

Right-of-Way and Relocation Technical Memorandum

New Pueblo Freeway

CDOT Project No. IM 0251-165

Project Control No. 12831

Colorado Department of Transportation

May 2010

In some cases, information in this Environmental Technical Report may have been refined or updated as preparation of the DEIS advanced. In such cases, the information and conclusions presented in the DEIS supersede all previous background material included in this Technical Report.

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Project Description

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is preparing an Environmental Impact Statement (EIS) for the New Pueblo Freeway project, a proposal to improve a 7-mile segment of Interstate 25 (I-25) through Pueblo, Colorado. Improvements are necessary to address an outdated roadway and bridges with inadequate geometrics, safety issues, and existing and future traffic demand.

Alternatives under consideration include taking no action (No Action Alternative), reconstruction of the interstate on essentially the existing alignment (Existing I-25 Alternative), and reconstruction of the interstate on existing and new alignments (Modified I-25 Alternative). The alternatives are further described as follows:

- **No Action Alternative** - This alternative provides only for minor improvements, repairs, and other maintenance actions. The existing four-lane highway will otherwise remain unchanged.
- **Existing I-25 Alternative** - This alternative consists of reconstructing I-25 to six lanes on essentially the same location, reconfiguring and eliminating access points to the interstate to improve safety, and providing other improvements to the local street system to enhance system connectivity and traffic movement near the interstate.
- **Modified I-25 Alternative** - This alternative consists of rebuilding I-25 to six lanes and providing the other improvements included in the Existing Alternative, except the alignment would be shifted to accommodate different interchange configurations.

Transportation Management strategies and design variations of grade and alignment are incorporated into the build alternatives.

Summary

The following description and quantities are based on the analysis performed in December 2004 for the proposed alignments and features and updates conducted in May 2010.

The two build alternatives may result in relatively similar characteristics of potential acquisition of right-of-way, as shown in Exhibit 1 (full acquisitions) and Exhibit 2 (partial acquisitions). The Existing I-25 Alternative may result in full acquisition of 219 parcels, partial acquisition of 54 parcels, and the displacement of 59 business operations. The Modified I-25 Alternative may result in full acquisition of 246 parcels, partial acquisition of 63 parcels, and the displacement of 65 businesses.

The two alternatives share identical alignments through a majority of the corridor. Between Ilex Street and Nevada Avenue, the I-25 alternatives follow separate alignments that result in different of right-of-way impacts. In this segment, the Existing I-25 Alternative may require more right-of-ways from commercial and vacant properties, while the Modified I-25 Alternative may require more right-of-ways from residential properties.

EXHIBIT 1
Number of Properties Fully Acquired

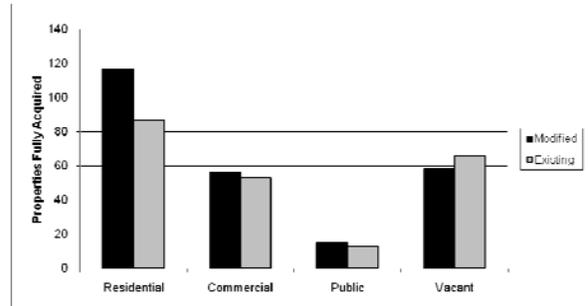
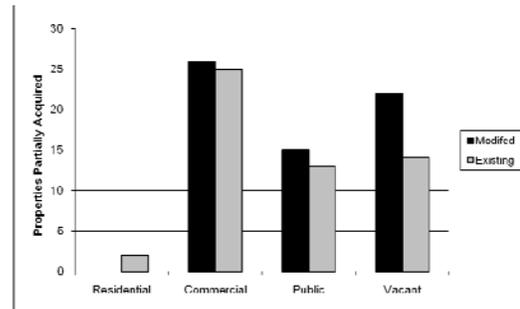


EXHIBIT 2
Number of Properties Partially Acquired



Methods and Assumptions

This analysis identifies the property acquisitions and displacements needed for the two proposed build alternatives. Property must be acquired to reconstruct the interstate, reconstruct interchanges, realign local roadways, and construct other non-roadway infrastructure required by the project. Properties are identified as full acquisitions if their major improvements (for example, commercial building or residence) are affected by either of the proposed build alternatives, even if the remainder of the property is not affected. Properties also are identified for full acquisition if access could not be provided after an alternative is constructed. These calculations are subject to revision during future design efforts.

The impact analysis is based on the limits of construction estimated for each alternative overlaid on aerial maps and parcel boundaries as provided by the Pueblo County Assessor, City of Pueblo, and others. The analysis identifies parcels to be acquired in full and in part; a difference usually apparent by the proportion of the parcel affected and by the location of improvements on a parcel. A reasonable effort was made to minimize right-of-way acquisition, although design features were not advanced substantially just to avoid impacts.

Business displacements are estimated by identifying businesses that occupy parcels that may be fully acquired, including acquisitions made because of impacts to major improvements. The number of displacements does not include in-home businesses not identified as commercial properties by the Assessor's office or residential income properties.

The impact analysis compares the number of residential, commercial, and publicly owned properties potentially affected by each build alternative. The analysis also examines the needs of displaced parties or businesses, with an emphasis on finding equivalent housing stock or commercial space.

The right-of-way requirements described in this document do include footprints for stormwater detention facilities as required in MS4 regulations but do not include construction staging areas. It is likely and assumed that areas of excess right-of-way would be utilized for construction staging.

A right-of-way atlas and property key accompany this document. The atlas identifies parcels by numbers that are linked to the key. These parcel numbers were assigned by CH2M HILL for document reference only; they are not numbers assigned by the Assessor of Pueblo County.

Existing Conditions and Data Collection

The I-25 corridor traverses the City of Pueblo from north to south. The width of CDOT's right-of-way, much of which was acquired in the 1950s to accommodate the design standards of the time, varies widely in the corridor. Subsequent highway improvements and safety projects have provided additional right-of-way width in some areas to accommodate roadway and interchange reconstruction. The right-of-way previously acquired does not preclude the possibility of future expansion.

Land uses along I-25 are a mixture of undeveloped land and industrial, residential, and commercial activities, including businesses, such as motels, gas stations, convenience stores, and restaurants, serving the needs of the traveling public.

Mixed land uses line both sides of I-25 on the north end of the corridor from 29th Street (Exit 100B) to Ilex Street (Exit 98A). Residential neighborhoods are intermixed with Pitts Park (a dual-use stormwater detention facility and soccer fields) and scattered retail/commercial businesses on the west side of the interstate from 29th to 19th Streets. Mineral Palace Park, an important and historic city park, is located between 19th and 15th Streets. Downtown Pueblo, the city's central business district, is west of the highway from 13th to 1st Streets; the YMCA and auto dealerships sit between 8th and 6th Streets.

"Big box" commercial and retail businesses, including the Pueblo Mall, dominate land use on the east side of I-25 south of 29th Street to United States Highway 50B (US 50B) (Exit 100A). From US 50B to 5th Street the east side of I-25 is bounded by the Fountain Creek floodplain and city-owned open space. The north end of the Goat Hill neighborhood runs from 4th Street south to 1st Street, and commercial/retail businesses dominate land use along 4th Street.

The central portion of the corridor, from Ilex Street to Nevada Avenue (two blocks south of Exit 96), is largely residential west of the interstate and mixed use on the east side. Scattered

commercial businesses, including auto repair/supply stores and a truck stop, are situated adjacent to I-25 at the Ilex interchange and on both banks of the Arkansas River. Land uses on the east side and north of the river include two neighborhoods that bracket the Runyon Lake State Wildlife Area and railyards/industrial properties; residential properties are found south of the Arkansas.

Santa Fe Avenue bisects this central portion of the corridor. The street is a main north-south arterial and is lined on both sides through this segment by commercial and industrial businesses, vacant commercial properties, and a handful of secluded residences near its intersection with Santa Fe Drive.

The south end of the corridor, from Nevada Avenue to Pueblo Boulevard (Exit 94), is predominately residential west of the interstate and industrial east of the interstate. The Pueblo Boulevard interchange is bounded on the southwest and southeast by commercial businesses and on the northwest and northeast by vacant land.

Railroad tracks belonging to the Union Pacific Railroad traverse Pueblo and are generally aligned with the I-25 corridor. The tracks are on the east side of and parallel to the interstate from 29th Street to 8th Street, and from Abriendo Avenue (Exit 97) to Illinois Avenue (Exit 95). In the northern segment, from north of 29th Street to 1st Street, the Union Pacific tracks are parallel to and between the interstate and Fountain Creek. In the central segment, between 1st Street and the Arkansas River, the interstate crosses over the eastern end of the Pueblo rail yard.

Impacts

No Build Alternative

The No-Build Alternative would not require right-of-way acquisition or displacements on the I-25 corridor within the study area.

Existing I-25 Alternative

The Existing I-25 Alternative may require full acquisition of 219 parcels (totaling 74 acres) and partial acquisition of another 54 parcels (totaling 79 acres), as shown in Exhibits 1, 2, and 3. This alternative may require displacement of 59 commercial businesses. Business displacements involve moving a business operation to a new location and are not the same as acquiring commercial property. For example, if a commercial building with five business tenants is to be acquired, this would be reported as acquiring one commercial property and relocating five businesses. Acquiring a vacant property that is zoned commercial would be reported as acquiring one commercial property and no displacements.

EXHIBIT 3

Potential Right of Way Acquisitions for the Existing I-25 Alternative

Property Type	Full Acquisition		Partial Acquisition	
	Parcels	Acres	Parcels	Acres
Residential	87	9	2	<1
Commercial ^{1,2}	53	32	25	36

EXHIBIT 3

Potential Right of Way Acquisitions for the Existing I-25 Alternative

Property Type	Full Acquisition		Partial Acquisition	
	Parcels	Acres	Parcels	Acres
Public ²	13	6	13	6
Vacant	66	27	14	37
TOTAL	219	74	54	79

Note: The numbers of parcels and acres are estimates; final acquisitions and parcel sizes have not been determined.

¹ Includes commercial, industrial, utility, railroad and other privately owned non-residential properties.

² Includes fragments of parcels owned by the City of Pueblo and Union Pacific Railroad. These fragments are counted as one parcel and the number of acres affected.

Full Acquisitions. In the north end of the corridor, from 29th Street (Exit 100B) to Ilex Street (Exit 98A), full commercial acquisitions may include one new and one used auto dealership, an auto rental business, an auto/truck repair shop, an auto supply store, a business supply distributor, a floor covering store, a food store, a retail furniture store, a retail general merchandise store, a motel/lounge, a radio station, a restaurant, a sign company, a retail sporting goods store, a retail telecommunications store, a truck stop, a towing business, a veterinary facility, and numerous vacant properties.

The YMCA was considered a commercial property and business displacement for purposes of this analysis and as of May 2010 the YMCA voluntarily relocated to another location and this parcel was acquired by CDOT. Another semi-public property considered a business in the north end of the corridor that may be fully acquired is the American Legion Hall (G.I. Forum).

To accomplish the restoration plan proposed for Mineral Palace Park (described in Technical Memoranda on Parks and Recreation, Cultural Resources, and Section 4(f) Resources), the City may acquire several parcels that will be incorporated into the Park. These include full acquisition of eight parcels on which four used car dealers operate.

In the central portion of the corridor – where the two alternatives differ – from Ilex Street to Nevada Avenue (two blocks south of Exit 96), the Existing I-25 Alternative generally follows the present I-25 corridor. Full commercial acquisitions with this alternative may include a used car dealer/service garage, an auto parts store, a bottling company, a catering business, a construction company, two convenience stores, an equipment rental store, a discount general merchandise store, a floor covering store, a liquor store, a manufacturing company, a natural gas substation, two restaurants (one serves take-out only), a sheet metal fabricator, three taverns, two unmarked general-purpose commercial buildings, and numerous vacant properties. Two commercial properties with multiple tenants also may be fully acquired. One building has four storefronts, two of which are vacant and two of which are occupied by a retail game store and a construction contractor. The other building has six tenants including a private ambulance service, a business supply wholesaler, a construction contractor, a food store, a hair salon, and a martial arts studio.

Several publicly owned properties in the central portion of the corridor may be fully acquired, all of which are vacant. These include two parcels owned by the county, one

parcel owned by the city, one vacant parcel owned by a historical society, and one owned by a religious organization.

In the south end of the corridor, from Nevada Avenue to Pueblo Boulevard (Exit 94), full commercial acquisitions may include an auto salvage yard, a garage door company, and numerous vacant properties.

Partial Acquisitions. In the north end of the corridor, from 29th Street to Ilex Street, partial commercial acquisitions may include a used auto dealership, a concrete company, an electrical contractor, an electrical distributor, a metal fabricator, a railroad property, two restaurants, a retail food store, a motel, a retail paint store, a truck stop, and a number of vacant parcels.

Several publicly owned properties in the north end of the corridor may be partially acquired, including portions of city-street right of way and four vacant parcels owned the city, including a portion of Mineral Palace Park (described in Technical Memoranda on Parks and Recreation, Cultural Resources, and Section 4(f) Resources).

In the central portion of the corridor, from Ilex Street to Nevada Avenue, partial commercial acquisitions may include a bottling company, a metal fabricator, a railroad property, a steel mill, a storage yard, and several vacant properties.

Several publicly owned properties in the central portion of the corridor may be partially acquired, including city street right-of-way and Benedict Park, and several vacant parcels owned by a conservation district (described in Technical Memoranda on Parks and Recreation, Cultural Resources, and Section 4(f) Resources).

In the south end of the corridor, from Nevada Avenue to Pueblo Boulevard, partial commercial acquisitions may include an auto salvage yard, a landscaping and lawn care company, a railroad track manufacturer, a fast food restaurant, the steel mill, and numerous vacant properties.

Several publicly owned properties in the south end of the corridor may be partially acquired, including city street right-of-way owned by the City.

Business Displacements. Under the Existing I-25 Alternative, 59 businesses may be displaced. These firms occupy properties to be acquired, as tenants or owners, and are calculated independently of the list of full and partial acquisitions above. These include the businesses listed in Exhibit 4.

EXHIBIT 4

Business Displacements from the Existing I-25 Alternative

Auto sales (6)	Medical service (1)	Sign company (1)
Auto salvage (1)	Metals recycling/fabrication (2)	Tavern (2)
Auto/truck repair/service (5)	Motel/lounge (3)	Telecommunications retailer (1)
Construction/Contractor (5)	Personal services (2)	Unknown (2)
Convenience store (2)	Private club (1)	Veterinary clinic (1)
Equipment rentals (1)	Radio station (1)	Wholesale merchandiser (1)
Fitness center (1)	Restaurant/caterer (4)	YMCA (Acquired by CDOT)
Food and beverage distributor (3)	Retail liquor (1)	
Landscaping (1)	Retail merchandiser (10)	

Modified I-25 Alternative

The Modified I-25 Alternative may require full acquisition of 246 parcels totaling 84 acres, and partial acquisition of another 63 parcels (totaling 94 acres), as shown in Exhibits 1, 2, and 5. This alternative also may require relocating 65 commercial businesses. Business displacements involve moving a business operation to a new location, and are not the same as acquiring commercial property. For example, if a one commercial building with five business tenants may be acquired, this would be reported as acquiring one commercial property and relocating five businesses. For a second example, acquiring a vacant property that is zoned commercial would be reported as acquiring one commercial property and no displacements.

EXHIBIT 5

Potential Right of Way Acquisitions for the Modified I-25 Alternative

Property Type	Full Acquisition		Partial Acquisition	
	Parcels	Acres	Parcels	Acres
Residential	117	14	0	0
Commercial ¹	56	34	26	46
Public	15	9	15	6
Vacant	58	27	22	42
TOTAL	246	84	63	94

Note: The numbers of parcels and acres are estimates; final acquisitions and parcel sizes have not been determined.

¹ Includes commercial, industrial, utility, railroad and other privately owned non-residential properties.

Full Acquisitions. In the north end of the corridor, from 29th Street (Exit 100B) to Ilex Street (Exit 98A), full acquisitions will be the same as those described for the Existing I-25 Alternative.

In the central portion of the corridor – where the two alternatives differ – from Ilex Street to Nevada Avenue (two blocks south of Exit 96), the Modified I-25 Alternative is located east of the present I-25 corridor. Full commercial acquisitions with this alternative may include a used car dealer/service garage, a bottling company, a business services store, a construction company, a dental laboratory, an equipment rental store, a fence company, a floor covering store, a retail leather store, a monument (grave memorial) company, a natural gas substation, restaurant, three taverns, and two unmarked general-purpose commercial buildings. Two commercial properties with multiple tenants also may be fully acquired. One building has four storefronts, two of which are vacant and two of which are occupied by a retail game store and a construction contractor. The other building has six tenants including a private ambulance service, a business supply wholesaler, a construction contractor, a food store, a hair salon, and a martial arts studio. Several vacant commercial properties also may be fully acquired.

Several publicly owned properties in the central portion of the corridor may be fully acquired. These include Benedict Park, one parcel owned by a water district, two vacant parcels owned by the county, and vacant parcels owned by the city.

In the south end of the corridor, from Nevada Avenue to Pueblo Boulevard (Exit 94), full acquisitions will be the same as those described for the Existing I-25 Alternative.

Partial Acquisitions. In the north end of the corridor, from 29th Street to Ilex Street, partial commercial acquisitions will be as described for the Existing I-25 Alternative.

In the central portion of the corridor, from Ilex Street to Nevada Avenue, partial commercial acquisitions may include an auto body repair shop, a bottling company, an electric supply store, an equipment rental store, an equipment storage facility, a paper distributor, railroad property, a sheet metal fabricator, the steel mill, a truck rental company, and several vacant commercial properties.

Several publicly owned properties in the central portion of the corridor may be partially acquired, including city-street right of way, one parcel owned by a religious organization, and eight vacant parcels owned by a conservation district.

In the south end of the corridor, from Nevada Avenue to Pueblo Boulevard, partial commercial acquisitions will be the same as described for the Existing I-25 Alternative.

Business Displacements. Under the Modified I-25 Alternative, 65 businesses may be displaced. These firms occupy properties to be acquired, as tenants or owners, and are calculated independent of the list of full and partial acquisitions above. These include the businesses listed in Exhibit 6.

EXHIBIT 6

Business Displacements from the Modified I-25 Alternative

Auto sales (6)	Medical service (2)	Sign company (1)
Auto salvage (1)	Metals recycling/fabrication (2)	Tavern (4)
Auto/truck repair/service (6)	Motel/lounge (3)	Telecommunications retailer (1)
Construction/Contractor (6)	Personal services (2)	Unknown (3)
Convenience store (1)	Private club (1)	Utility (1)
Equipment/auto rental (2)	Radio station (1)	Veterinary clinic (1)
Fitness center (1)	Restaurant/caterer (3)	Wholesale merchandiser (1)
Food and beverage distributor (3)	Retail liquor (1)	YMCA (Acquired by CDOT)
Landscaping (1)	Retail merchandiser (10)	