

APPENDIX A

Figures of Preferred Alternative and Phase 1

Figures of the Preferred Alternative

EXHIBIT A-1

Modified I-25 Alternative (Preferred Alternative)

I-25 Roadway Features

Six lanes (three in each direction) just north of 29th Street to Indiana Avenue
 Standard shoulders and acceleration/deceleration lanes

- 1 Straighten I-25 through downtown
- 2 Relocate I-25 to the east between Abriendo Avenue to Indiana Avenue to eliminate relocation of the Union Pacific Railroad

Interchange Features

- 3 Diamond interchange at US 50B with one-way frontage roads to 29th Street
- 4 Split-diamond interchange between 13th Street and 1st Street with one-way frontage roads between ramps; additional southbound and northbound exit ramps near 6th Street
- 5 Split-diamond interchange between Abriendo and Northern Avenues with one-way frontage roads connecting the ramps
- 6 Single-point diamond interchange at Indiana Avenue
- 7 Partial cloverleaf interchange at Pueblo Boulevard

Network Features

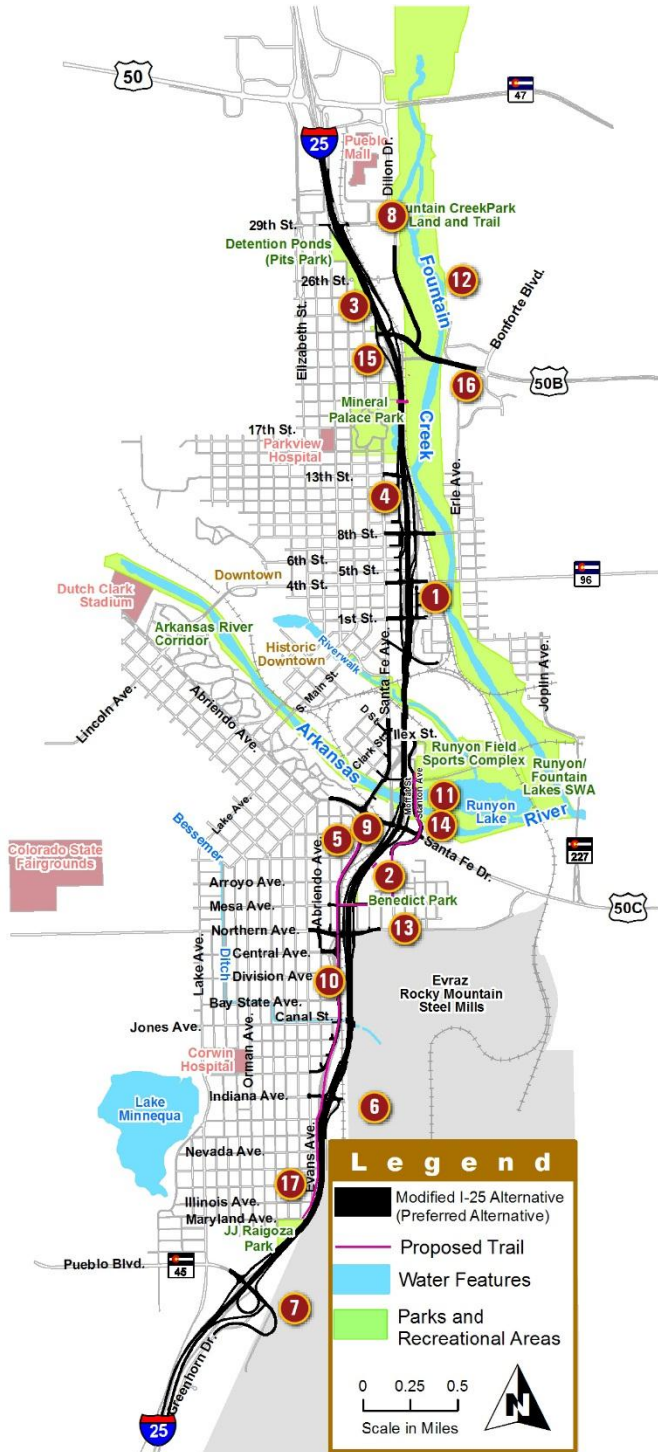
- 8 Extend Dillon Drive south from 26th Street to US 50B
- 9 Connect Abriendo Avenue and Santa Fe Drive (US 50C)
- 10 Extend Santa Fe Avenue from Ilex Street to Minnequa Avenue
- 11 Rebuild Stanton Avenue south over the Arkansas River, intersect with Santa Fe Drive and connect to Santa Fe Avenue

Bicycle and Pedestrian Features

- 12 Build sidewalks along Dillon Drive extension and US 50B bridge
- 13 Expand sidewalks on the Mesa Avenue overpass to connect Benedict Park to the west side of I-25
- 14 Build sidewalks along Stanton Avenue to connect to the HARP trail and Benedict Park
- 15 Build trail from just north of US 50B bridge to Mineral Palace Park
- 16 Construct a bike/pedestrian bridge between Mineral Palace Park and the Fountain Creek trail
- 17 Build trail between Runyon Field and J.J. Raigoza park

Other Features

Accommodates Circulator Bus System
 Transportation Systems Management (TSM)
 Travel Demand Management (TDM) (By Others)
 Intelligent Transportation Systems (ITS)



*Detailed maps of the Modified I-25 Alternative are available in Appendix E of the FEIS.

EXHIBIT A-2

Detailed Map of the Modified I-25 Alternative (Preferred Alternative) – Milepost 101 to 15th Street

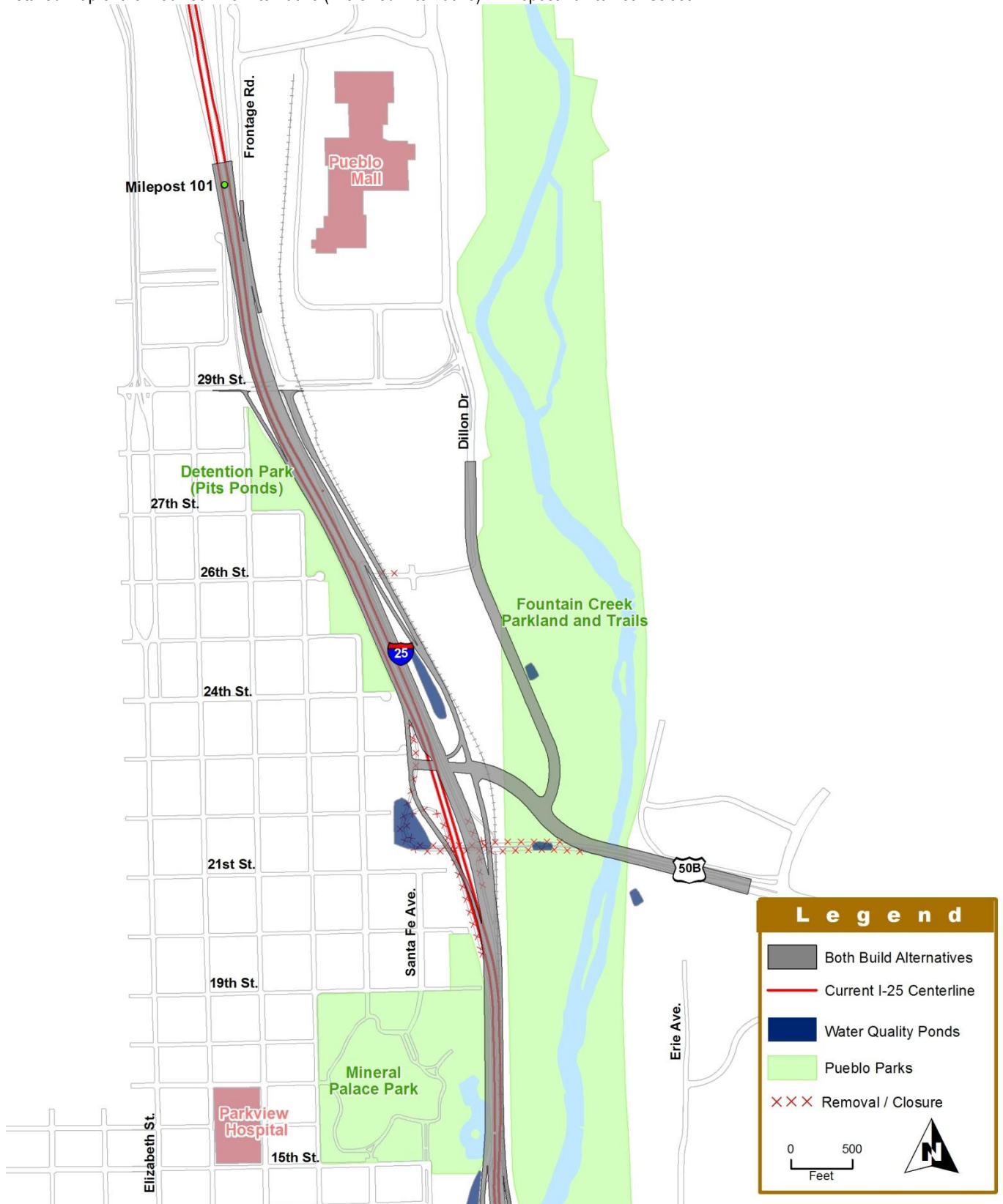


EXHIBIT A-3
 Detailed Map of Modified I-25 Alternative (Preferred Alternative) – US 50B to Kelly Avenue

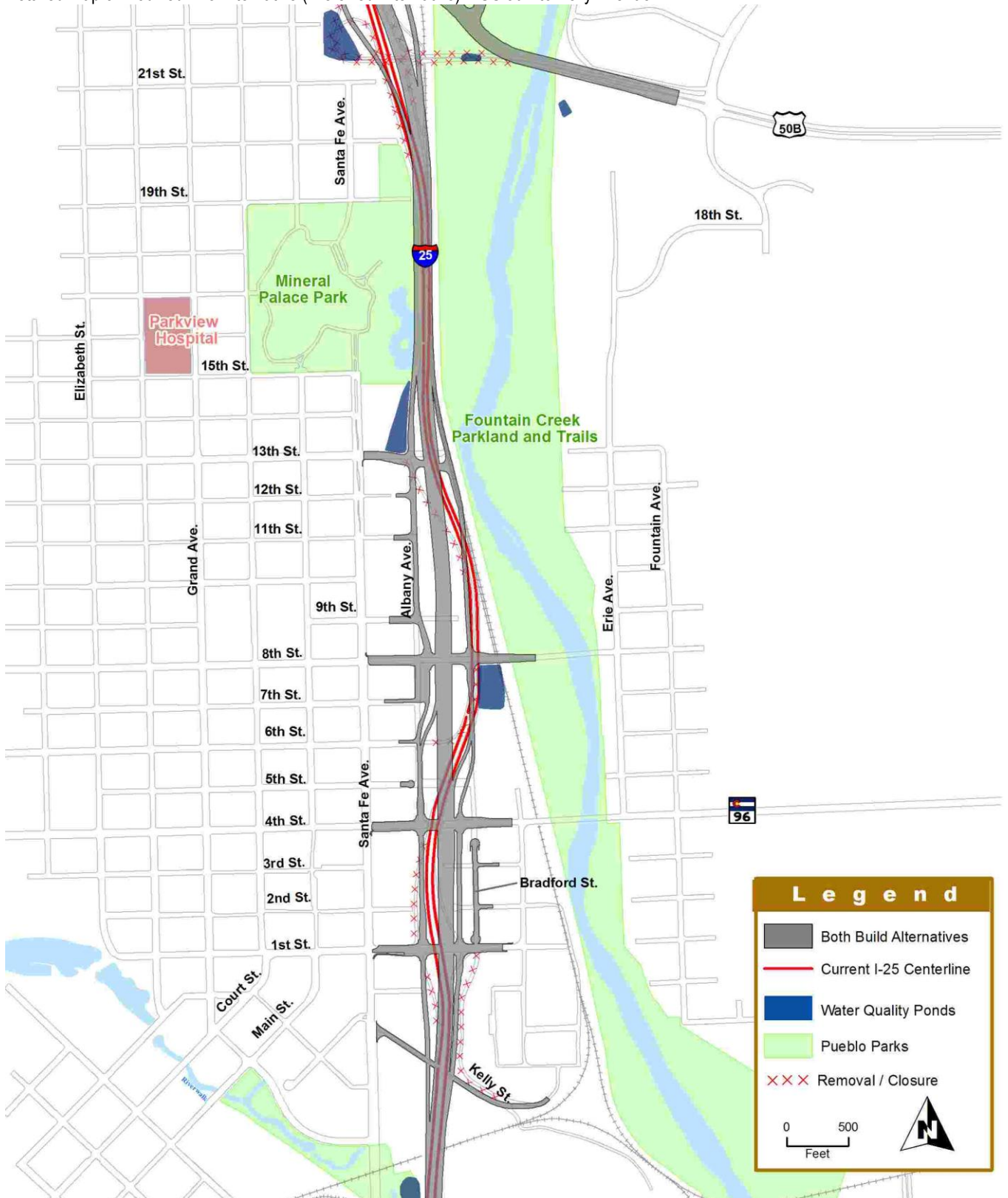


EXHIBIT A-4

Detailed Map of the Modified I-25 Alternative (Preferred Alternative) – Kelly Avenue to Jones Avenue



EXHIBIT A-5

Detailed Map of the Modified I-25 Alternative (Preferred Alternative) – Jones Avenue to Milepost 94



EXHIBIT A-6
Preferred Alternative Project Phasing

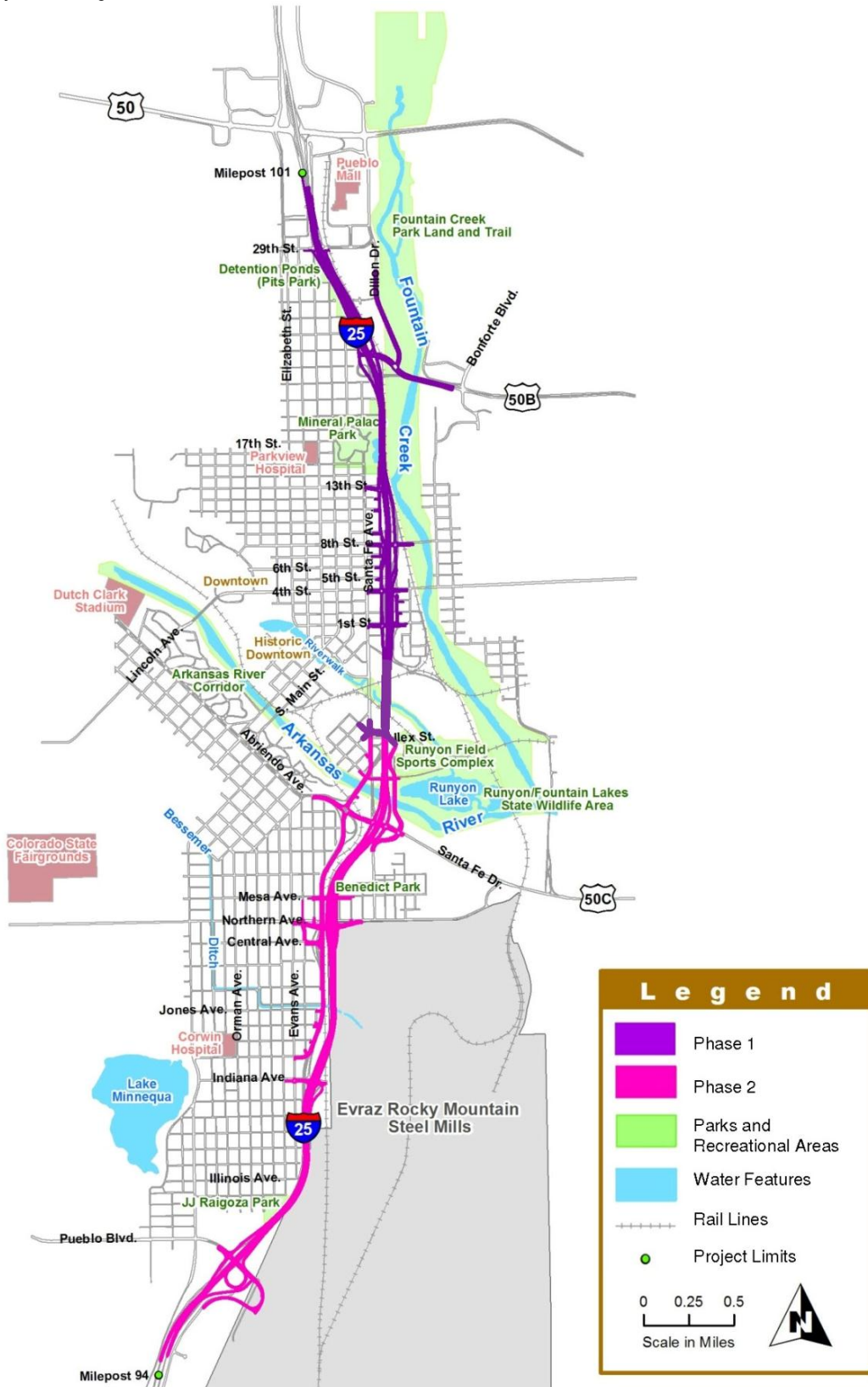


Figure of Phase 1 of the Preferred Alternative

EXHIBIT A-7
Five Projects Proposed for Phase 1 of the Preferred Alternative

