

Figure 10. Cumulative Corridor Costs

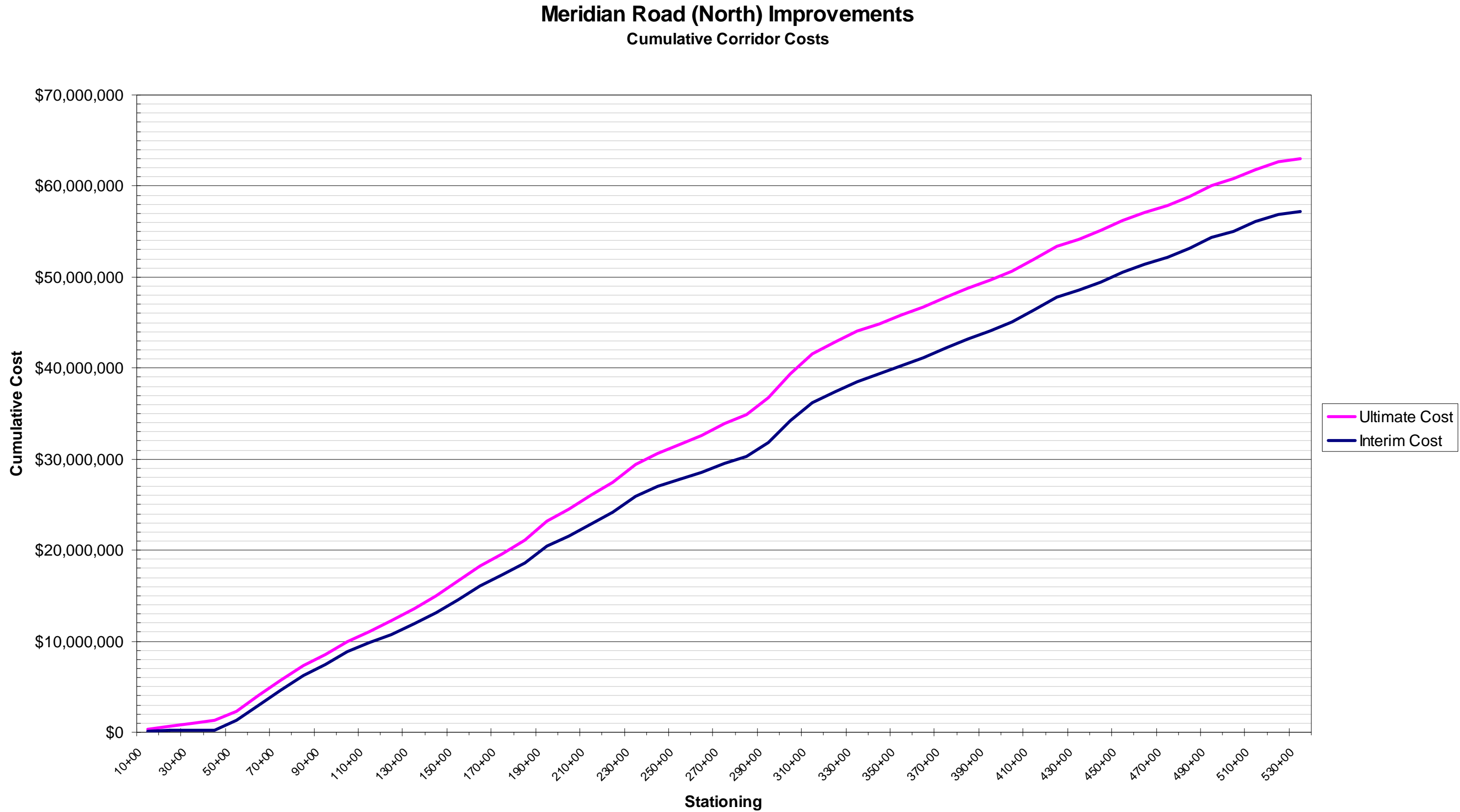


Figure 11. Minimum Cost Estimate

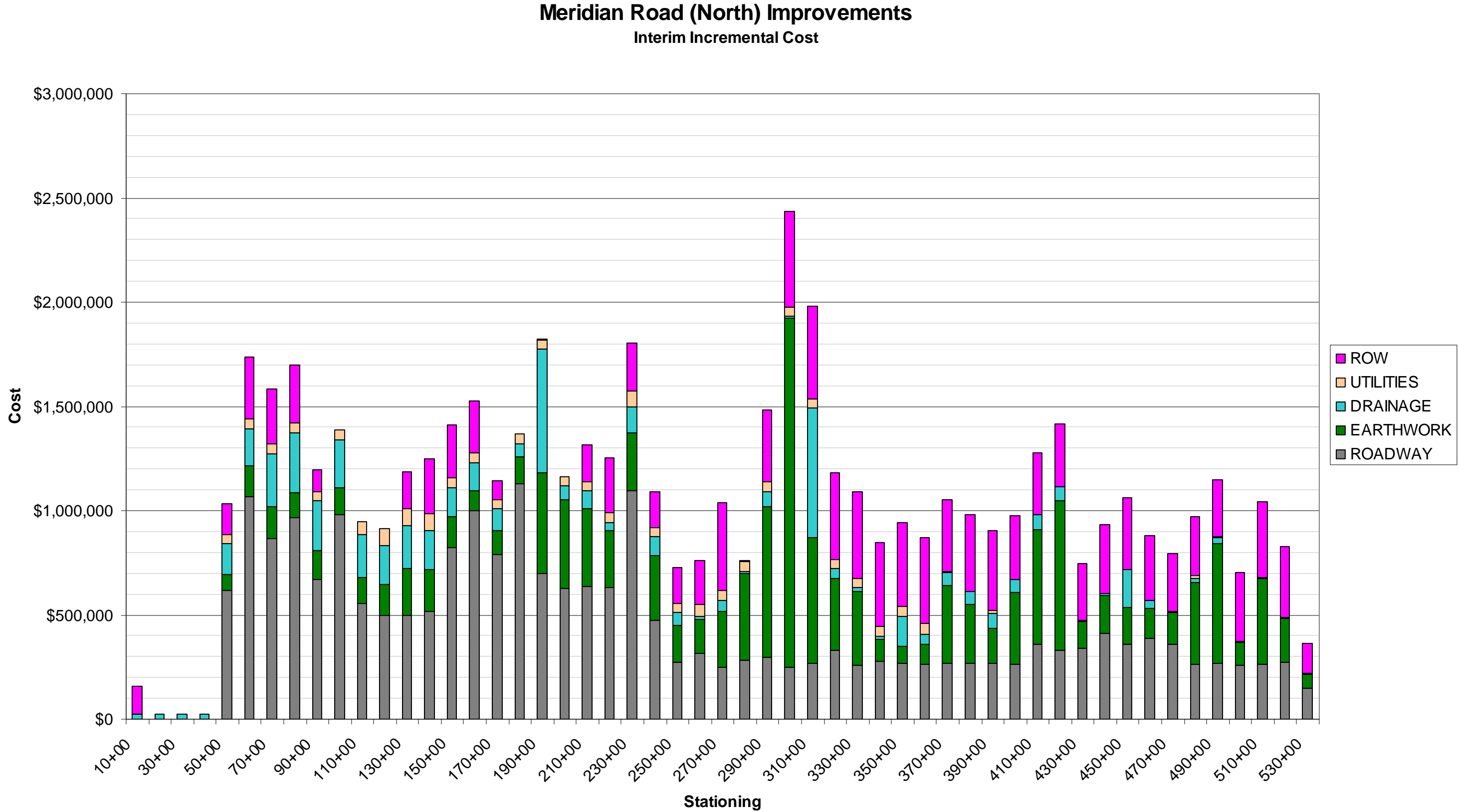
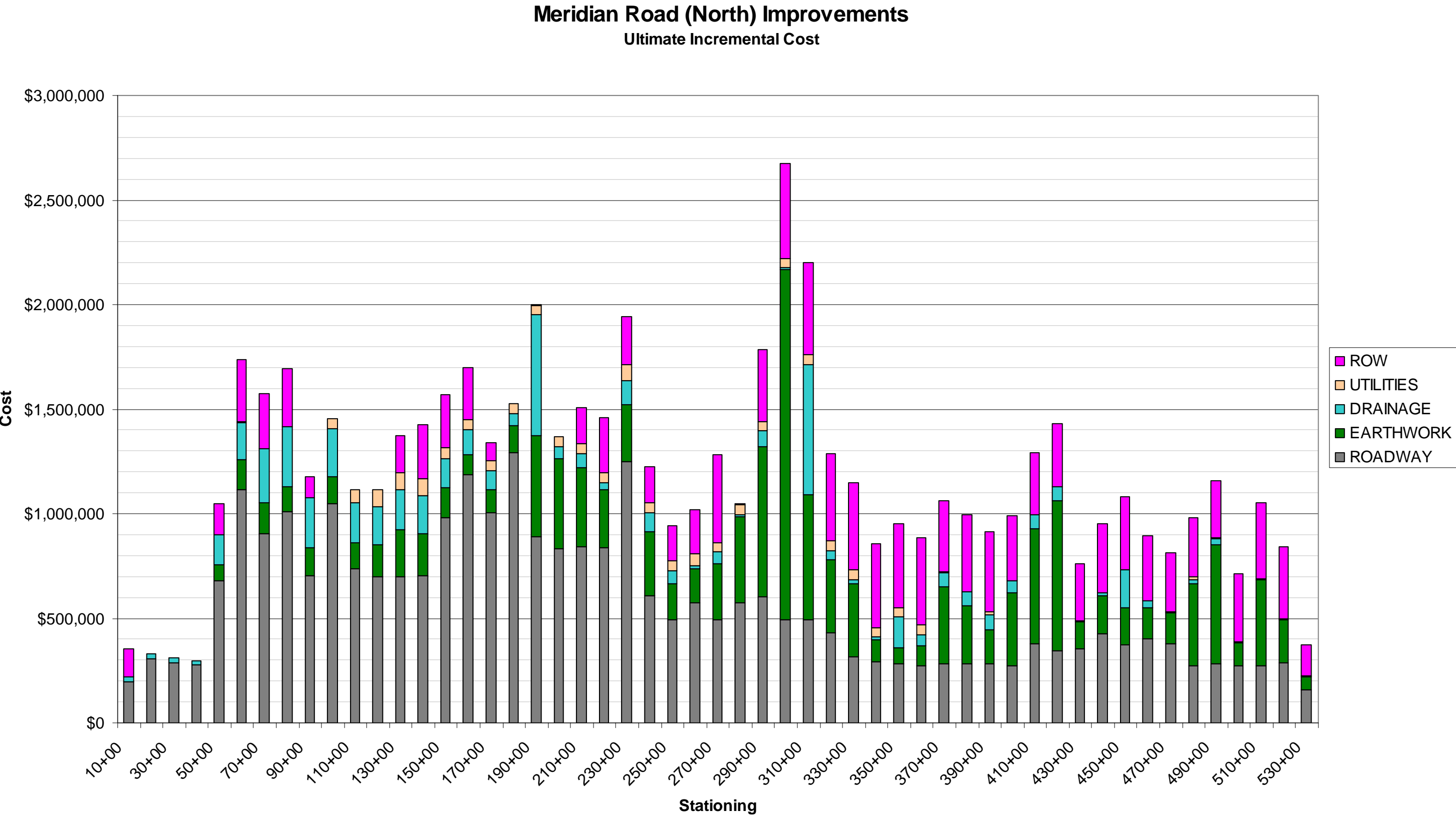


Figure 12. Maximum Cost Estimate



8.7 Recommended Road Section

The range of solutions was presented to County staff with several subsequent discussions to determine the best recommendation to provide needed roadway capacity and to promote corridor safety. The recommended road sections are the ultimate typical sections presented in Section 8.4 above. The recommended ultimate road section is the basis of the conceptual plan and profile presented in Figures 13-1 through 13-19.

To maximize the improvements with anticipated construction budgets and projected traffic volume increases, an interim is also recommended. The difference between the interim and ultimate road sections are discussed in detail in Section 8.4 and as shown in Figures 9-1 through 9-5. The interim sections are typically either the construction of the outside lanes shown in the ultimate section, or construction of only the northbound lanes and grading for the ultimate section.

The interim road section is the solution that provides for existing capacity needs and promotes corridor safety, while stretching construction dollars. As a result, the first few construction phases discussed in the Implementation Plan section are based on the interim road section.

In summary, the recommended road section is the ultimate road section. The interim typical sections will be used initially to maximize the benefits of the proposed corridor improvements.

8.8 Implementation Plan

Due to construction funding constraints, the proposed Meridian Road improvements will be phased as outlined in Table 31 below. The prioritized phasing is based the analysis of the technical data to include traffic volumes, crash history, pavement condition, right-of-way and easement needs, and estimated construction cost. The phases presented in the table are recommended to be constructed based on the phase number. The phasing table is also a tool to program future construction funding. Recognizing that construction funding may not be available to complete an entire phase, sub-phases are included.

Table 31. Proposed Construction Phasing for the Meridian Road Corridor

Phase	Proposed Improvement Location & Road Section ¹
1a	Woodmen Road to Woodmen Hills Drive (ultimate)
1b	Woodmen Hills Drive to Stapleton Drive (interim)
1c	Stapleton Drive to Rex Road (interim)
2	Woodmen Hills Drive to Stapleton Drive (ultimate)
3a	Rex to Ayer (ultimate)
3b	Ayer to Latigo (ultimate)
4	Northcliff to Hodgen Road (ultimate)
5	Latigo Boulevard to Northcliff (ultimate)
6 ²	Stapleton Drive to Rex Road (ultimate)
7 ²	US 24 to Woodmen Road (ultimate)

¹ Based on typical sections presented in Figures 9-1 through 9-5
² Improvements beyond 2035 design year

8.8.1. Other Construction Options

The initial round of construction funding is not anticipated to complete the Phase 1 improvements and potential long-term construction funding shortfalls are anticipated. Thus, modification to the interim projects must be considered to include limiting improvements between Woodmen Road and Woodmen Hills Drive to 4 lanes, either maintaining or providing an overlay section over existing pavement between Woodmen Road and Londonderry Drive, and postponing the inclusion of the raised median, curb & gutter, and sidewalk as part of the road section. Reducing the overall shoulder width or changing the shoulder surface material are other considerations when funding is limited. Eliminating these design features may require some analysis, particularly with postponing the raised median and curb & gutter, to understand the impacts to the project and adjacent properties.

Regardless of the design feature changes to the interim road section, the ultimate drainage and utility configuration must be accounted for in the design. The goal is to construct drainage features once with only minor modifications needed for retrofit to the ultimate road section. Likewise, utility relocations or conflict mitigation measures should account for the ultimate road section to reduce future coordination efforts and to incur costs one time.

The Phase 1 improvements will focus efforts between Woodmen Road and Rex Road. The initial construction funding is \$7 million and is not anticipated to cover Phase 1 improvements. The County desires to have a minimum of two northbound and southbound lanes to meet the intent of the planned PPRTA funding. In order to achieve the County’s goal, further design based on the ultimate road section is necessary.

Preliminary Engineering for the ultimate improvements between Woodmen Road and Rex Road is recommended in order to more accurately estimate construction costs for the ultimate and interim improvements. Preliminary Engineering will also provide an opportunity to determine drainage and utility

impacts for the ultimate condition and provides an opportunity to analyze the impacts of eliminating the curb & gutter.

The recommended first step to move forward with Phase 1 improvements is to complete Preliminary Engineering based on the ultimate road section. Interim design solutions should be analyzed and considered to determine the limits and scope of the project to be completed with initial construction funding.

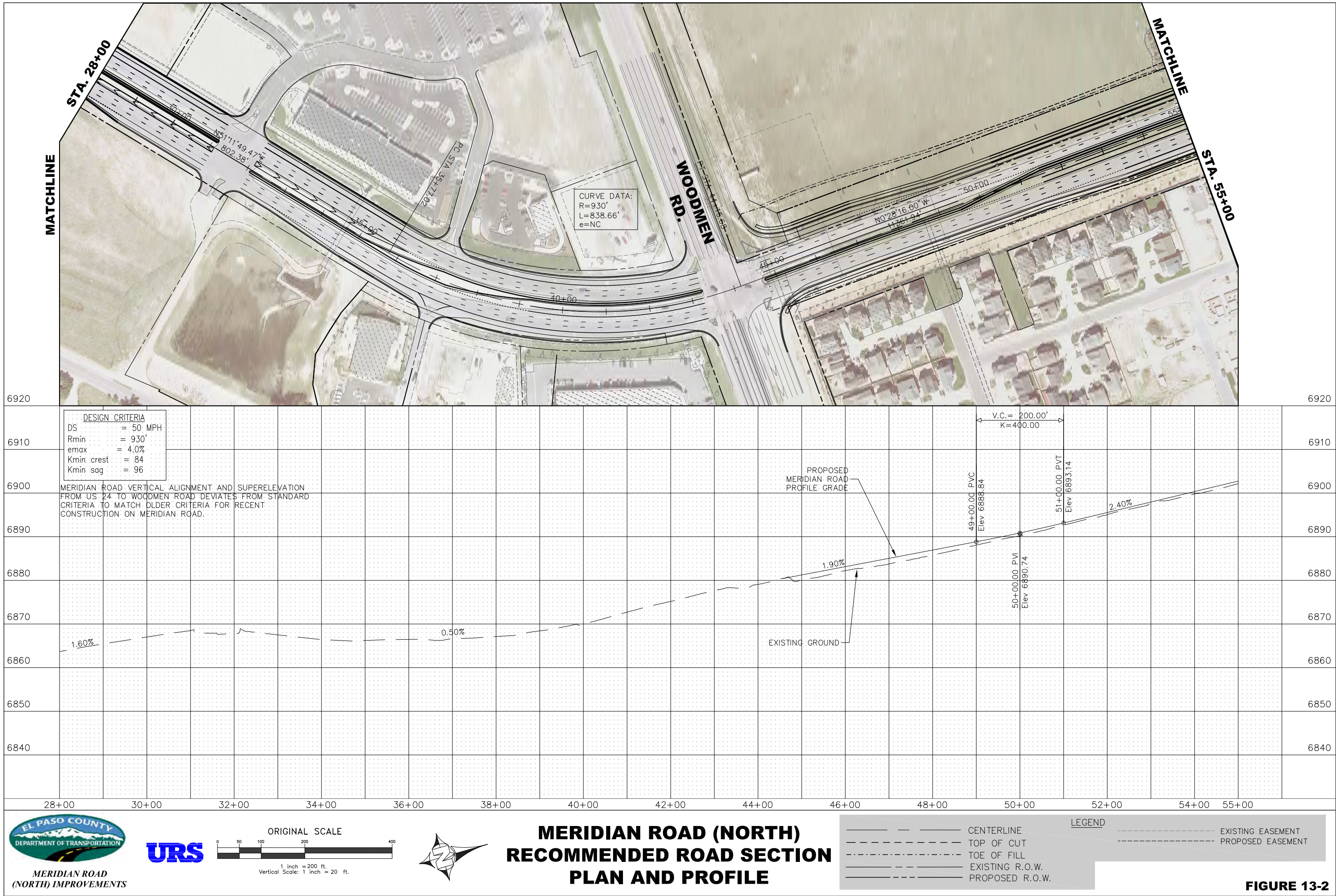
8.9 Conclusion

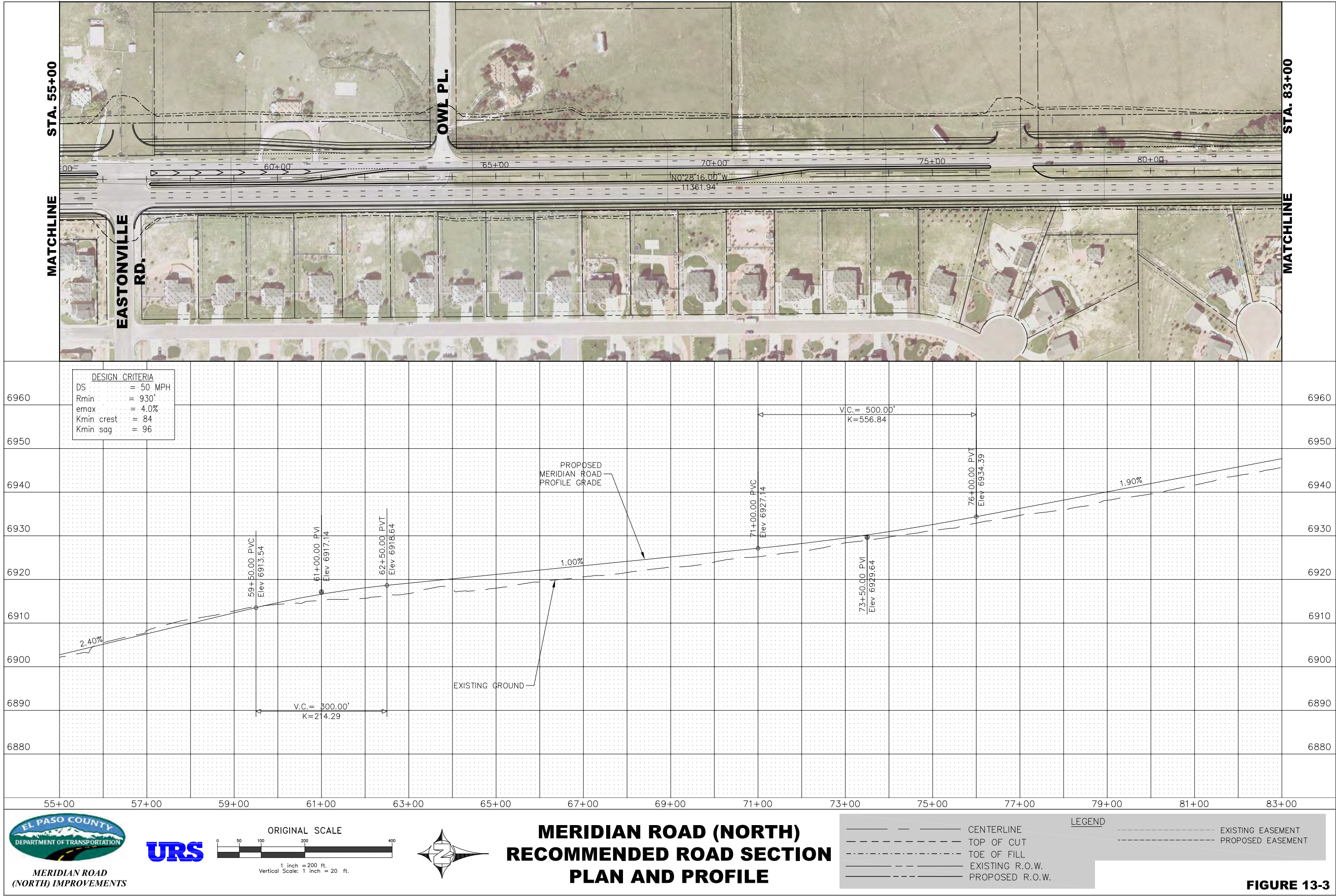
The Meridian Road Corridor plan consists of a range of solutions considering the ultimate road section in accordance with the MTCP classification and ECM design standards. The interim road section presented was based on existing traffic volumes and corridor needs. The range was analyzed based on technical data such as traffic volume, crash history, utility conflicts, environmental concerns, drainage and water quality needs, geotechnical and subsurface condition considerations, right-of-way and easement requirements, and project construction cost.

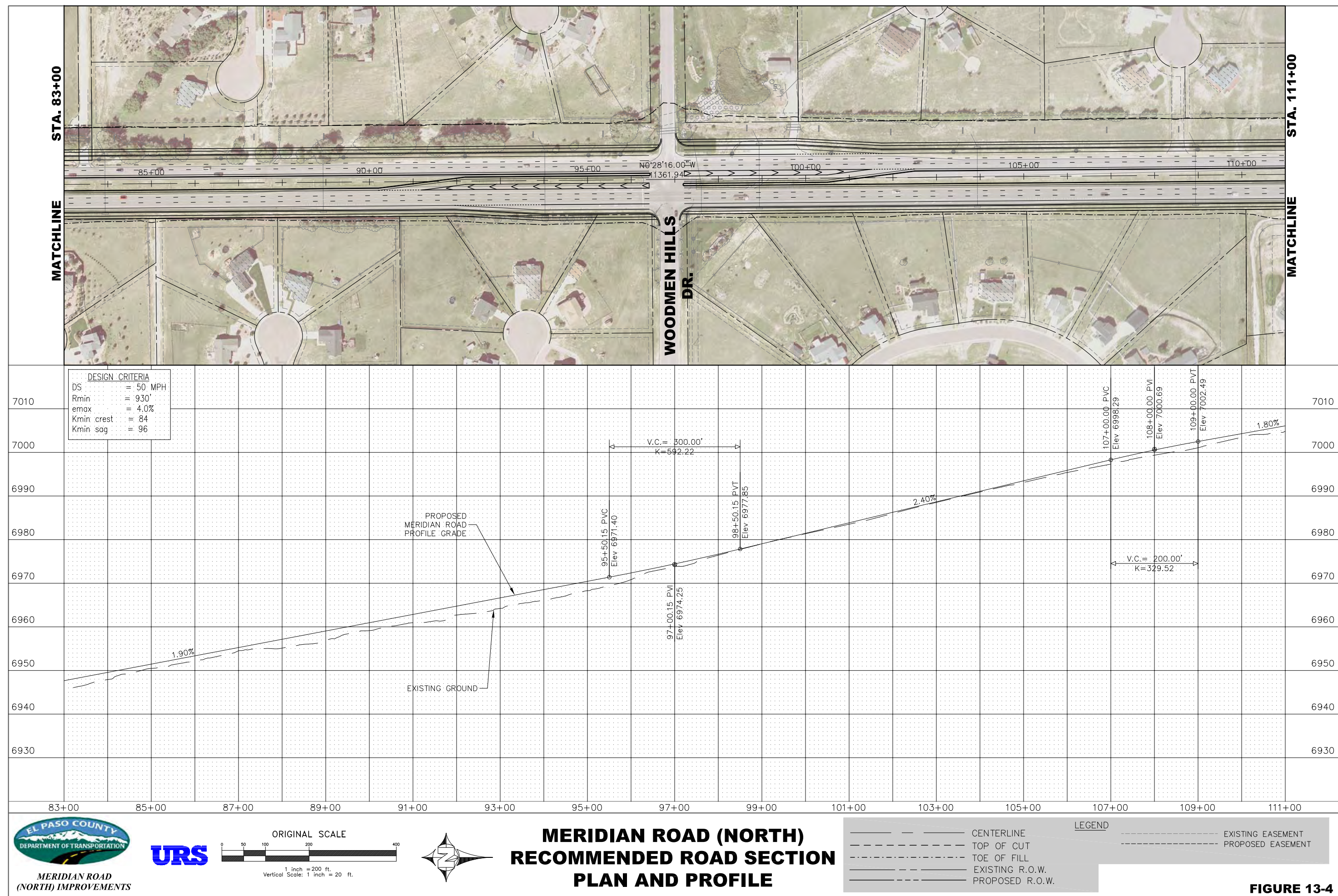
The analysis resulted in a presentation to the County, along with subsequent discussions, to gain staff consensus on the recommendation for proposed improvements based on the ultimate road section. The recommendation also includes provisions for the desired interim improvements. If funding constraints further limit construction, provisions are presented to further analyze the less desired interim improvements.

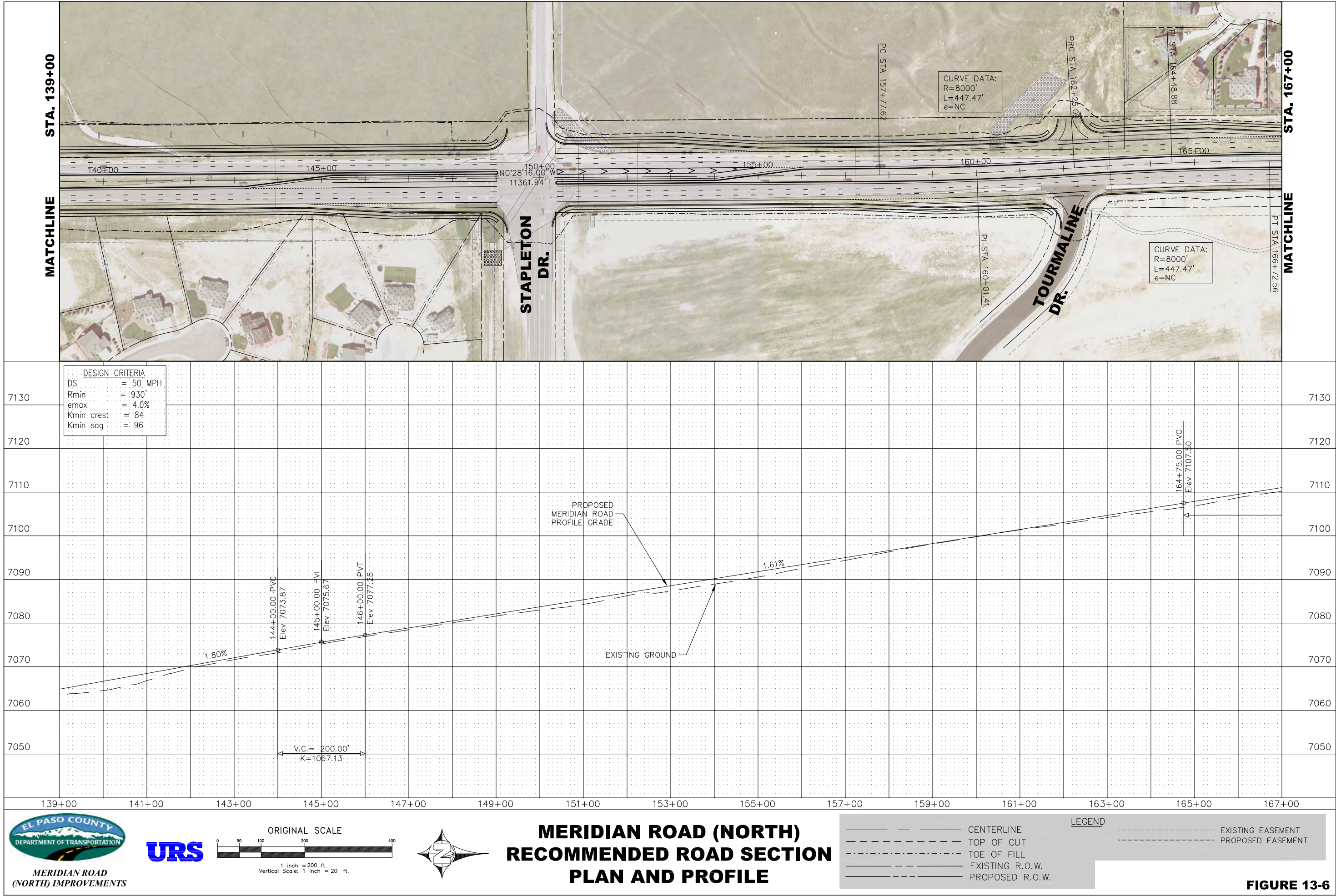
The following two chapters present the Corridor Preservation Plan (CPP) and the Access Management Plan (AMP) for the corridor. The CPP presented in Chapter 9 identifies the right-of-way and easement needs required to construct the recommended ultimate road section. Permanent, temporary, trail, and utility easements are presented in this chapter.

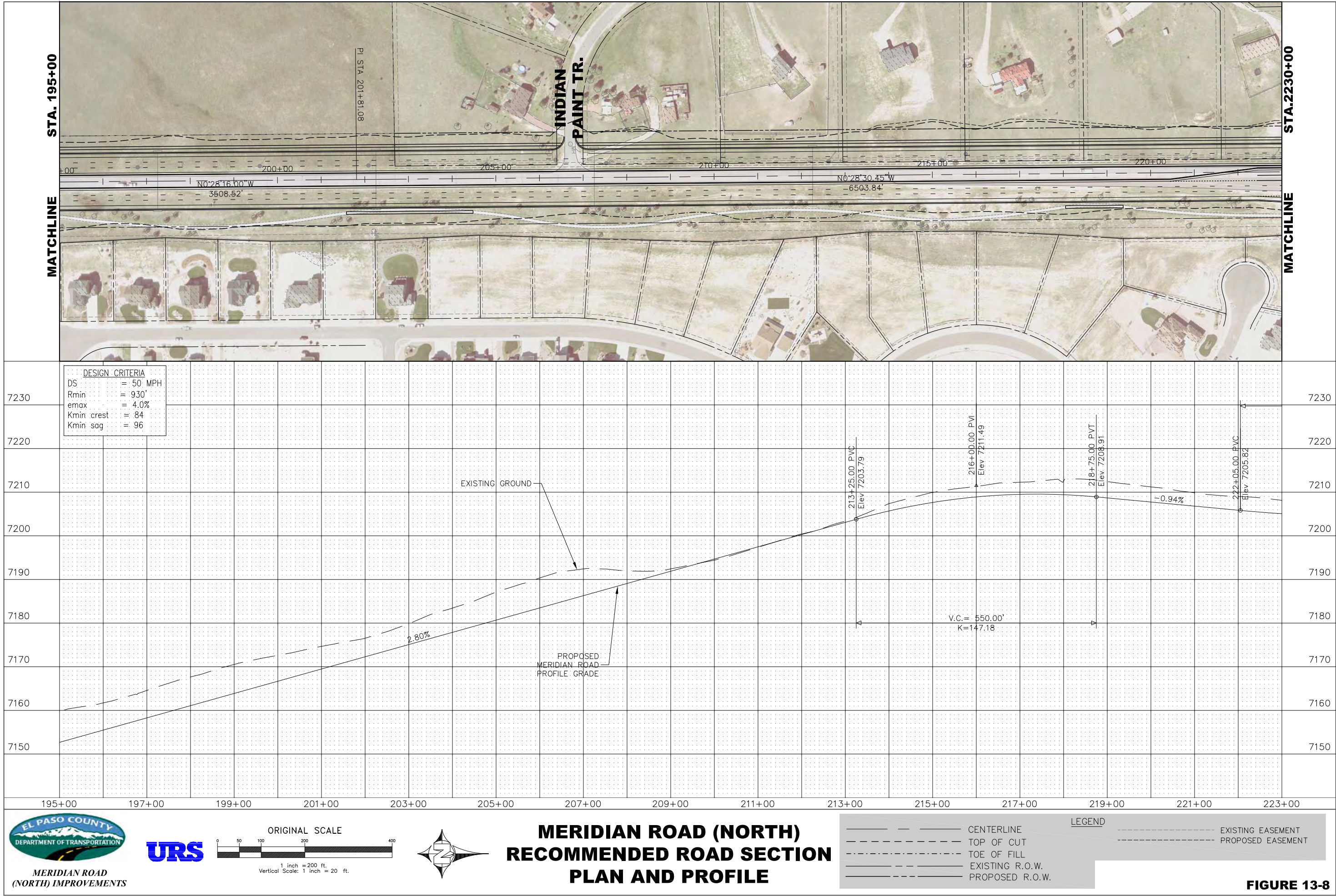
The AMP presented in Chapter 10 documents existing access points along the Meridian Road Corridor, identifies future access requirements, and compares both to current County standards. This section also shows recommended access changes along the corridor.

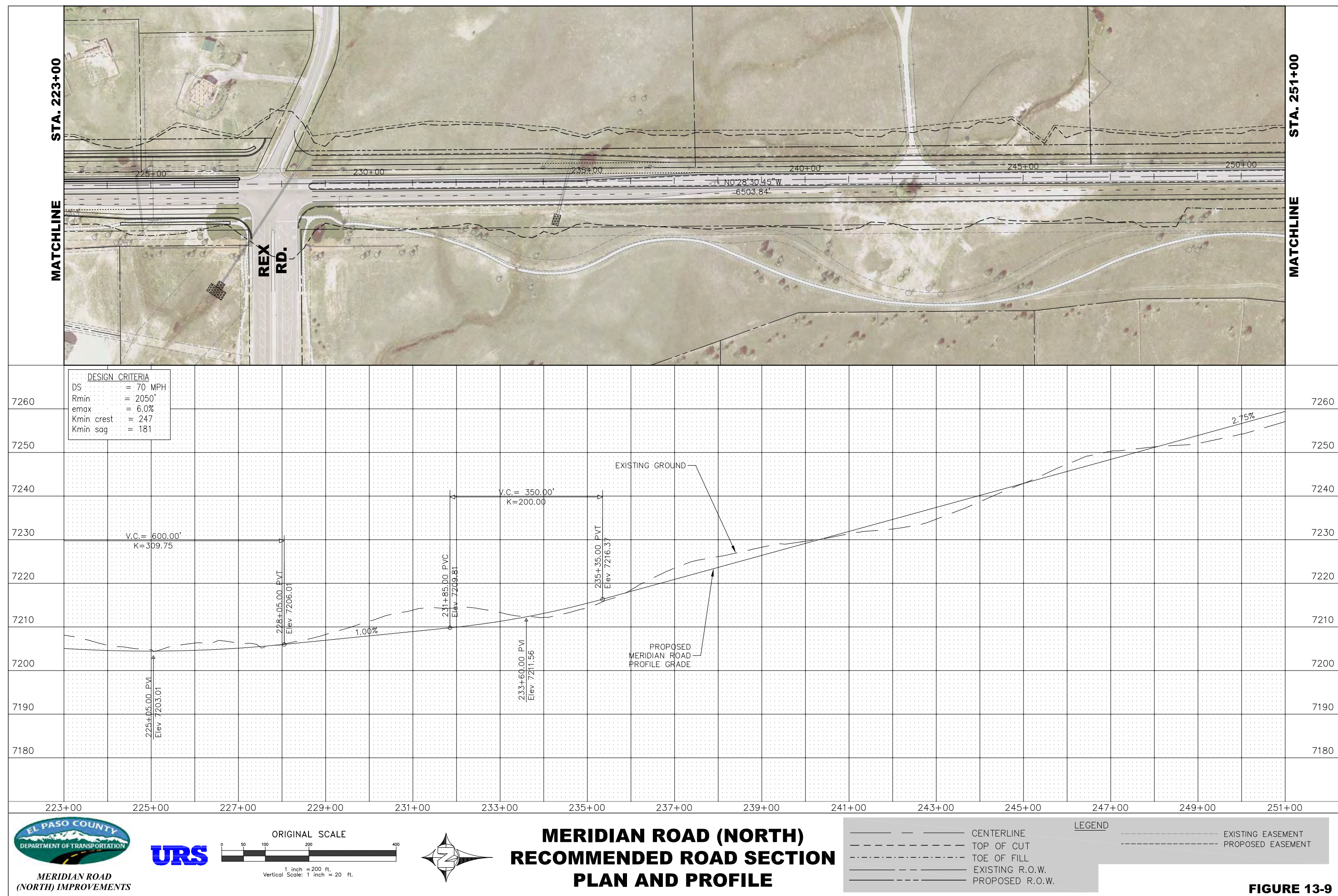


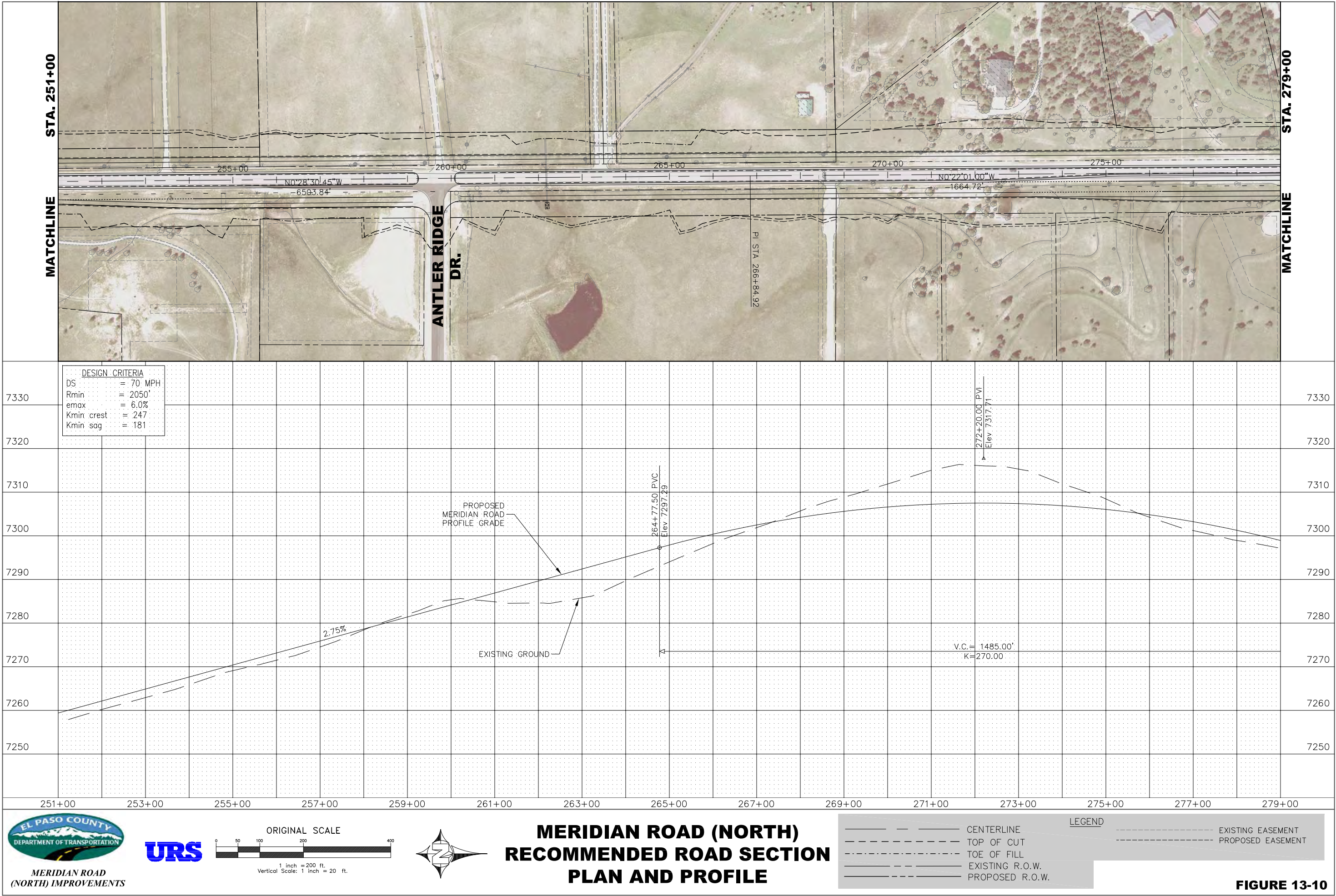


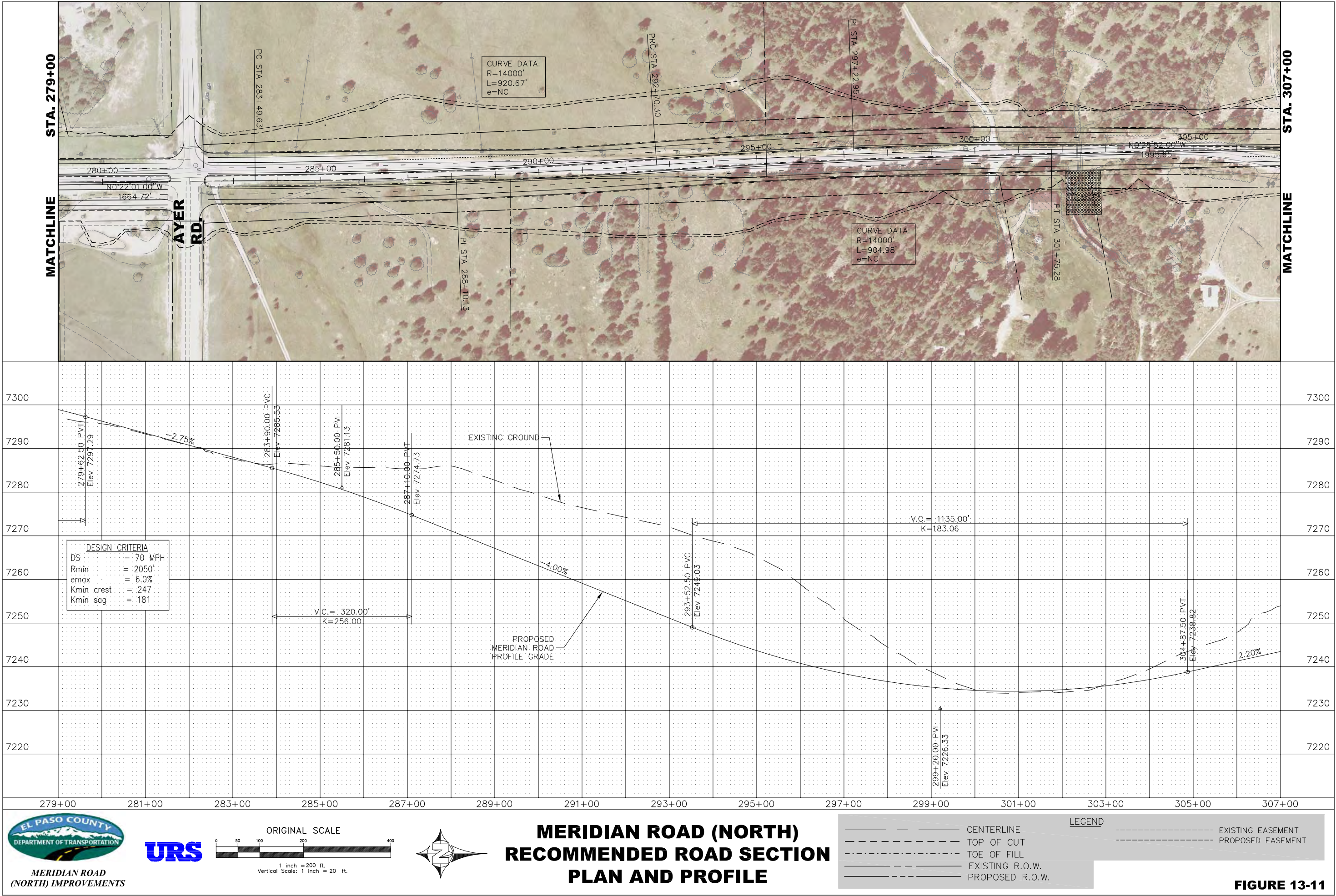












EL PASO COUNTY

DEPARTMENT OF TRANSPORTATION

URS

1 inch = 200 ft.

Vertical Scale: 1 inch = 20 ft.

2

ORIGINAL SCALE

0 50 100 200 400

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

40

41

42

43

44

45

46

47

48

49

50

51

52

53

54

55

56

57

58

59

60

61

62

63

64

65

66

67

68

69

70

71

72

73

74

75

76

77

78

79

80

81

82

83

84

85

86

87

88

89

90

91

92

93

94

95

96

97

98

99

100

101

102

103

104

105

106

107

108

109

110

111

112

113

114

115

116

117

118

119

120

121

122

123

124

125

126

127

128

129

130

131

132

133

134

135

136

137

138

139

140

141

142

143

144

145

146

147

148

149

150

151

152

153

154

155

156

157

158

159

160

161

162

163

164

165

166

167

168

169

170

171

172

173

174

175

176

177

178

179

180

181

182

183

184

185

186

187

188

189

190

191

192

193

194

195

196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

224

225

226

227

228

229

230

231

232

233

234

235

236

237

238

239

240

241

242

243

244

245

246

247

248

249

250

251

252

253

254

255

256

257

258

259

260

261

262

263

264

265

266

267

268

269

270

271

272

273

274

275

276

277

278

279

280

281

282

283

284

285

286

287

288

289

290

291

292

293

294

295

296

297

298

299

300

301

302

303

304

305

306

307

308

309

310

311

312

313

314

315

316

317

318

319

320

321

322

323

324

325

326

327

328

329

330

331

332

333

334

335

336

337

338

339

340

341

342

343

344

345

346

347

348

349

350

351

352

353

354

355

356

357

358

359

360

361

362

363

364

365

366

367

368

369

370

371

372

373

374

375

376

377

378

379

380

381

382

383

384

385

386

387

388

389

390

391

392

393

394

395

396

397

398

399

400

401

402

403

404

405

406

407

408

409

410

411

412

413

414

415

416

417

418

419

420

421

422

423

424

425

426

427

428

429

430

431

432

433

434

435

436

437

438

439

440

441

442

443

444

445

446

447

448

449

450

451

452

453

454

455

456

457

458

459

460

461

462

463

464

465

466

467

468

469

470

471

472

473

474

475

476

477

478

479

480

481

482

483

484

485

486

487

488

489

490

491

492

493

494

495

496

497

498

499

500

501

502

503

504

505

506

507

508

509

510

511

512

513

514

515

516

517

518

519

520

521

522

523

524

525

526

527

528

529

530

531

532

533

534

535

536

537

538

539

540

541

542

543

544

545

546

547

548

549

550

551

552

553

554

555

556

557

558

559

560

561

562

563

564

565

566

567

568

569

570

571

572

573

574

575

576

577

578

579

580

581

582

583

584

585

586

587

588

589

590

591

592

593

594

595

596

597

598

599

600

601

602

603

604

605

606

607

608

609

610

611

612

613

614

615

616

617

618

619

620

621

622

623

624

625

626

627

628

629

630

631

632

633

634

635

636

637

638

639

640

641

642

643

644

645

646

647

648

649

650

651

652

653

654

655

656

657

658

659

660

661

662

663

664

665

666

667

668

669

670

671

672

673

674

675

676

677

678

679

680

681

682

683

684

685

686

687

688

689

690

691

692

693

694

695

696

697

698

699

700

701

702

703

704

705

706

707

708

709

710

711

712

713

714

715

716

717

718

719

720

721

722

723

724

725

726

727

728

729

730

731

732

733

734

735

736

737

738

739

740

741

742

743

744

745

746

747

748

749

750

751

752

753

754

755

756

757

758

759

760

761

762

763

764

765

766

767

768

769

770

771

772

773

774

775

776

777

778

779

780

781

782

783

784

785

786

787

788

789

790

791

792

793

794

795

796

797

798

799

800

801

802

803

804

805

806

807

808

809

810

811

812

813

814

815

816

817

818

819

820

821

822

823

824

825

826

827

828

829

830

831

832

833

834

835

836

837

838

839

840

841

842

843

844

845

846

847

848

849

850

851

852

853

854

855

856

857

858

859

860

861

862

863

864

865

866

867

868

869

870

871

872

873

874

875

876

877

878

879

880

881

882

883

884

885

886

887

888

889

890

891

892

893

894

895

896

897

898

899

900

901

902

903

904

905

906

907

908

909

910

911

912

913

914

915

916

917

918

919

920

921

922

923

924

925

926

927

928

929

930

931

932

933

934

935

936

937

938

939

940

941

942

943

944

945

946

