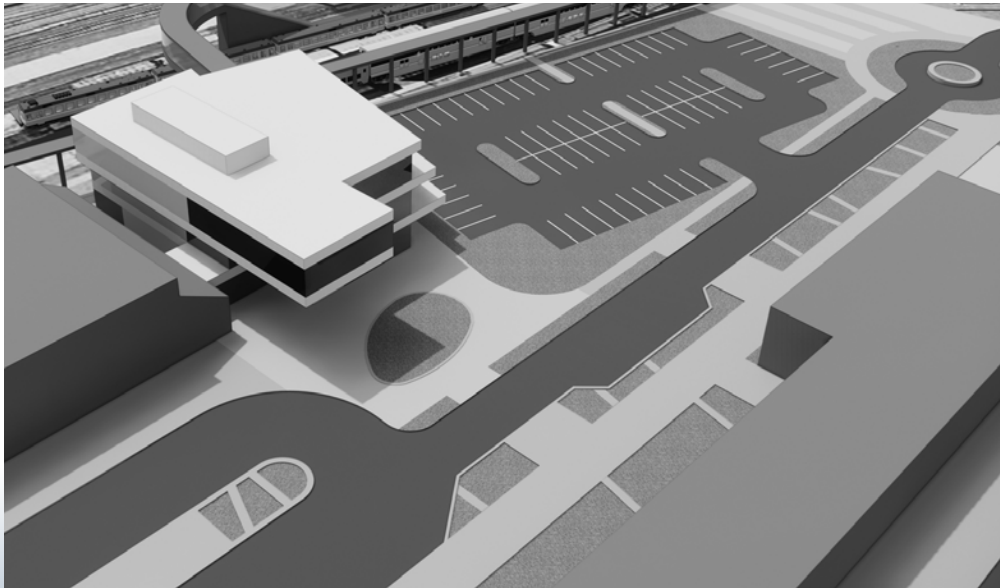
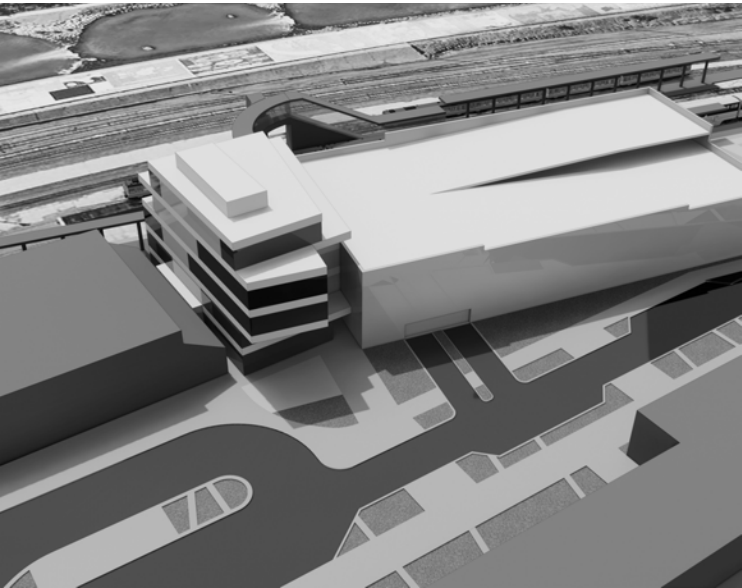




# PHASE II - OPTIONS



## 5 DIFFERENT OPTIONS



# PHASE II > REFINED OPTIONS

- All options provide:
  - Flexibility for independent station and garage development
  - Expanded views of Pikes Peak and Front Range
  - Direct ground-level access to Amtrak Platforms
  - Space for community programming / exterior public plazas
  - All range between 27-30K Square feet in size
  - All maintain critical bridge connection to FRPR
- Option A:
  - Tallest height station with largest footprint
  - Traditional station with pedestrian only bridge to FRPR
  - Addresses parking needs for passenger rail and the district
  - Optional connection between station and garage
- Option B:
  - Medium height station with most modest footprint
  - Unique Station with expanded views with pedestrian bridge included as part of the station footprint
  - Addresses parking needs for passenger rail and the district
  - Optional connection between station and garage
- Option C:
  - Shortest height and widest footprint
  - Traditional Station with surface parking only
  - Addresses parking needs for passenger rail and Union Depot only



# PHASE II - PREFERRED OPTION



# PHASE II - PREFERRED OPTION

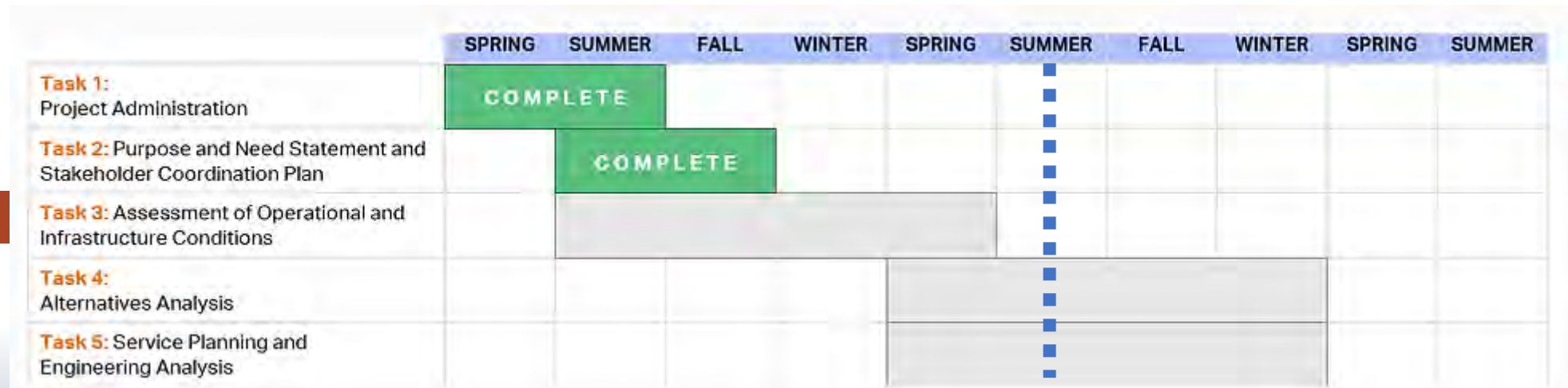


# SCHEDULE UPDATE



## SCHEDULE UPDATE > NEXT STEPS

- ✓ Coordination of Pueblo design timeline tied to **CDOT CRISI '19 project**
  - Pueblo County financially contributed to support the study, focus on **Amtrak Thru Car Service** connecting La Junta to Pueblo to Colorado Springs
  - Monthly coordination meetings to provide status updates between projects
- ✓ Coordination with **CDOT CRISI '20 Project**
  - Pueblo County financially contributed to support the study, focus on **Front Range Passenger Rail Service** between Fort Collins and Pueblo
- ✓ Pueblo Station **10% Preliminary Design & Engineering** to commence with preliminary CRISI '19 findings





# Q & A





# THANK YOU!

