DRAFT

I-25 New Pueblo Freeway Alternatives Analysis and Project Development Report

Prepared for

Colorado Department of Transportation

Prepared by

CH2MHILL

May 2002

\\JAGUAR\DP\DEN PUBLICATIONS\TRANSPORTATION\I25PUEBLOREPORT T032002001DEN

Contents

List of Exhibits

Acronyms

I-25	Interstate I-25
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and the Environment
CWG	Community Working Groups
FHWA	Federal Highway Administration
HOV	High Occupancy Vehicle
LOS	Level of Service
NAFTA	North American Free Trade Act
NEPA	National Environmental Policy Act
OH	Open House Meeting
PACOG	Pueblo Area Council of Governments
PLT	Project Leadership Team
SH	State Highway
TIP	Transportation Improvement Program
TLT	Technical Leadership Team
TSM/TDM	Transportation Systems Management and Transportation Demand Management

SECTION 1.0

Introduction and Project Background

SECTION 1.0

Introduction and Project Background

1.1 Introduction

I-25 is a north-south freeway extending from the border of Mexico to Canada north through the central areas of New Mexico, Colorado, and Wyoming. The route serves as a strategic international corridor under the North American Free Trade Act (NAFTA).

Pueblo is the largest city in southern Colorado and is the only available source of many services required in the southern portion of the state. State Highway (SH) 50 is a major route serving east-west traffic and provides access to I-25 from east and west. No state highways or major routes provide a north-south alternative to I-25.

Interstate 25 (I-25) through the City of Pueblo is among the oldest segments of the interstate system in Colorado. This segment of I-25 was constructed between 1949 and 1959 and actually predates the National Interstate Program. Exhibit 1-1 shows the project area, which extends from Stem Beach (Mile Post 90) at the south end of the city to the 29th Street interchange (Mile Post 100) on the north, a distance of approximately 10 miles. Only a few improvements have been made to this segment of I-25, further indicating that this segment through Pueblo is reaching and in some cases has exceeded its service life.

Because the economic vitality of the City of Pueblo is connected to I-25, it is essential to address the deteriorating condition of this segment of the interstate. The City recently invested significant resources to restore the historic downtown area by adding attractions, such as a performing arts center, the new library campus, children's museum, convention center, and a river park and walkway near the Arkansas River. The business area and buildings have undergone significant restoration and reuse as office buildings and stores. The success of these investments is directly dependent on quality accessibility for local and out-of-town trips.

Urbanization of the county surrounding the City of Pueblo is evidenced by the development of Pueblo West, a planned development west of the City of Pueblo. The population of Pueblo West is nearing 16,000.

The Colorado Department of Transportation (CDOT) has conducted a scoping study and, as a result, is evaluating improvements to segments of I-25 through the City of Pueblo and Pueblo County. The project is included in the 20-year Statewide Transportation Plan. Funds are included in the Pueblo Area Council of Governments (PACOG) Transportation Improvement Program (TIP), a 6-year program of projects. At this time, there are no CDOT funds designated for the study area in the 6-year TIP.

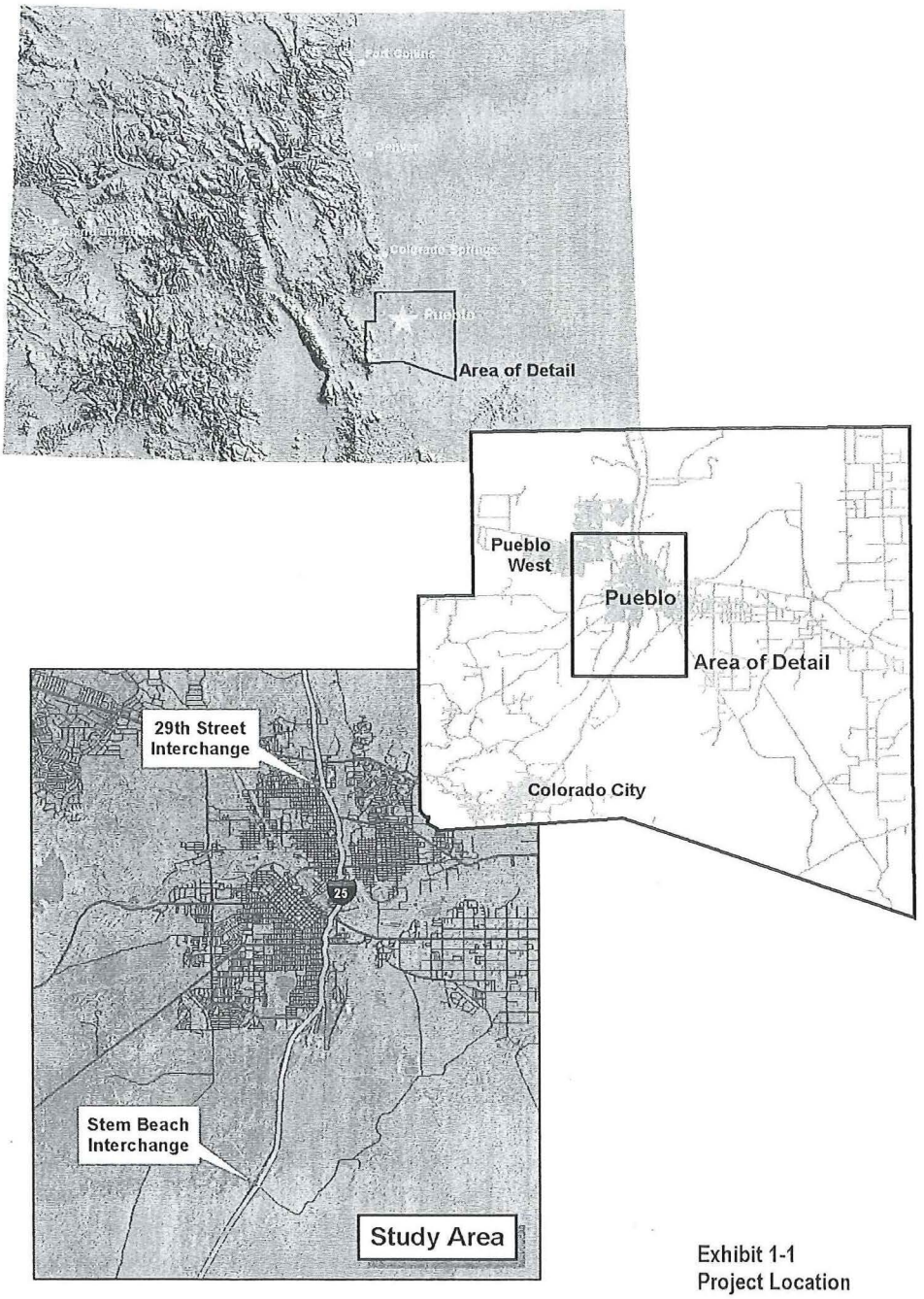


Exhibit 1-1
Project Location

CDOT has given high priority to this project and is actively pursuing construction funds.

The area encompassing the City and the County of Pueblo is designated as an Air Quality Attainment Area, meaning that the City and County are in conformance with State standards for air quality in all categories. This is monitored continually by the Colorado Department of Public Health and the Environment (CDPHE).

1.2 Purpose

CDOT's purpose for the project is to improve safety, address structural and geometric deficiencies, and increase the capacity and mobility of trips on I-25 through the City and County of Pueblo.

Further, the improvements must provide a connectivity to the local network, through a series of interchanges that connect with major east-west arterials. This connectivity, combined with improvements to the local network, will result in a better distribution of trips by purpose, local trips on local streets, and regional trips on I-25.

1.3 Need

Construction of I-25 through the City of Pueblo began in 1949. The roadway was largely constructed before the interstate system had been created. As a result, this segment of I-25 contains structural and operational deficiencies. These deficiencies are being exhibited through high accident rates, areas of reduced speed, segments with congestion, and poor level-of-service.

1.3.1 Safety

The vertical and horizontal alignment of I-25 when combined with the frequency of interchanges, lack of adequate ramp distances at interchanges, narrow shoulders, and increasing car and truck traffic, has resulted in high accident rates along the corridor, in particular at interchanges.

The City of Pueblo has no continuous north-south arterials within its network to divert traffic during emergencies on I-25. On July 27, 1994, the City experienced an accident on I-25, near the Ilex interchange, in which a truck carrying hazardous materials turned over and spilled its contents. The accident paralyzed the city for an extensive time because traffic on the freeway could not be diverted.

Accident Rates

Accident rates along the corridor have been analyzed to correlate geometric features, signing, ramp locations, and clear zone obstructions to the safety of the roadway. Accidents are typically caused by a combination of several elements, including the human element, the vehicle element, and the highway element. A safe highway is one that has been designed so that a driver need make only one decision at a time and is not surprised by an unexpected situation where a decision must be made quickly.

Exhibit 1-2 summarizes the criteria used to evaluate individual segments of the I-25 corridor. Evaluation criteria were developed based on the most current information

available from CDOT at the writing of this report. Total accidents per million vehicle-miles of travel for calendar year 1997 along both rural and urban interstates in Colorado are 1.11 and 2.02, respectively.

EXHIBIT 1-2
Evaluation Criteria for Accident Rates

Classification	Total Accidents per Million Vehicle-Miles of Travel		
	Good	Fair	Poor
Rural	Less than 0.83	0.83 to 1.28	Greater than 1.28
Urban	Less than 1.55	1.55 to 2.59	Greater than 2.59

Source: CDOT.

The roadway between the Stem Beach interchange and the Pueblo Boulevard interchange is considered rural; the remainder of the corridor is urban.

Exhibit 1-3 shows accident rates and a Good, Fair, or Poor rating for each of the 10 segments of I-25 through Pueblo. The information is provided for the northbound side and the southbound side separately for each segment. This information is documented in the *Evaluation of Existing Conditions* report provided in Appendix A.

EXHIBIT 1-3
Accident Rates

I-25 Segment	Northbound (NB)/ Southbound (SB)	Accident Rate	Evaluation Rating
Stem Beach to Pueblo Boulevard	NB	0.9	Fair
	SB	0.76	Good
Pueblo Boulevard to Indiana Avenue	NB	1.84	Fair
	SB	1.47	Good
Indiana Avenue to Central Avenue	NB	1.51	Good
	SB	1.28	Good
Central Avenue to Abriendo Avenue	NB	5.79	Poor
	SB	1.43	Good
Abriendo Avenue to Ilex Street	NB	3.03	Poor
	SB	3.48	Poor
Ilex Street to 1st Street	NB	2.58	Fair
	SB	5.16	Poor
1st Street to 5th Street	NB	2.61	Poor
	SB	2.61	Poor
5th Street to 13th Street	NB	3.36	Poor
	SB	1.68	Fair
13th Street to SH 50B Street	NB	.97	Good
	SB	1.50	Good
SH 50B to 29th	NB	4.90	Poor
	SB	4.27	Poor

Source: CDOT

Of the 20 segments listed, nine have an overall rating of Poor, four are Fair, and only seven have a Good safety rating.

1.3.2 Structural and Geometric Deficiencies

I-25 through the City of Pueblo is among the oldest segments of the interstate system in Colorado, having been constructed between 1949 and 1959. Only a few improvements have been made to this segment of I-25, and it is reaching and in some areas has exceeded its service life. Deficiencies relating to the age of the interstate include the following:

- Aging bridges have inadequate bridge sufficiency ratings.
- Curves have maneuvering speeds lower than the posted speed and the average operating speed.
- Segments have below standard lane width.
- Segments have shoulders too narrow to accommodate a disabled vehicle.
- Ramps have inadequate length to reduce speed safely for maneuvering on the ramp or for stopping at the end of the ramp.

Bridge Deficiencies

CDOT has assigned Bridge Sufficiency Ratings to structures on all State Highways. Based on evaluations by the CDOT engineers, of the 34 existing bridges in the study area, 18 bridges are considered functionally obsolete. In addition, the Bridge Sufficiency Ratings indicate 32 of the total 34 structures are at levels below 80, meaning they are eligible for replacement with federal funds. Exhibit 1-4 provides the complete Structure Inventory for the I-25 Pueblo corridor.

EXHIBIT 1-4
I-25 Pueblo South Structure Inventory

Location	Structure No.	Intersection Feature	Year Built	Year Widened	Sufficiency Rating	Integrity
90.5	L-18-AZ	Lime Road	1963			
92.321	L-18-BY	Abandoned Railroad	1963		92.7	Functionally Obsolete
92.322	L-18-BZ	Abandoned Railroad	1963		92.7	Functionally Obsolete
92.340	L-18-K	Salt Creek	1931		90.9	No Deficiencies
92.759	L-18-BC	Salt Creek	1963		94.1	No Deficiencies
92.758	L-18-BB	Salt Creek	1963		96.1	No Deficiencies
92.839	L-18-J	Rocky Mountain Steel Water Lines	1931		84.9	No Deficiencies
92.900	L-18-AX	Rocky Mountain Steel Water Lines	1963		75.3	Functionally Obsolete
92.901	L-18-AY	Rocky Mountain Steel Water Lines	1963		75.3	Functionally Obsolete
94.769	L-18-BA	SH 45, Pueblo Boulevard	1963	1985	79.2	No Deficiencies
95.901	L-18-M	Indiana Avenue	1956		55.0	Functionally Obsolete
95.902	L-18-W	Indiana Avenue	1956		52.9	Functionally Obsolete
96.336	L-18-AS	Bessemer Ditch	1957		95.1	No Deficiencies
96.673	L-18-CD	Central Avenue	1970		99.6	No Deficiencies
96.809	L-18-AQ	Northern Avenue	1957		62.0	Functionally Obsolete
96.947	L-18-AU	Mesa Avenue	1957		76.3	Functionally Obsolete
97.447	L-18-AV	Eldorado Street (Abriendo Avenue)	1958		90.5	Functionally Obsolete
97.529	L-18-AW	Railroad	1958		N/A	Data not available
97.585	K-18-AJ	Arkansas River	1958		76.5	No Deficiencies

EXHIBIT 1-4
I-25 Pueblo South Structure Inventory

Location	Structure No.	Intersection Feature	Year Built	Year Widened	Sufficiency Rating	Integrity
97.691	K-18-AX	US 50	1958		61.2	Functionally Obsolete
97.692	K-18-AY	US 50	1958		61.2	Functionally Obsolete
97.909	K-18-CK	Railroad Ilex Street and Bennet Street	1959		52.6	No Deficiencies
97.910	K-18-CL	Railroad Ilex Street and Bennet Street	1959		39.3	No Deficiencies
98.225	K-18-CI	Railroad and Service Road	1959		67.7	No Deficiencies
98.226	K-18-CJ	Railroad and Service Road	1959		68.7	No Deficiencies
98.545	K-18-CN	1st Street	1959		61.9	Functionally Obsolete
98.546	K-18-CO	1st Street	1959		61.9	Functionally Obsolete
98.742	K-18-CR	SH 96	1959	1990	71.7	No Deficiencies
98.806	K-18-CT	5th Street	1959	1991	72.9	Functionally Obsolete
99.007	K-18-BV	8th Street	1928	1991	78.1	Functionally Obsolete
99.334	K-18-EN	13th Street	1975		91.8	Functionally Obsolete
99.950	K-18-J	US 50	1958		66.1	No Deficiencies
100.681	K-18-EA	29th Street	1960		66.9	Functionally Obsolete
100.682	K-18-EB	29th Street	1960		66.9	Functionally Obsolete

Interstate Deficiencies

At the time, I-25 was designed and constructed, no freeway standards had been established. Other constraints in the original design of I-25 were the railroad and Fountain Creek. The roadway was built through neighborhoods with minimal right-of-way. These constraints are now severe limitations to the operations on I-25 as traffic volumes continue to increase. Furthermore, design life refers to the fact that roadways and bridges are intended to serve traffic for periods of approximately 20 and 50 years, respectively. I-25 through Pueblo has exceeded its design life.

A current evaluation of the structural and operational deficiencies conducted by CH2M HILL is documented in *Evaluation of Existing Conditions* report. The results of the evaluation are shown on Exhibit 1-5 and visually demonstrate the areas with deficiencies. The entire report, *Evaluation of Existing Conditions*, is available under separate cover.

Service Life refers to the fact that roadways are designed to serve traffic for approximately 20 years and bridges are designed to serve traffic for 50 years. I-25 has passed its service life twice, and many of the bridges are now past their planned life. The evaluation was conducted by CH2M HILL and is documented in *Evaluation of Existing Conditions* (see Appendix A). The evaluation ratings for each segment of roadway are shown on figures in the report.

The result of the evaluation of existing conditions is a technically driven rating of Geometric Features, Operational Features, and Performance Measures for each travel direction of the interstate. The analysis is based on a comprehensive combination of field measurements, observation, research of original construction plans, Bridge Sufficiency Ratings, and accident rates.

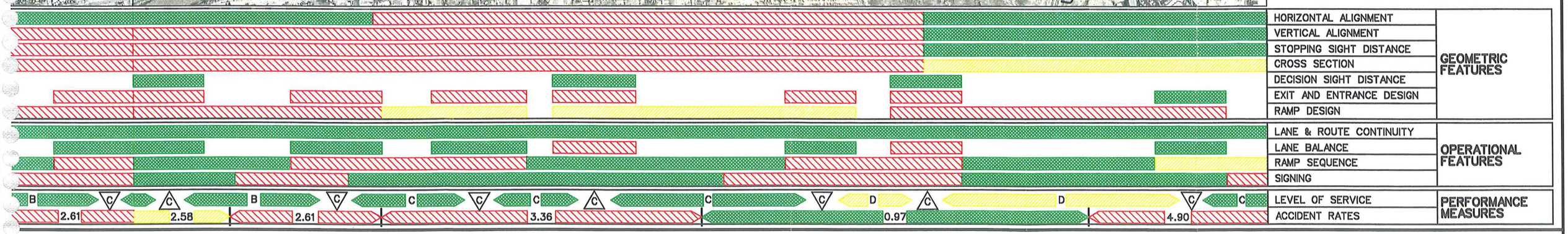
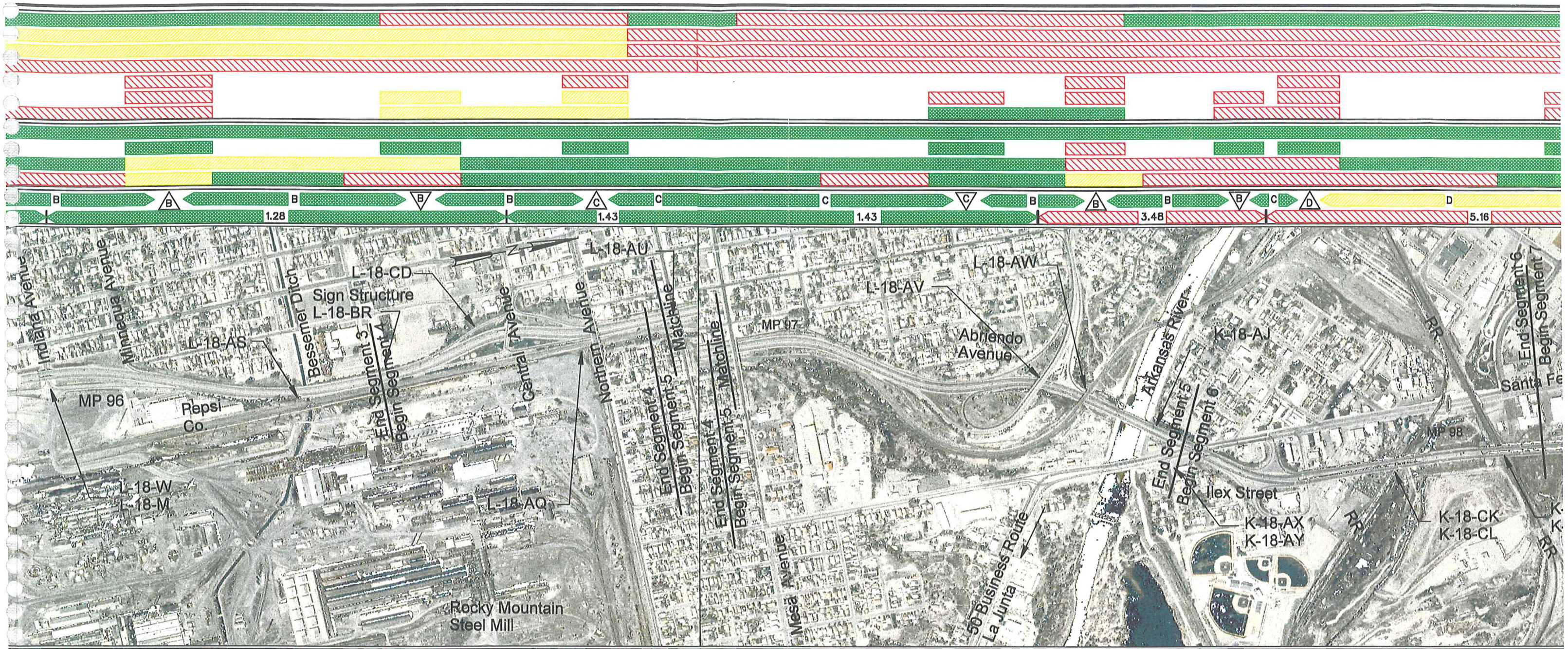


EXHIBIT 1-5

EXISTING CONDITIONS

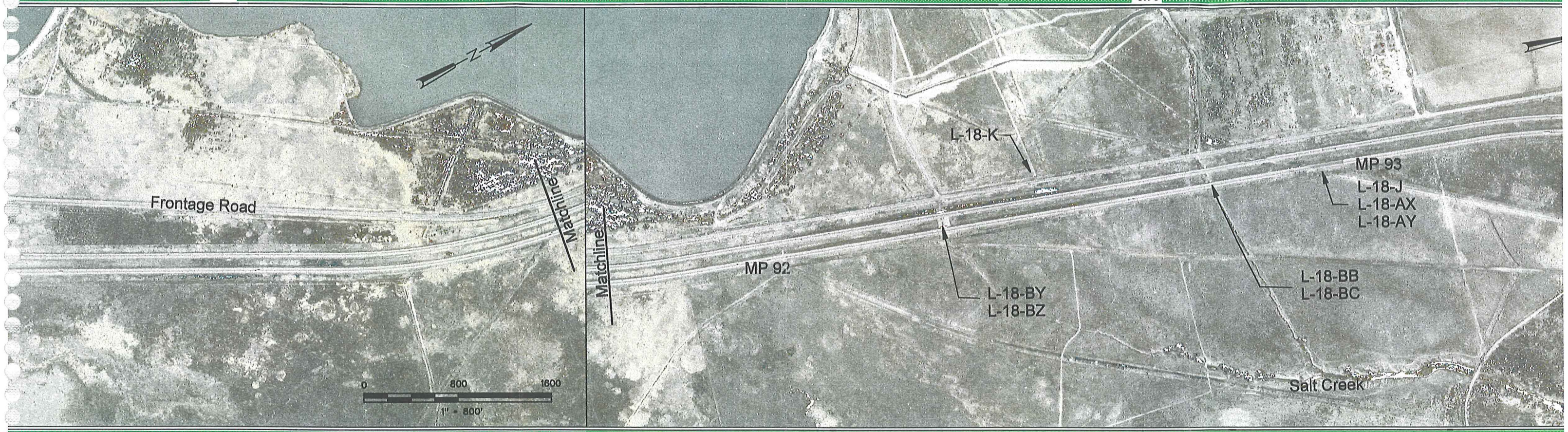

B
B
B
B
C
C
C
C
B
B
B
B
C
D
D
1.28
1.43
1.43
3.48
5.16
Indiana Avenue
Minnequa Avenue
Bessemer Ditch
L-18-CD
Sign Structure
L-18-BR
L-18-AS
L-18-AU
Cantral Avenue
Northern Avenue
End Segment 3
Begin Segment 4
End Segment 4
Begin Segment 5
Matchline
MP 96
Repsi
Co.
L-18-W
L-18-M
L-18-AQ
Rocky Mountain
Steel Mill
MP 97
L-18-AV
L-18-AW
Abriendo
Avenue
Mesa Avenue
50 Business Route
La Junta
Arkansas River
K-18-AJ
End Segment 5
Begin Segment 6
Ilex Street
K-18-AX
K-18-AY
RR
K-18-CK
K-18-CL
End Segment 6
Begin Segment 7
Santa Fe
MP 98
A
A
A
B
B
B
B
B
B
B
B
B
B
C
1.51
5.79
5.79
3.03
2.58

A

0.76

A

0.76



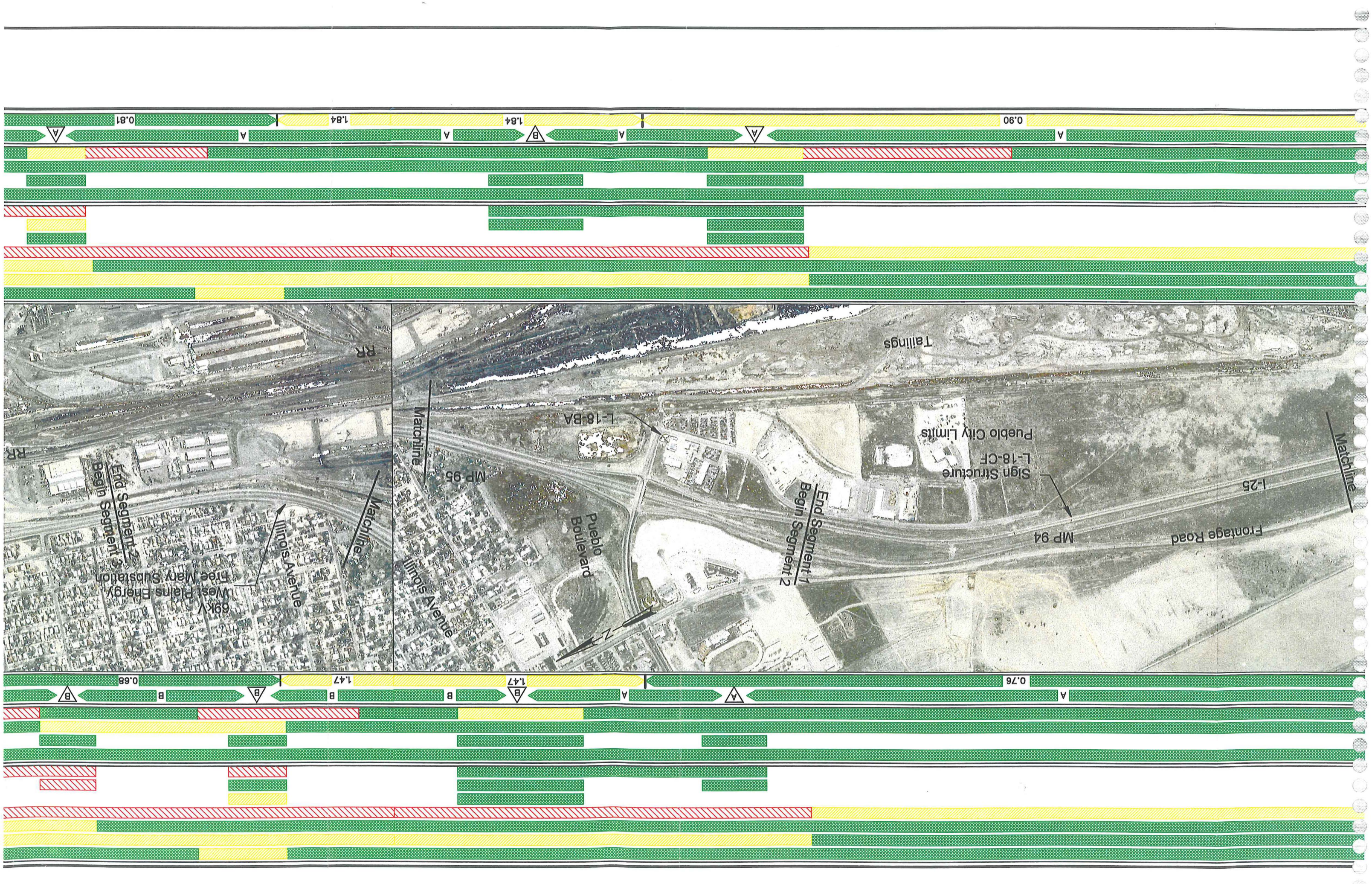
7

A

A

0.90

0.90


A
0.81
1.84
A
B
1.84
A
A
0.90
A
RR
RR
End Segment 2
Begin Segment 1
Illinois Avenue
Matchline
69kV
West Plains Energy
Pace Mary Substation
Illinois Avenue
Pueblo
Boulevard
MP 95
Matchline
End Segment 1
Begin Segment 2
Tailings
L-18-BA
Pueblo City Limits
L-18-CF
Sign Structure
MP 94
Frontage Road
I-25
Matchline
B
0.68
B
1.47
B
B
B
1.47
B
A
A
0.76
A

GEOMETRIC FEATURES	HORIZONTAL ALIGNMENT
	VERTICAL ALIGNMENT
	STOPPING SIGHT DISTANCE
	CROSS SECTION
	DECISION SIGHT DISTANCE
	EXIT AND ENTRANCE DESIGN
	RAMP DESIGN
OPERATIONAL FEATURES	LANE & ROUTE CONTINUITY
	LANE BALANCE
	RAMP SEQUENCE
	SIGNING
PERFORMANCE MEASURES	LEVEL OF SERVICE
	ACCIDENT RATES

A A A A

0.76

LEGEND

0.00 Total Accident Rate

C Exit Level of Service

A Entrance Level of Service

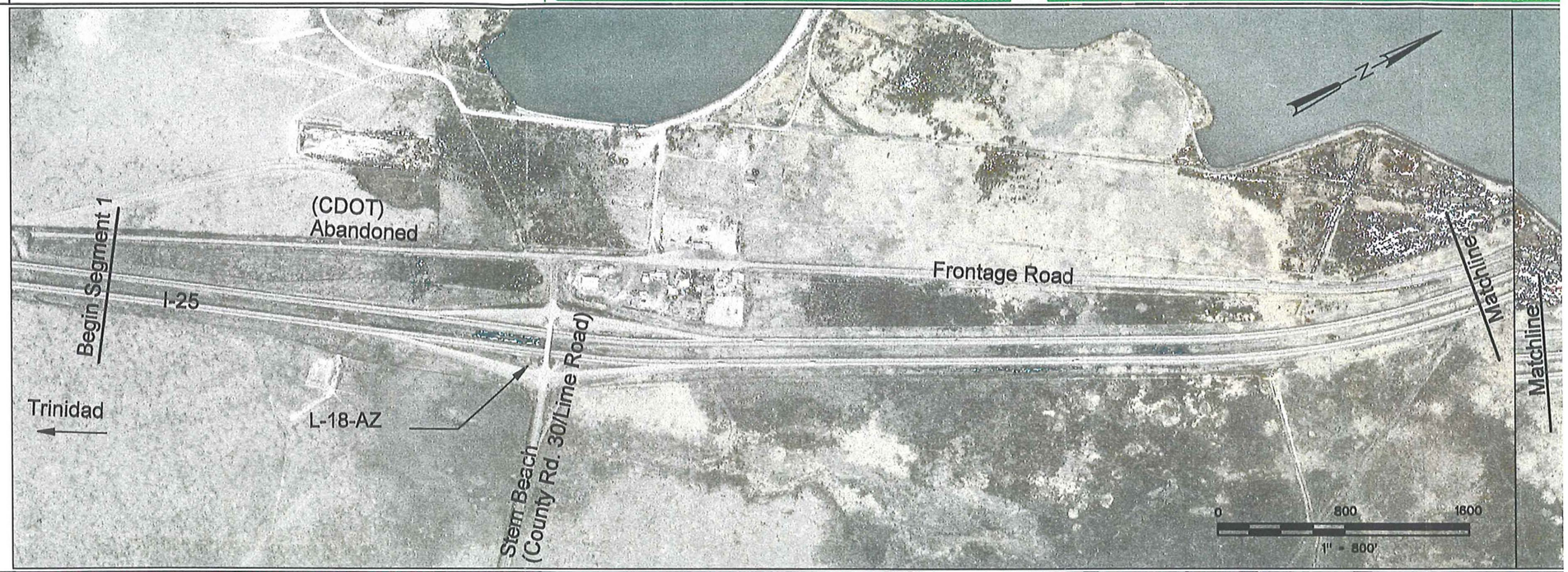
D Mainline Level of Service

GOOD

FAIR

POOR

N/A



GEOMETRIC FEATURES	HORIZONTAL ALIGNMENT
	VERTICAL ALIGNMENT
	STOPPING SIGHT DISTANCE
	CROSS SECTION
	DECISION SIGHT DISTANCE
	EXIT AND ENTRANCE DESIGN
	RAMP DESIGN
OPERATIONAL FEATURES	LANE & ROUTE CONTINUITY
	LANE BALANCE
	RAMP SEQUENCE
	SIGNING
PERFORMANCE MEASURES	LEVEL OF SERVICE
	ACCIDENT RATES

A A A A

0.90

The report shows predominantly Fair to Good ratings from Stem Beach to the southern Pueblo City limits. From the southern Pueblo City limits to 13th Street, the ratings deteriorate significantly to a rating of Poor in all three categories.

The segment from 13th Street to 29th Street contains the same roadway deficiencies as the corridor in the urban area to the south.

Interchange Deficiencies

The study corridor contains 12 interchanges, nine of which are within the 6-mile urban area. The average spacing between interchanges within the 6-mile urban segment is 0.53 mile.

The national design standard is a minimum spacing between interchanges of 1 mile in urban areas and 2 miles in rural areas. Minimum spacing of interchanges is determined based on the ability of traffic to exit the freeway or enter the freeway without being in conflict with other motorists attempting to exit or enter the freeway at the adjacent interchange. These movements affect safety, efficiency, and congestion. Conflicts created by the configuration of the freeway and access to the freeway can contribute to accidents by introducing unforeseen or unexpected conditions for the motorist.

Efficiency refers to the smooth operations and speed of traffic. The close spacing of interchanges reduces roadway efficiency as a result of conflicts caused by traffic exiting or entering the freeway at frequent intervals. As optimal driving speeds are reduced by conflicts in movements, congestion occurs in proportion to the level of traffic volume on the freeway and at interchanges.

The nine existing interchanges within the urban area of Pueblo require redesign, replacement, relocation, and/or elimination. Many of the interchanges are located out of alignment with the arterial streets, and some interchanges serve only one side of the interstate. Some interchanges and slip ramps serve minor streets and often direct traffic exiting the freeway directly into neighborhoods. These interchanges have high accident rates associated with their configuration.

Exhibit 1-6 provides a brief narrative describing the function of each interchange in the study area.

1.3.3 Capacity and Mobility

Roadway and highway engineers rely on measures of performance to determine the operating efficiency of a roadway. Level of Service (LOS) is the key measure of efficiency that reflects the average speed of motorists under conditions that result from traffic volumes and fixed deficiencies in highway design. The LOS evaluation rates the operating efficiency of the highway LOS as A, B, C, D, E, or F. LOS A is the best operational level, meaning that the motorist may travel at optimum speed, encountering a minimum of vehicles and no roadway restrictions like narrow shoulders or obstructions near the driving lane. LOS F is a failure condition ranging from stop-and-go to stop conditions. At this point, the highway capacity has been exceeded. LOS D occurs when higher volumes of traffic reduce the speed to approximately 40 miles per hour.

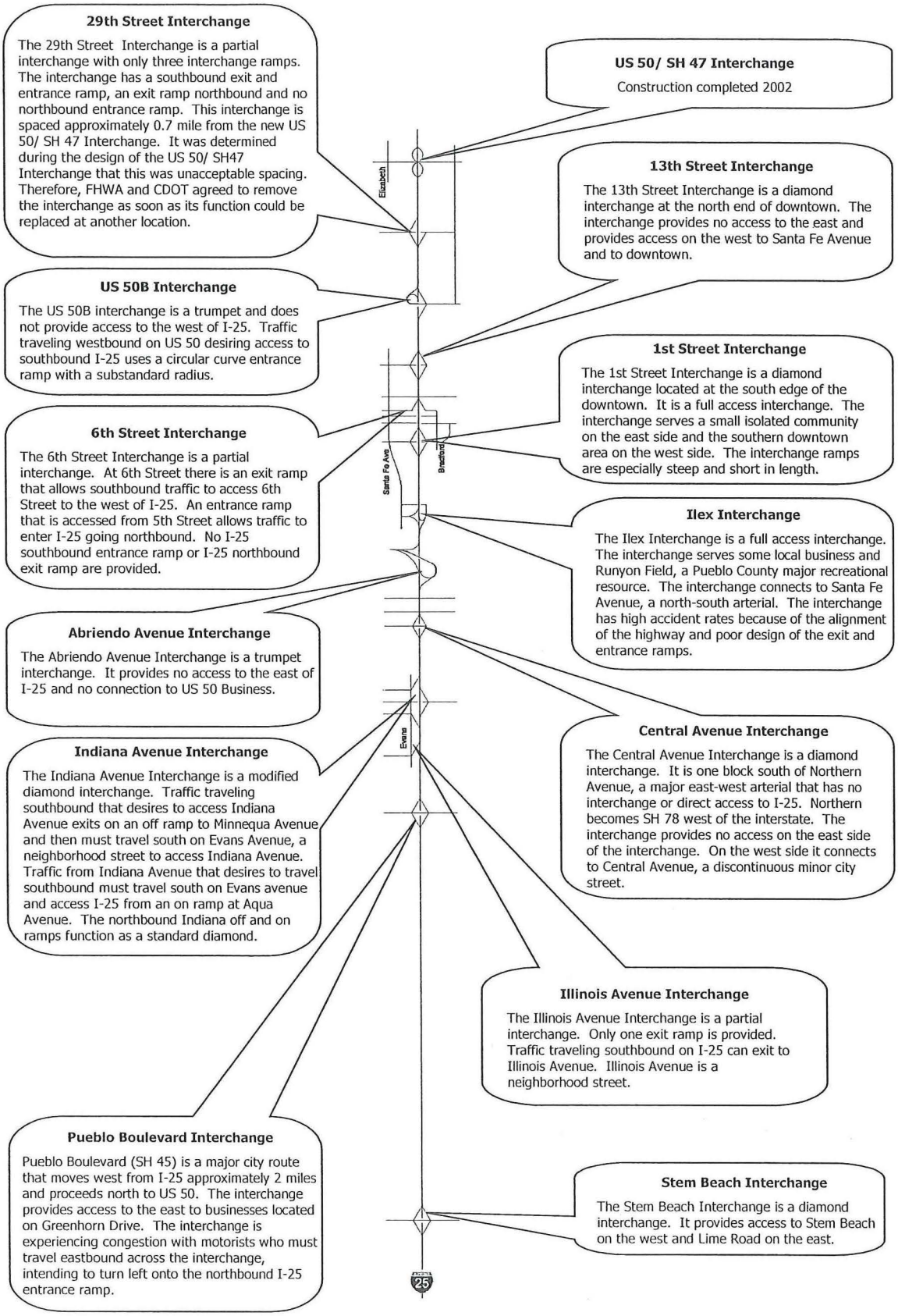


EXHIBIT 1-6
Existing Interchange Layout

Public input identified the following mobility issues for I-25 through the City of Pueblo:

- The existing I-25 has created a barrier to east-west mobility and forces motorists to rely on I-25 for local trips.
- There are no alternative routes to minimize the demands on I-25, requiring a greater local dependence on the interstate.
- Construction of the existing interstate roadway divided neighborhoods, resulting in the loss of connectivity and isolation of neighborhoods.

Traffic Operation

Existing and future traffic volumes are determined as the first step in evaluating operational efficiency and LOS. The 20-year forecast of traffic volumes is essential to ensure that improvements will accommodate forecasted growth in traffic demands. Exhibit 1-7 shows the forecasted peak-hour volumes for the afternoon rush hour in the year 2025. These volumes were used to develop the forecasted LOS.

The 2025 operational analysis shows locations where the capacity of I-25 in Pueblo is exceeded. Capacity is the theoretical number of vehicles that can travel through a location in an hour. The capacity of a four-lane highway is approximately 2,000 vehicles per lane. A number of segments approach or exceed the capacity of the interstate if no major improvements occur.

Exhibit 1-8 shows the LOS by segments of the interstate corridor northbound and southbound through Pueblo for the year 2025. The figure also shows segments with LOS degrading to levels E and F, which may result in frequent congestion and failure of I-25 in both directions.

1.4 Goals and Objectives

Issues that will be addressed by the proposed project beyond the state transportation issues include developing a plan that respects the traditions and trends of the Pueblo community; satisfying safety issues; providing for a high level of operating efficiency; and improving accessibility and connectivity of neighborhoods, activity centers, and emergency services. A vision statement for the entire study was developed at the first major workshop and received the consensus of the Community Work Groups, CDOT, and the study team. The following community vision statement was adopted and provides the purpose and focus for the proposed improvements.

Community Vision for the New Pueblo Freeway

I-25 must provide a balance between the needs of interstate and regional trips with the needs of local trips. Part of the balance must come from an adequate and maintainable local street network that provides alternate routes to local destinations.

I-25 must be a safe facility. Access must be provided to appropriate east/west local streets. Improvements must be accomplished while preserving the environmental, community, business, and the neighborhood values.

I-25 improvements must follow consistent state-of-the-art aesthetic guidelines that integrate design elements with the community. These guidelines must have community endorsement and reflect the culture, history, and character of Pueblo.

The connection between improvements and surrounding land use must be considered and planned as a part of our vision.

A high standard for the improvements to I-25 must be set and maintained. All improvements must be...

- Maintainable
- User friendly
  - Understandable
  - Communicates information clearly
  - Comfortable to drive
  - Provides personal safety features (i.e., roadside telephones)
  - Meets driver expectations
- Multi-modal
- Fair treatment for those impacted
- Forward looking to accommodate
  - Future travel needs
  - Technology improvements

The implementation of this vision requires the continuing partnership between public agencies, the citizens, and private developers to support, implement, and fund improvements.

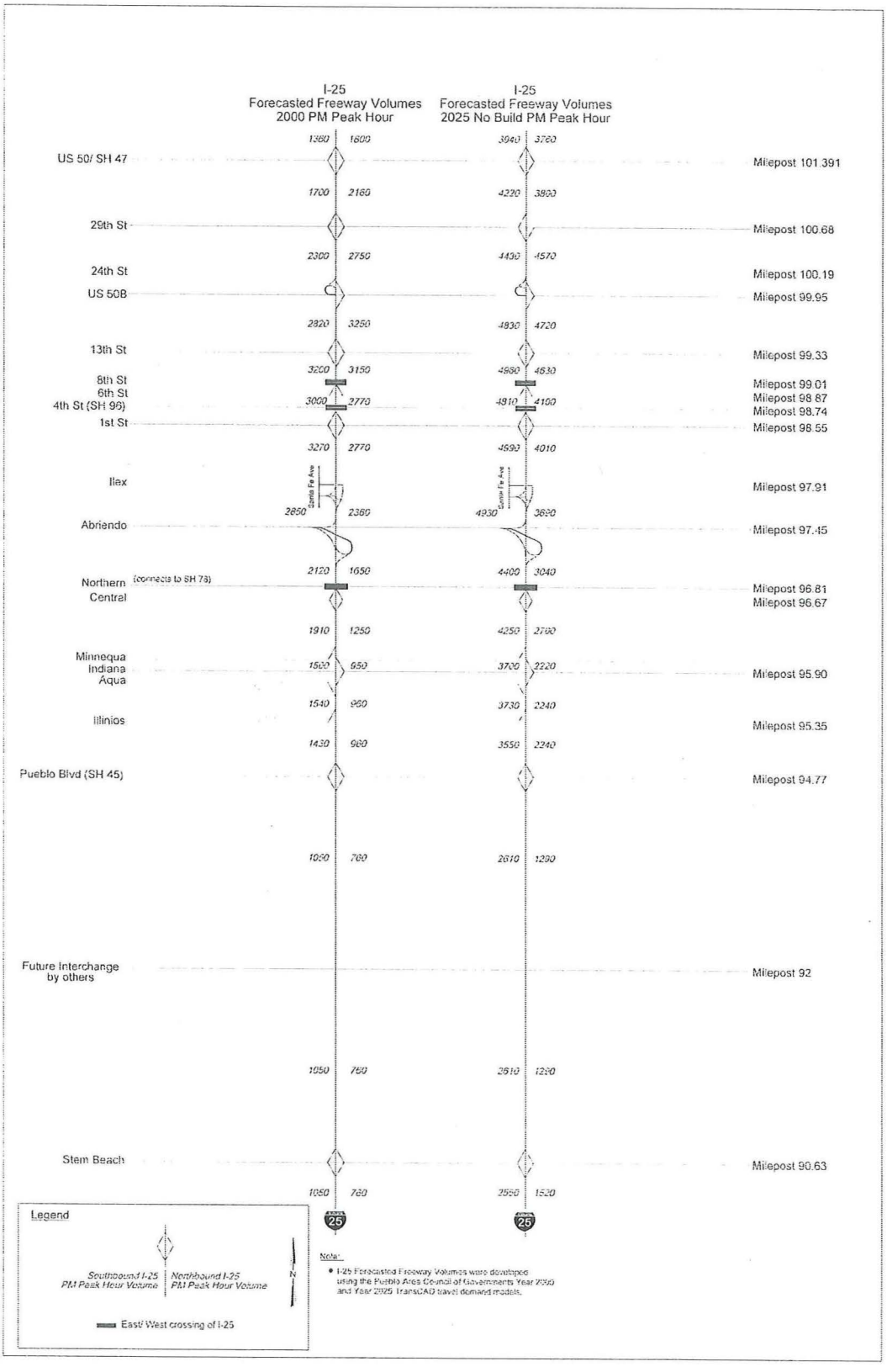


EXHIBIT 1-7
Traffic Data

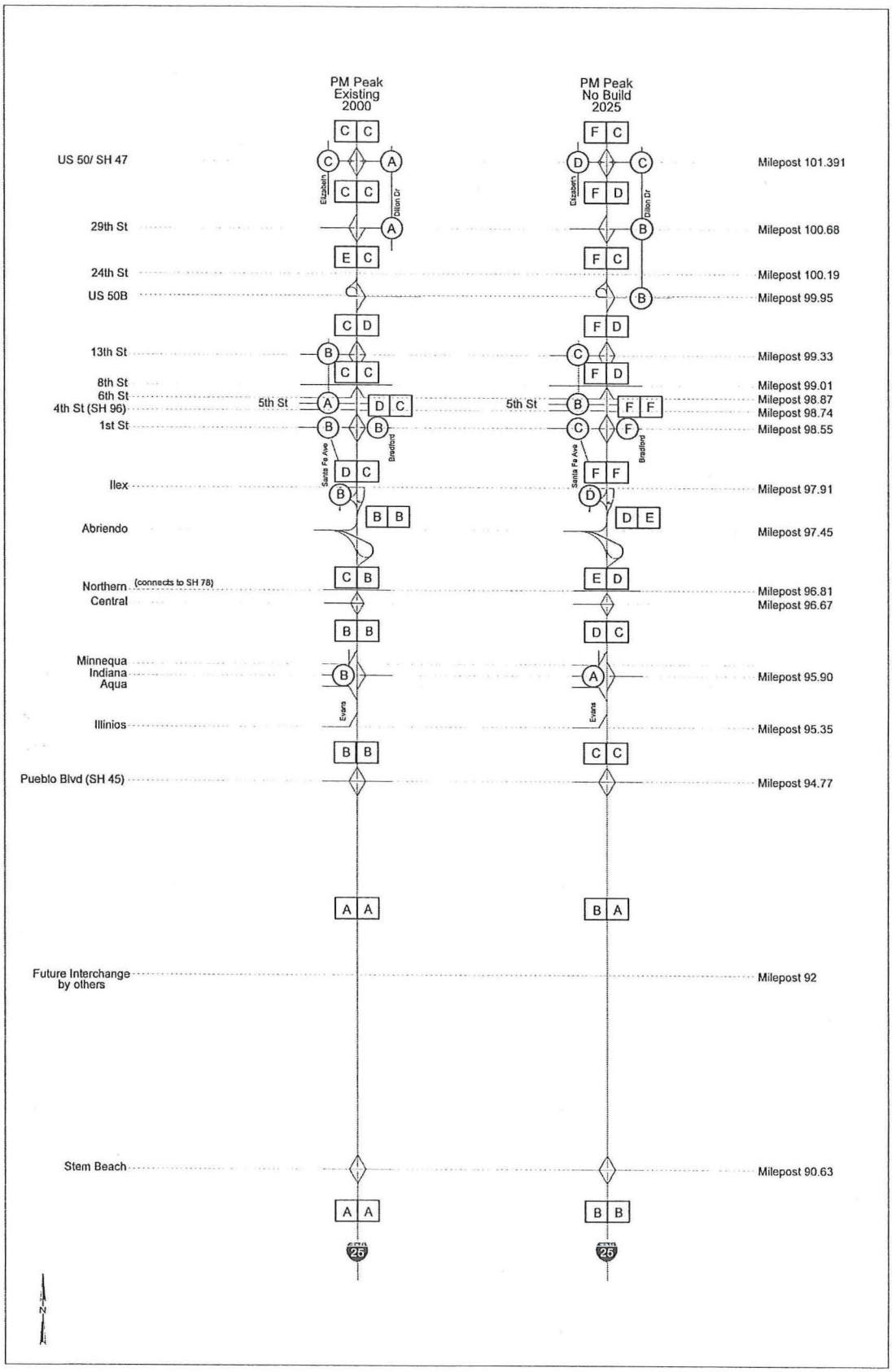


EXHIBIT 1-8
Level of Service

SECTION 2.0

Alternatives Considered and the Analysis of Alternatives

SECTION 2.0

Alternatives Considered and the Analysis of Alternatives

2.1 Introduction

In accordance with 23 CFR 771.111, Early Coordination, Public Involvement and Project Development,[1] and Section 1506.6, Public Involvement,[2] CDOT developed a decision process for the New Pueblo Freeway Transportation Study that relies on continuous comprehensive involvement of the public in the development and evaluation of alternatives. The purpose of the decision process was to develop a recommendation for a needed major improvement through a consensus of the participants, stakeholders, and the public in accordance with National Environmental Policy Act (NEPA).

It was recognized in the beginning of the study that any corridors would have potential impacts to neighborhoods, economic development, and the environment. The study focused on the development of major mobility improvement strategies for north/south trips.

The decisionmaking process is shown in Exhibit 2-1. The intent of the process was to formulate a rational approach that consisted of three levels of evaluation. The levels of evaluation resulted in a process that took public concerns and ideas and advanced them to a final recommendation. During Level 1 – Advance/Eliminate Ideas, a set of criteria was developed to measure the success of an idea in addressing the public's concerns. Those ideas that best supported the public goals and objectives went forward as concepts. During Level 2 – Rate Concepts, more specific criteria were applied to the concepts, resulting in the formation of strategies. Level 2 criteria measured the success of a more defined concept in addressing the public's mobility, environmental, and community value goals. Level 3 – Evaluate Strategies, took the best concepts from Level 2 and combined and enhanced them into strategies with significant definition. These strategies were evaluated with criteria that again measured the public's concerns.

After the corridor for north/south improvements was defined, interchanges within the corridor were evaluated. An intensive effort with the City of Pueblo, the County of Pueblo, and local business owners and neighborhoods resulted in a consensus on the recommended location of the interstate corridor.

The five-step decision process incorporated NEPA intent by involving the public at all level of evaluation in the alternatives analysis process and focusing the recommended improvements on meeting the goals and objectives set forth in Section 1.0, Introduction and Project Background.

---

[1] Title 23 Code of Federal Regulations.

[2] Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act.

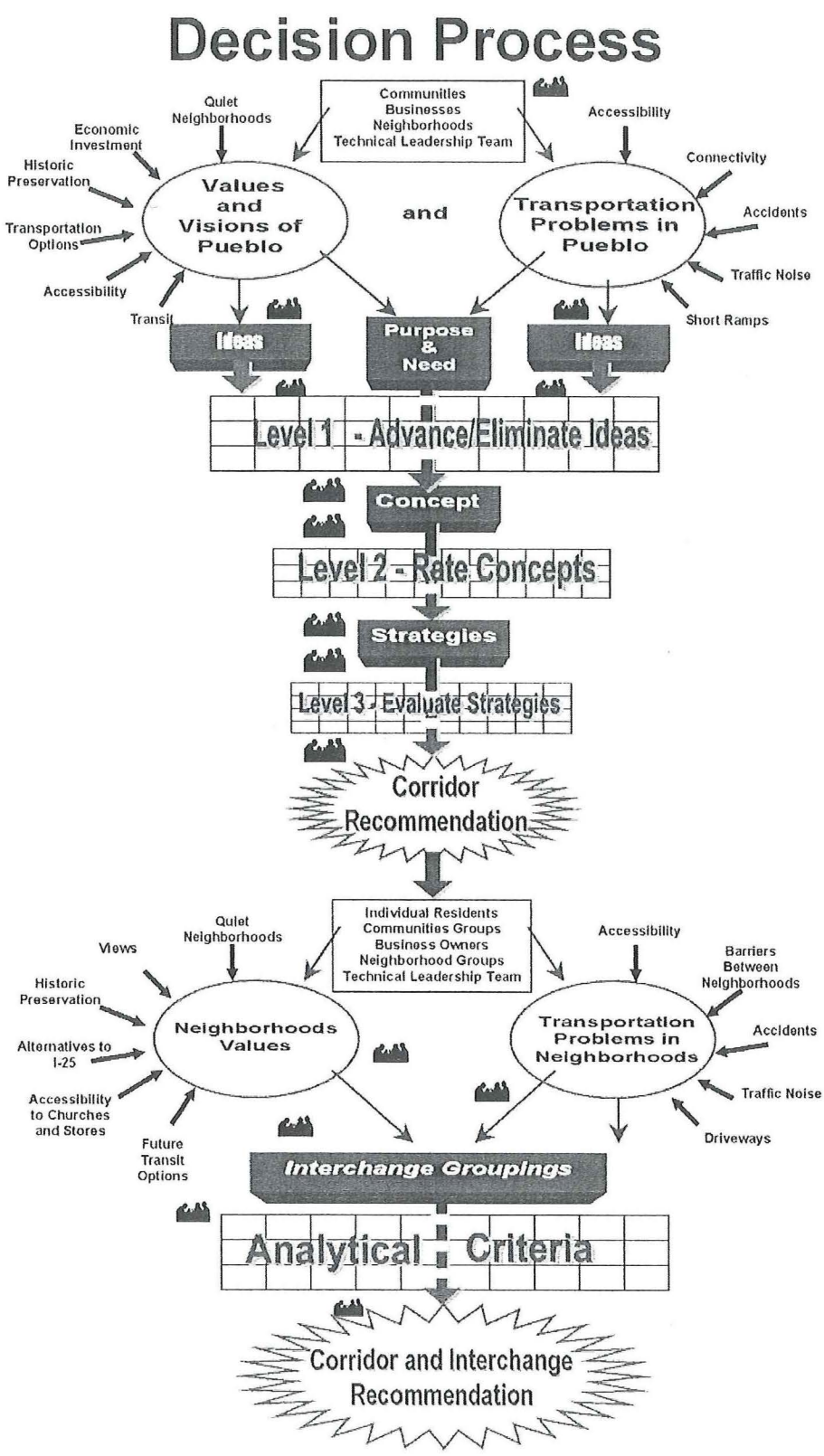


EXHIBIT 2-1
Decision Process

2.2 Development of Corridor Alternatives and Evaluation

This section details the development and evaluation of the alternatives and the final recommended alternative. The recommended alternative is anticipated to go forward through the NEPA process.

The study consisted of a Project Leadership Team (PLT) that was made up of policy makers within the community. The PLT's charge was to give final approval or disapproval to the evaluations in the study process, including the recommended alternative. A Technical Leadership Team (TLT) was made up of technical representatives of the City of Pueblo, Pueblo County, PACOG, and CDOT. The purpose of the TLT was to provide technical evaluation of the alternatives and provide technical advice on major issues. Public participation in the decision process was essential. The public was involved in analyzing and ranking alternatives through the Community Working Groups (CWG). The CWG was made up of citizens interested in a value-based solution.

2.2.1 Criteria

The purpose and need for the project is by itself the principal feasibility criteria by which alternative improvements for the project were evaluated. In all projects, the development of alternatives and a recommendation and/or decision requires appropriate criteria. The need to develop a public process required an intensive outreach to the public. Public and stakeholder input yielded the concerns and ideas, described earlier, which were the basis for additional criteria. These criteria reflect the specific needs and values of the community.

Appendices B and C show the criteria categories of Mobility, Environmental, Safety, Implementation, and Community Values that were consistently applied throughout the study to help rank and screen alternative concepts. Mobility, Environmental, Safety, and Implementation are technical criteria and were analyzed by the TLT. At the subsequent meetings with the CWG, the results of the technical ratings were discussed and explained. The fifth criteria category, Community Values, was rated by the CWG at each level of evaluation. The CWG meetings were always publicized and open for anyone to participate.

2.2.2 Level 1 – Advance/Eliminate Ideas

Ideas and concerns gathered from the public were screened using yes/no responses to the Level 1 criteria. The criteria and results are shown in Appendix B. From the screening of the individual ideas, concepts were formulated that moved forward to Level 2 for rating.

Ideas that did not meet all of the required criteria for development, and therefore were not acceptable as project concepts by themselves, were addressed by grouping them for follow-up action. Of all the ideas received for consideration, it was determined that 13 were beyond the scope of this project. These were forwarded to responsible agencies that would have jurisdiction in these areas. Eleven ideas fell into a group called Transportation Systems Management and Transportation Demand Management, or TSM/TDM. These are traffic management systems that seek to improve efficiency and provide incentives to use public transportation or carpool. Thirty-five other ideas, which did not meet the criteria for stand-alone concepts, fell under the definition of Amenities, Features, and Goals. Amenities, such as landscaping or noise walls, may be included in the project as part of a final recommendation. Features, such as a pedestrian and bicycle crossing, also could be incorporated into the project as part of a final recommendation.

Other ideas not meeting the criteria for a Level 2 concept addressed long-term goals. An example was providing right-of-way for future transit. These ideas are maintained in the study as elements that may be included in the final project recommendation.

Of the ideas that were screened, 107 fell into the category of Best Combined with Others. This category consists of those ideas that might improve mobility and safety at a single location; however, over the study area, this increase in mobility and safety will be negligible unless several of these ideas are combined. Each idea may be an element, combined with others, to form the solution.

Nineteen of the ideas passed the Level 1 screening as Major Concepts. These ideas and the criteria are shown in Exhibit 2-2.

Ideas \ Criteria	Mobility	Environmental	Safety	Implementation	Community Values	Comments
Build a parallel route	Yes*					Major Concepts Advance to Level 2
Beltway on the east – Bragdon to Stem Beach with no widening to I-25						
Greater access to local streets						
HOV lanes						
Build alternate routes						
Loop around the town						
Eight lanes on I-25 (four in each direction)						
Six lanes on I-25 (three in each direction)						
Extend Stem Beach to east and connect it up again on the north end of town						
Straighten the curves						
Car pool lanes						
Make an alternate route for trucks						
Double deck I-25						
Shift I-25 east between Abriendo and 13th Streets						
Perimeter Road						
Double deck the interstate						
Bypass on the west	*All questions were answered "Yes" in every criteria category for each of these ideas.					
Four lanes on I-25 (two in each direction) and bring existing up to design standards						
Bypass around Pueblo with limited access						

EXHIBIT 2-2
Level 1 – Advance/Eliminate Ideas

Summary of Level 1 Evaluation and Results

As was mentioned, the Level 1 evaluation of ideas resulted in 19 Major Concepts meeting the criteria shown in Exhibit 2-3. The CWG deliberation resulted in a determination that these concepts meet the Community Values criteria. The subcriteria, found in appendix B, asked four questions:

- Can environmental impacts be mitigated?
- Is this compatible with local goals and objectives?
- Does this preserve future transportation mobility options?
- Does this improve the aesthetics of the community?

The CWG, TLT, and PLT were all in support of carrying forward the 19 concepts to Level 2.

2.2.3 Level 2 – Rate Concepts

The purpose of the Level 2 evaluation was to look at each concept and, comparing it to other concepts in the same category, rate its ability to meet the project's goals and address the stated concerns. The evaluation gave all project participants the opportunity to discuss the concepts, how the concepts meet the project's goals, and how they might be improved to make them better at meeting the project's goals.

The Major Concepts were organized into No-Build, Transit Concepts, I-25 Concepts, Bypass Concepts, and Alternative Routes categories. Each idea advanced from Level 1 was incorporated into a concept as shown in Exhibit 2-3.

EXHIBIT 2-3
Organizing Major Concepts

Level 1 – Advanced Ideas	Level 2 – Concepts
Build a parallel route	Bypass Concepts 2 and 3
Beltway on the east – Bragdon to Stem Beach with no widening to I-25	Bypass Concept 2
Greater access to local street	Interchange Grouping
HOV lanes	Transit Concept 1
Build alternate routes	Alternative Route Concepts 1 and 2
Loop around the town	Alternative Route Concept 1
Eight lanes on I-25 (four in each direction)	I-25 Concept 3
Six lanes on I-25 (three in each direction)	I-25 Concept 2
Extend Stem Beach to east and connect it up again on the north end of town	Bypass Concepts 2
Straighten the curves	I-25 Concepts 1, 2, and 3; Transit Concept 1
Car pool lanes	Transit Concept 1
Make an alternate route for trucks	Bypass Concepts 1, 2, and 3
Double deck I-25	Bypass Concept 1
Perimeter Road	Alternative Route Concepts 1 and 2
Double deck the interstate	Bypass Concept 1
Bypass on the west	Bypass Concept 3
Four lanes on I-25 (two in each direction)	I-25 Concept 1
Bypass around Pueblo with limited access	Bypass Concepts 2 and 3

Exhibit 2-4 provides a narrative description of the Major Concepts. Each concept had some definitions of elements but was not a complete package of solutions. This left the option of combining some concepts to gain greater alignment with the project goals and the purpose and need listed. The alternative concepts were evaluated using Good, Fair, and Poor ratings.

Bypass Concepts - Relocating Existing I-25

1 Double Deck I-25

This concept would build a tunnel or elevated structure to carry the through traffic on I-25. The 2nd deck would be designed for high speed and limited access. An interchange at the beginning and at the end of the double deck would be provided for local access, however, once passed these interchanges and on the 2nd deck, no access to the city would be available. The existing I-25 would maintain the existing access, it would be a lower speed facility and only safety improvements would be made consistent with new roadway classification and lower speed. This local I-25 would be four lanes (two in each direction) and access would be at the existing locations only. Existing I-25 would be reclassified as an urban freeway, expressway, or major arterial.

2 Bypass(es) to the east of Pueblo

This concept would be a high speed limited access facility diverging from the existing I-25 and traveling to the east. An interchange at the beginning and at the end of the bypass would be provided for local access, however, other interchanges along the bypass would be provided only at intersections with state highways. . The existing I-25 would maintain the existing access, it would be a lower speed facility and only safety improvements would be made consistent with new class and lower speed. This local I-25 would be four lanes (two in each direction) and access would be at the existing locations only. Existing I-25 would be reclassified as an urban freeway, expressway, or major arterial.

3 Bypass(es) to the West of Pueblo

This concept would be a high speed limited access facility diverging from the existing I-25 and traveling to the west. An interchange at the beginning and at the end of the bypass would be provided for local access, however, other interchanges along the bypass would be provided only at intersections with state highways. The existing I-25 would maintain the existing access, it would be a lower speed facility and only safety improvements would be made consistent with new class and lower speed. This local I-25 would be four lanes (two in each direction) and access would be at the existing locations only. Existing I-25 would be reclassified as an urban freeway, expressway, or major arterial.

Alternate Route Concepts

1 High Speed, Limited Access Alternate Route

High speed limited access alternate route concept – This concept would provide a loop around the city. The loop would be designed for high speed and would have limited access provided only through interchanges at major cross streets. This loop will reduce local trips on I-25 and therefore I-25 may need less improvement. This facility would be four lanes (two in each direction).

2 Lower Speed, Managed Access Alternate Route

Lower speed managed access alternate route concept – This concept would provide an alternate continuous way around the city. It would be four lanes and access would be provided at streets with signalized intersections. This routes will reduce local trips on I-25 and therefore I-25 may need less improvement. An example or this type of route is Dillon extension. No mid-block access would be provided. This concept could be accomplished by improvements to several existing streets.

Transit Concepts

1 HOV/carpool lanes on I-25 with an expanded Bus System and park-n-ride facilities

I-25 Concepts

1 Four lanes on I-25 with continuous acceleration and deceleration lanes

This concept would have two lanes in each direction, so no more traffic lanes would be added. However, continuous acceleration and deceleration lanes are included the length of I-25. In addition this concept will straighten the curves, widen shoulders, and improve the horizontal and vertical alignments.

2 Six lanes on I-25

This concept would have three lanes in each direction, this would be one additional traffic lane over the existing. As with the four-lane concept, this concept will straighten the curves, widen shoulders, improve the horizontal and vertical alignments, and could include continuous acceleration and deceleration lanes.

3 Eight lanes on I-25

This concept would have four lanes in each direction, this would be two additional traffic lanes over the existing. As with the four-lane and six-lane concepts, this concept will straighten the curves, widen shoulders, improve the horizontal and vertical alignments, and would only include acceleration and deceleration lanes at interchanges.

EXHIBIT 2-4
Level 2 – Major Concepts

- Bypass Concepts. The evaluation showed that the best bypass concept was the one that would allow for high speed and a minimum of interchange access. A strategy will be developed for Level 3 that includes a bypass.
- I-25 Concepts. The best I-25 strategy provides better horizontal and vertical alignment, additional lanes, and wider shoulders. A discussion on the number of lanes for I-25 determined that eight lanes would be too intrusive on the historic neighborhoods bordering the freeway. The decision between four and six lanes was deferred to an operational analysis in Level 3. An improved I-25 was included as a strategy.
- Alternate Route Concepts. The lower-speed alternate route appeared to provide more benefit for the cost to the network and I-25 than the high-speed limited access route. A strategy combining improvements to I-25 with a lower speed managed access roadway will be included in Level 3.
- Transit Concepts. The single transit concept was rejected because of concern by City of Pueblo staff that the cost would not be feasible based on the low current demand for transit services and the lack of funding by the City to support additional operational or implementation costs.

Summary of Level 2 Evaluation and Results

The technical attributes of the Major Concepts were rated by the TLT, and the Environmental/Community Values were rated by the CWG. The ratings consisted of Good, Fair, or Poor. The Level 2 evaluation criteria for Environmental/Community Values subcriteria were as follows:

- Can this be built within the existing Right of Way?
- How well does this support our environmental values?
- Will this concept have community support?
- How well does this concept support our current economic community investments?
- Does this provide new transportation options?

As a result of the ratings by the CWG, TLT, and the PLT, the following six alternative strategies were carried forward for Level 3 evaluation:

1. Currently committed projects or No-Build
2. I-25 Safety Improvement Strategy
3. I-25 Safety Improvement Strategy with a low-speed loop
4. Relocated I-25 with a parkway (I-25/Parkway)
5. Relocated I-25 with a freeway (I-25/Freeway)
6. The I-25 strategy with six lanes and a low-speed loop. The I-25 safety improvements consist of safety improvements between Abriendo Avenue and 1st Street.

The CWG agreed that these six strategies had the elements needed to meet the project goals and objectives.

2.2.4 Level 3 – Evaluate Strategies

The six alternative strategies were subjected to a detailed and comprehensive analysis. The criteria categories remained the same, but specific criteria under each category were expanded to include more detail as well as quantitative measurements. Exhibit 2-5 shows the detailed measures and the analysis results for each strategy. Again, the criteria were in the categories of Mobility, Environmental, Safety, Implementation, and Community Values.

The strategies and analyses were presented to the CWG and TLT for review. The CWG and TLT comments and recommendations were then presented to the PLT.

Summary of Level 3 Evaluation and Results

The results of the Level 3 analysis are described below:

1. The Currently Committed Projects or the No-Build Strategy do not address the purpose and need for the project. Doing nothing is not a viable solution as traffic volumes are forecasted to increase, resulting in failure LOS and high accident rates at locations with structural and geometric deficiencies. This strategy will be used in future analyses as a base case against which other alternatives will be compared.

2. The I-25 Safety Improvement Strategy was eliminated because it does not meet the purpose and need of the project. Safety improvements would address local deficiencies, but future operational needs would not be addressed. The analyses of this strategy also demonstrated that neighborhoods would be impacted by future traffic, noise, and other proximity issues.

3. The I-25 Safety Improvement with Low-Speed Loop Strategy was also eliminated because it does not meet the purpose and need. The addition of the loop to the safety improvement strategy was hoped to address the increased demands with an improved local network. Analysis showed that the loop road alone does not address the mobility needs of the future. As with the Safety Improvement Strategy, the existing deficiencies were not addressed with this strategy.

4. Relocated I-25 with a Parkway Strategy was eliminated because it was determined to be infeasible. To make the relocated I-25 function, it would have to be built in its entirety before any utility or mobility improvements were realized. With normal state funding, the full construction could take up to 20 years. During the construction period for the relocated I-25, the existing I-25 would receive no relief or improvement. The parkway construction could not begin until after the relocated I-25 was completed.

5. Relocated I-25 with a Freeway Strategy was also eliminated as infeasible. Again, construction of the entire relocated I-25 could take up to 20 years with no utility or mobility improvements until completion. The freeway portion could not begin construction until relocated I-25 was completed, and would result in doubling the freeway centerline miles through Pueblo.

Based on these results, the CWG, TLT, and PLT obtained a consensus for the "I-25 strategy with six lanes and a low-speed loop" as the Recommended Route Alternative. The conclusion of the Level 3 evaluation with refinements based on the CWG, TLT, and PLT comments is the corridor recommendation shown on Exhibit 2-6.

the New Pueblo Freeway

Level 3 Analysis

Criteria / Strategies	Unit of Measure	Currently Committed Projects (Formerly No-Build)	I-25 Safety Improvement Strategy	I-25 Safety Improvement Strategy with a Low Speed Loop	Relocated I-25 with a Parkway (I-25 / Parkway)	Relocated I-25 with a Freeway (I-25 / Freeway)	I-25 Strategy with 6 Lanes and a Low Speed Loop
Mobility							
Planning Level of Service – PM Peak Hour	LOS	See attached map					
Travel Time (I-25 from Stem Beach to Pinon)	minutes	24	24	24	25 / 31	24 / 25	22
Traffic Volumes	ADT	See attached map					
Implementation							
What is the comparative cost of this strategy?*	Year 2000 $ (million)	0**	$66.5	$236.5	$794.5	$1,250.5	$772.0
What are the additional operations and *** maintenance costs of this strategy?	$ million / year	0	0	$0.4	$1.1	$1.3	$0.5
Does this strategy have a major agency or legislative hurdle?	Yes – Some - No	Some	Some	Some	Yes	Yes	No
Can this strategy be implemented in segments that are functional and fundable?	Yes - Some - No	Yes	Yes	Yes	No	No	Yes
Environmental Summary							
		The currently committed projects appear to have little or no additional environmental impacts on natural habitats. As the average speed of the network decreases air quality may degrade and travel time will increase.	The I-25 Safety Improvement Strategy appears to have little or no environmental impacts due to additional right-of-way. This strategy only addresses safety improvements from 1st to Abriendo Ave. As congestion on I-25 increases over the next 20 years, travel time and air quality will be impacted.	This Strategy will impact the ethnic and low-income population already impacted by the existing I-25 and additional populations will be impacted by the low speed loop. The low speed loop will also impact protected lands and habitat. These impacts to wildlife and habitat could be reduced or avoided by minor modifications of the proposed loop alignment.	The Parkway will improve connectivity between communities along exiting I-25 without taking wildlife habitat or historic properties. The Relocated I-25 has impacts to wetlands and potential wildlife. Further, the relocation of the interstate could result in urban sprawl, which could impact the downtown economic viability.	This Strategy has the greatest environmental impacts. The relocated I-25 impacts the same natural environment as the previous strategy. While the freeway portion of the strategy has impacts to the manmade environment: ethnic and low-income population and historic properties. Again, the relocation of the interstate could result in urban sprawl, which could impact the downtown economic viability.	The improvement of I-25 to 6 lanes will impact the manmade environment already impacted by existing I-25: ethnic and low-income population, number of houses and historic properties. The low speed loop will impact the natural environment: 4(f) and 6(f) land, wetlands, potential very high-quality wildlife habitat, and potential threatened and endangered species habitat. The impacts could be reduced by modifications to the alignment.

Implementation Notes

** Comparative costs do not include costs for tunneling or elevating portions of I-25.*

*** The cost of the currently committed projects is $70,000,000. These improvements are assumed as part of all strategies; however, the cost for these projects is not included in the comparative cost of each strategy.*

**** Operations and Maintenance costs for each strategy are annual costs. Each strategy would include the expenses of $4,700,000 for an expanded bus system; these are not included in these comparative costs.*

See reverse side for individual criteria and measurements

Criteria / Strategies	Unit of Measure	Currently Committed Projects (Formerly No-Build)	I-25 Safety Improvement Strategy	I-25 Safety Improvement Strategy with a Low Speed Loop	Relocated I-25 with a Parkway (I-25 / Parkway) West	Relocated I-25 with a Parkway (I-25 / Parkway) East	Relocated I-25 with a Freeway (I-25 / Freeway) West	Relocated I-25 with a Freeway (I-25 / Freeway) East	I-25 Strategy with 6 Lanes and a Low Speed Loop
Community Values									
Is this strategy compatible with neighborhood and local business plans/goals/objective?	Good - Fair – Poor neighborhood / business	Poor / Fair	Poor / Fair	Poor / Fair	Good / Poor	Poor / Poor	Poor / Fair	Poor / Fair	Poor / Good
Does this strategy promote local trips on local roads and regional trips on I-25?	Good - Fair – Poor vph on key links for PM peak (see map)	Poor	Poor	Fair	Good	Good	Fair	Fair	Fair
Does this strategy support our current and on going economic investments in the community?	Good - Fair - Poor	Poor	Fair	Good	Poor	Poor	Poor	Poor	Good

EXHIBIT 2-5
Level 3 Analysis
(Sheet 1 of 2)

Level 3 Analysis

Comparative Costs

Criteria / Strategies	Currently Committed Projects (Formerly No-Build)	I-25 Safety Improvement Strategy	I-25 Safety Improvement Strategy with a Low Speed Loop	Relocated I-25 with a Parkway	Relocated I-25 with a Freeway	I-25 Strategy with 6 Lanes and a Low Speed Loop
Safety Improvements on I-25		$ 46,800,000	$ 46,800,000	-	-	-
Low Speed Loop		-	$ 130,325,000	-	-	$ 130,325,000
Relocated I-25		-	-	$ 261,300,000	$ 287,300,000	-
Parkway		-	-	$ 158,600,000	-	-
Freeway		-	-	-	$ 378,300,000	-
6 Lanes on I-25		-	-	-	-	$ 390,000,000
Circulator Bus System		$ 3,360,000	$ 3,360,000	$ 3,360,000	$ 3,360,000	$ 3,360,000
Transportation Systems Management (TSM) & Travel Demand Management (TDM)		$ 260,000	$ 260,000	$ 6,240,000	$ 8,840,000	$ 2,600,000
Intelligent Transportation Systems (ITS)		$ 1,300,000	$ 1,300,000	$ 31,200,000	$ 44,200,000	$ 13,000,000
Amenities (% of comparative cost)		$ 14,510,000	$ 14,510,000	$ 59,750,000	$ 183,120,000	$ 121,680,000
Right-of-Way		-	$ 39,600,000	$ 273,720,000	$ 345,000,000	$ 110,880,000
Total	$ 70,000,000	$ 66,230,000	$ 236,155,000	$ 794,170,000	$1,250,120,000	$ 771,845,000

Environmental

Criteria / Strategies	Unit of Measure	Currently Committed Projects (Formerly No-Build)	I-25 Safety Improvement Strategy	I-25 Safety Improvement Strategy with a Low Speed Loop	Relocated I-25 with a Parkway (West / East)		Relocated I-25 with a Freeway (West / East)		I-25 Strategy with 6 Lanes and a Low Speed Loop
Amount of new right-of way	acres ROW needed for strategy	0	0	90.9	785.5	720.0	927.8	859.4	250.9
Number of existing houses/businesses within the new ROW	houses existing houses and businesses within the ROW	0	0	10	0	20	50	70	90
Environmental Justice land areas (ethnic and low income)	population within the buffer on each side of the ROW	1,300	1,300	4,100	1,400	1,700	1,600	1,900	4,300
4(f) and 6(f) lands	acres within the ROW	0	0	2.4	0.2	0	3.6	3.5	6.6
Wetlands	acres within the ROW	0	0	3.5	21.5	20.1	22.5	21.2	4.8
Potential very high-quality wildlife habitat	acres within the ROW	0	0	0	69.3	19.8	74.2	24.7	4.9
Potential threatened & endangered species habitat	acres within the ROW	0	0	10.1	19.2	21.5	23.7	25.9	14.9
Eligible historic properties	properties within the buffer on each side of the ROW/within ROW	14 / 0	14 / 0	16 / 0	14 / 0	14 / 0	14 / 1	14 / 1	16 / 1
Noise	houses within the buffer on each side of the ROW	450	450	1350	460	520	550	620	1460
Air quality	average speed (mph) average speed on the network	29	29	29	30	30	31	31	29
Water quality	acres of additional impervious area	0	0	87.3	279.3	256.0	305.9	282.7	129.0

EXHIBIT 2-5
Level 3 Analysis
(Sheet 2 of 2)

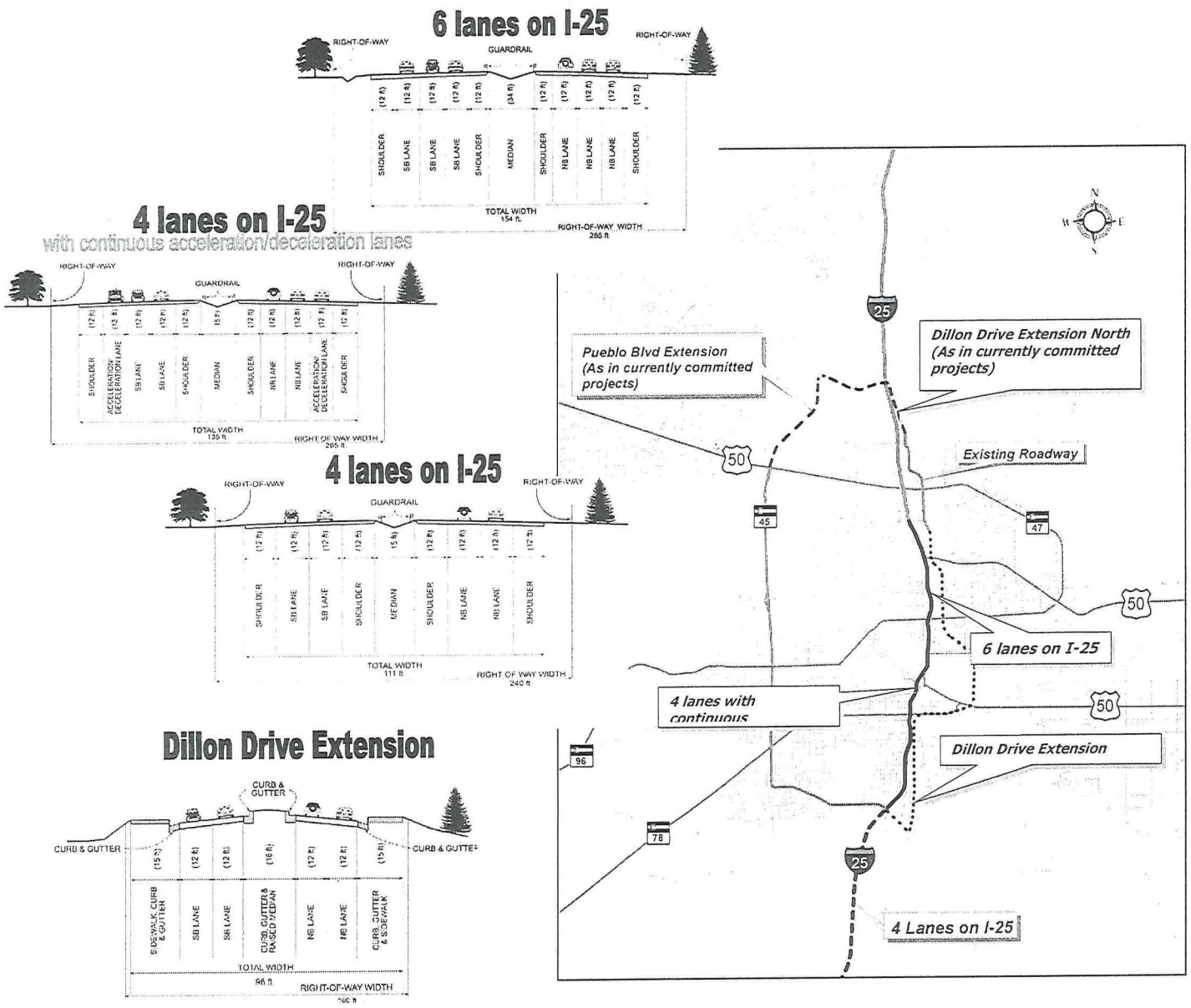


EXHIBIT 2-6
Corridor Recommendations

the New Pueblo Freeway

Corridor Recommendation

Major Elements . . .

- **I-25 Improvements**
- **Dillon Drive Extensions**
- **Pueblo Blvd. Extension**
  (as in Currently Committed Projects)

Elements to be defined . . .

- 4 to 6 lanes on I-25
  - *To be determined by interchange locations and traffic volumes*
- Where are the best Interchange locations?
- What east-west network improvements are needed?
- What improvements are needed on Pueblo Boulevard?
- What design techniques will minimize right-of-way needs?
- What circulator bus system improvements will be needed?
- What types of Transportation Systems Management (TSM)?
- What types of Travel Demand Management (TDM)?
- What type of Intelligent Transportation Systems (ITS)?
- What types of amenities: bike paths, landscaping, architectural treatments, etc.
- Noise walls.

2.3 Development of Interchanges and Evaluation

After the Recommended Route Alternative for I-25 was selected, the remaining task was to provide logical, safe, and efficient access to the City of Pueblo. Many of the comments received from the public were linked to accessibility, connectivity, and isolation of neighborhoods by the current I-25. The goal of this task was to refine the freeway alignment and develop interchange alternatives for the I-25 final recommendation.

Each existing interchange in the study corridor was examined based on access needs of the City, the configuration of the interchange, operating efficiency, who was served by the interchange, distance from the two closest north and south interchanges, and the adequacy of the current design. The same process used for rating ideas, alternatives, and strategies for the Recommended Route Alternative was applied to the development of a recommended interchange grouping.

The criteria for the evaluation of Alternative Interchange Groupings was consistent with all of the previous evaluations: Mobility, Environmental, Safety, Implementation, and Community Values.

2.3.1 Alternative Interchange Groupings

An alternative grouping approach for interchanges was developed based on three major categories of needs that interchanges would normally serve:

1. Interchange access at state highways
2. Interchange access for local connections
3. Interchange access for regional destinations

Because of all the access needs that must be provided by I-25 through Pueblo, it is essential that a balance be achieved that provides as much service to the needs of Pueblo as possible without reducing the safety and efficiency of the interstate. Specific interchange concepts were developed to address the access needs. Four groupings of interchanges were developed and are shown in Exhibit 2-7. The No-Build or existing conditions alternative also was evaluated.

Recognizing that each interchange location or change to an interchange would be of special interest to adjacent stakeholders, public meetings were arranged for each segment of the corridor: 29th Street to SH 50B, downtown, and south of the Arkansas River. Stakeholders adjacent to these areas were invited to attend meetings focused on these specific segments to provide their perspective and their response to the alternatives. In addition, the advice and consensus of the CWG, TLT, and PLT continued to be incorporated during the interchange alternatives process.

The following sections summarize the feasibility of the different interchange grouping approaches.

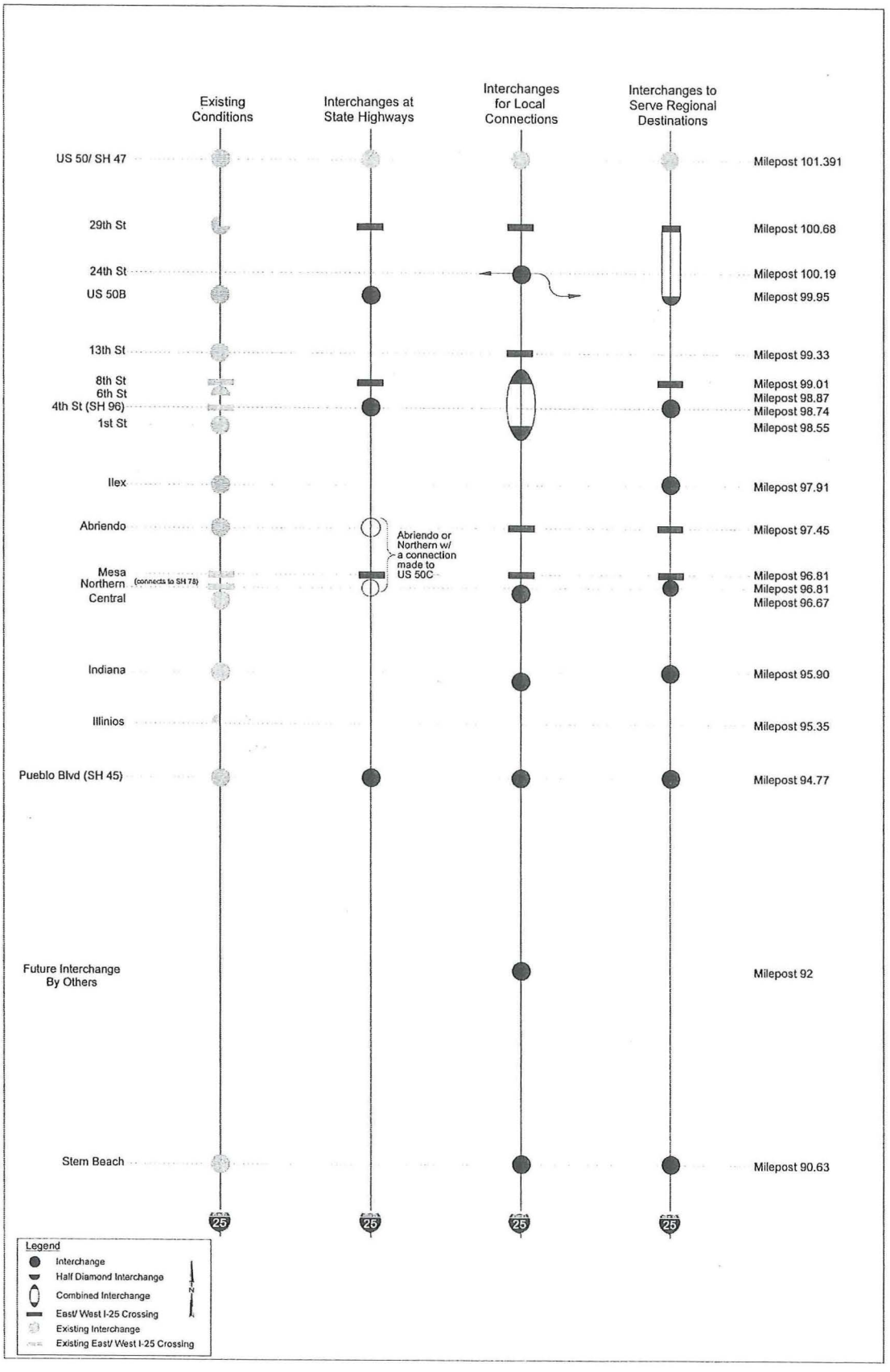


EXHIBIT 2-7
Interchange Groupings

2.3.2 No-Build

The existing conditions violate current interchange spacing requirements set forth by national design guidelines. The result of the close spacing of these interchanges is inadequate acceleration and deceleration lengths on ramps, as well as very high accident rates at the interchanges. Therefore, the no-build alternative will be used in future analysis for comparison purposes only.

2.3.3 Interchanges at State Highways

This grouping provides interchanges at state highways only and does not serve local access needs. Furthermore, the goal of this approach, to interchange with state highways, is provided for in the other two approaches. Therefore, this approach will not be taken forward as a stand-alone grouping.

2.3.4 Interchanges for Local Connections and Interchanges for Regional Destinations

These groupings were similar in their general interchange locations. Each segment of the interstate with the interchange groupings considered is described below.

29th Street to SH 50B

Five interchange alternatives between 29th Street and SH 50B were reviewed. The alternatives included a Half Diamond at 29th Street with an overpass at SH 50B, an Improved Trumpet Interchange with connection to SH 50B, an interchange at 24th Street, an interchange with I-25 and an extended 29th Street, and a Partial Cloverleaf interchange at SH 50B. All five alternatives advanced to layout analysis.

13th Street and 1st Street

In this segment, two major alternatives were reviewed. The first alternative is an interchange split between 8th Street and 1st Street. This type of interchange provides access to the cross streets between the ramps. It was noted that the split interchange would provide disbursed access to the many downtown destinations. Concern about impacts to Mineral Palace Park were noted with the 13th Street to 1st Street Split Diamond. Several variations will be considered in the next analysis to minimize impacts. A critical connection is the 1st Street interchange. This provides access to the recent downtown and historic enhancements. Adequate access at 1st Street must be maintained.

The second alternative is a single interchange at 4th Street. During the review of these alternatives, it was noted that the single interchange at 4th Street would result in all traffic entering or exiting downtown, as well as all traffic destinations south of Mineral Palace Park, using this single point of access. Great concern was expressed about the additional improvements that would have to be completed on 4th Street and other network streets to accommodate additional traffic. Based on the impacts to the network that would result from a single 4th Street interchange, this alternative will not be taken forward.

Ilex, Abriendo, and Northern Streets

Adequate spacing is required between all interchange alternatives. If an interchange were placed at Ilex, no interchange with 1st Street ramps meets the spacing requirements. A

single interchange at 4th Street has been determined to be unfeasible and 1st Street access was determined to be mandatory; therefore, an interchange at Ilex cannot be considered. To provide adequate access to the businesses, residents, and park in the Ilex area, several network enhancements were considered.

Numerous suggestions have been made to place an interchange at Abriendo. The major alternatives in this segment are an interchange at Abriendo with an overpass at Northern; an interchange at Northern with an overpass at Abriendo; and a relocated I-25 with an interchange south of the existing Abriendo interchange. Each of these advanced to layout analysis.

Northern Avenue to Stem Beach

Interchanges will be provided at Indiana, Pueblo Boulevard, and Stem Beach. A new interchange could be accommodated at approximately Mile Post 92 and would be planned, financed, and constructed by others rather than CDOT.

2.4 Interchange Layouts

This section describes the interchange alternatives considered at each location, the components and functions of each, and the Recommended Interchange Alternative. The No-Build alternative is carried forward for comparison purposes only. The Recommended Interchange Alternative is a result of the consensus of the community, CWG, TLT, and PLT.

2.4.1 29th Street through SH 50B

Five alternative interchanges were considered at this location, as shown in Exhibit 2-8. This segment of I-25 is constrained by the need to avoid intrusion into residential neighborhoods, the flood plain, interchange spacing requirements, and the need to maintain a high level of access east to west from 29th Street to SH 50B.

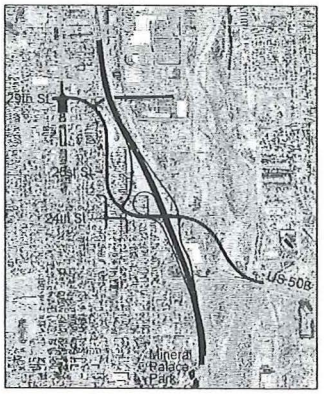
- Half Diamond at 29th Street combined with an Overpass at SH 50B. This alternative eliminates SH 50B as an interchange and severely restricts interchange access. It was therefore eliminated.

- Improved Trumpet Interchange with connection to SH 50B. This alternative provides the same interstate access on SH 50B as the existing interchange but expands the existing SH 50B interchange configuration to provide improved turning curve radii and improved interstate acceleration, deceleration lanes, and transitions. This alternative eliminates the 29th Street Interchange. This alternative impacts a large number of homes on the west side of I-25 and was eliminated due to neighborhood concerns.

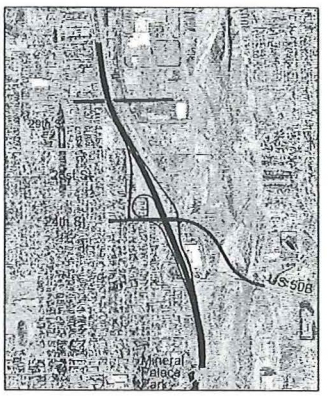
- Partial Cloverleaf Interchange with connected 29th Street and SH 50B. This alternative uses an expanded curve, referred to as a cloverleaf due to its plan view appearance, for SH 50B traffic westbound desiring to enter I-25 westbound. This alternative provides continuous movement of traffic, east to west, from 29th Street to SH 50B. The 29th Street interchange is eliminated and 29th Street has the option to continue east across I-25 to Dillon Avenue. This option impacts more than 100 homes in the west side neighborhood and was therefore eliminated.

Half Diamond at 29th St Overpass at US 50B

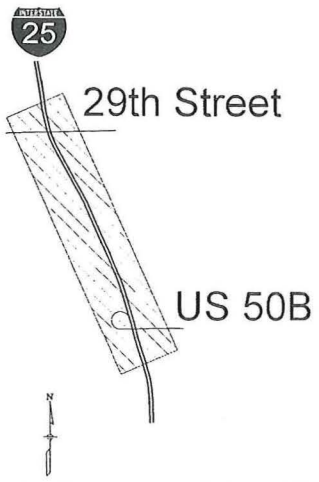
Improved Trumpet Interchange with connection to US 50B

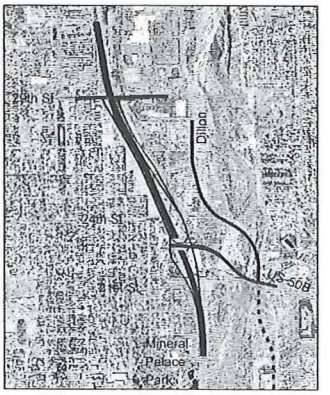


Partial Cloverleaf Interchange with connected 29th St & US 50B



Partial Cloverleaf Interchange with connected 24th St & US 50B





Diamond with US 50B & Frontage Roads to 29th Street

EXHIBIT 2-8
29th Street to SH 50B – Interchange Alternatives

- Partial Cloverleaf Interchange with connected 24th Street and SH 50B. This alternative realigns SH 50B on the east side with 24th Street on the west side. The exit and entrance ramps will all be improved, along with transitions to and from the interstate. This alternative was eliminated because of major public and City opposition. The 29th Street interchange with this alternative also will be eliminated.

Recommended Interchange Alternative

- Diamond with SH 50B and Frontage Roads to 29th Street. A diamond-type interchange is proposed at approximately 23rd Street to provide the minimum 1-mile spacing required between freeway interchanges. This requires realigning SH 50B to connect to the new interchange location. The 29th Street interchange will be eliminated, but the crossing of I-25 will be maintained. Frontage roads will connect 29th Street with the SH 50B interchange. The frontage roads will provide an access to I-25 southbound for SH 50B and 29th Street. The frontage roads will be used by both SH 50B and 29th Street to connect with the on-ramp northbound or beyond to the 29th Street crossing. This alternative also includes connection to Dillon Avenue from 29th Street with the option to proceed north to SH 50 or south from 29th Street to an intersection with SH 50B.

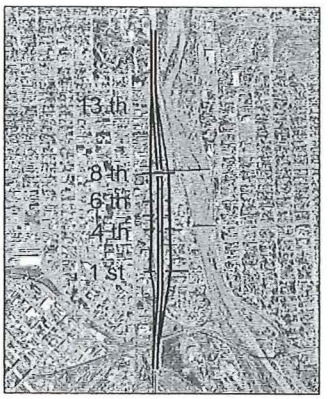
Downtown

At this location, four interchange alternative configurations were considered and are shown in Exhibit 2-9. This segment is constrained on the north by Mineral Palace Park's proximity to the interstate, the need to support the downtown business and commercial center and to optimize access with this facility, and to improve east/west connectivity and interstate access. Three of these alternatives have the same layout with a different northern terminus. These were explored to measure the impacts on Mineral Palace Park.

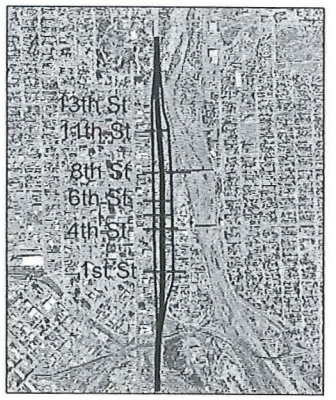
- 8th Street through 1st Street Split Diamond. This interchange alternative provides a separation between the ramps at 8th Street and the ramps to the interstate at 1st Street. The separation allows one-way frontage roads to disburse traffic to desired locations, while connecting both the north and south segments. Crossings under the interstate either connecting frontage roads and/or providing east-west connectivity are located at 5th Street, 4th Street, and 1st Street. This alternative was eliminated because it did not connect to an existing major east-west arterial.

- 11th Street through 1st Street Split Diamond. This alternative provides a separation between the north connecting ramps to the interstate at 11th Street and the south connecting ramps to the interstate at 1st Street. The separation also allows one-way frontage roads to disburse traffic to desired locations, while connecting both the north and south segments. Crossings under the interstate either connecting frontage roads and/or providing east-west connectivity are located at 9th Street, 5th Street, 4th Street, and 1st Street. This alternative was eliminated because it did not connect to an existing major east-west arterial.

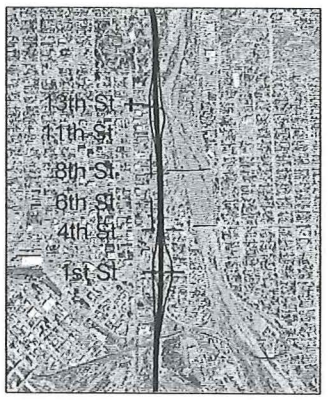
- 1st Street Diamond and 13th Street Diamond. This alternative provides two full diamond interchanges for the Downtown area. Access to the Downtown area and major connecting streets would need to filter through a network with discontinuities. This alternative was eliminated because it did not disburse traffic throughout downtown as well as the split diamond alternatives.



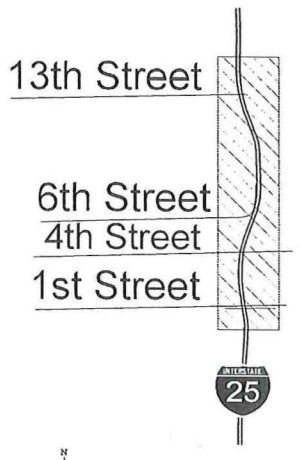
8th/1st Split Diamond

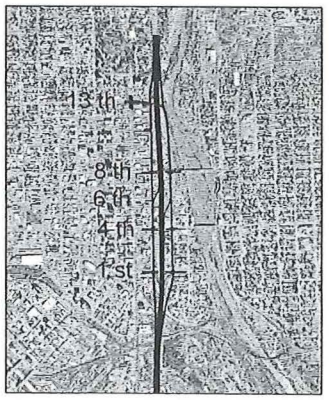


11th/1st Split Diamond



1st Diamond and
13th Diamond





Downtown Split Diamond
with Slip Ramps

EXHIBIT 2-9
Downtown – Interchange Alternatives

Recommended Interchange Alternative

- Downtown Split Diamond with Slip Ramps. This alternative provides maximum access to the Downtown area with a separation between the north connecting ramps to the interstate at 13th Street and the south connecting ramps to the interstate at 1st Street. The separation allows one-way frontage roads to disburse traffic to desired locations, while connecting both the north and south segments. Crossings under the interstate either connecting frontage roads and/or providing east-west connectivity are provided with this alternative at 13th Street, 5th Street, 4th Street, and 1st Street. This alternative also includes a ramp in each direction at 6th Street that will provide an exit from I-25.

Although the original intent was to move the north terminus south from 13th Street to protect the Natural Palace Park, it was determined through several public meetings with affected neighbors and merchants and technical analysis that a 13th Street connection is critical to the operation of this interchange with the local network. This continuity was recorded from the beginning of the study as a critical community goal.

Abriendo Avenue to Northern Avenue

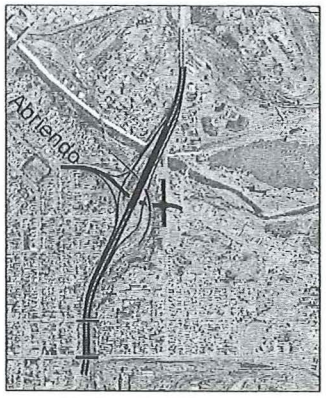
Five interchange alternatives were evaluated for this segment, and they are shown in Exhibit 2-10. This segment is constrained by the need to connect two major east/west routes, Abriendo Avenue and Santa Fe Drive (SH 50C), to provide direct access from I-25 to Northern Avenue and the need to provide acceptable access to the adjacent communities.

- Abriendo Diamond. This interchange alternative provides a full diamond interchange access and a connection of Abriendo Avenue and Santa Fe Drive. This interchange violates the federal 1-mile spacing guideline by its proximity to 1st Street and was therefore eliminated.

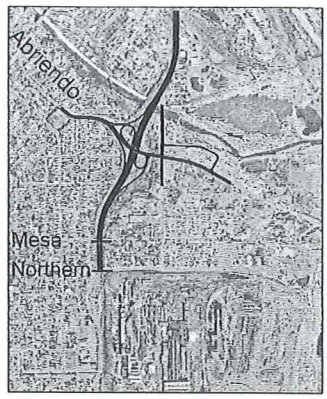
- Abriendo Interchange. This alternative is a cloverleaf interchange requiring two circular ramps connecting to I-25. All access except for direct access from Abriendo/Santa Fe to I-25 north would be indirect by means of another ramp from Santa Fe Avenue to Santa Fe Drive. This alternative was considered less desirable because it did not provide access to the major east-west arterial, Northern Avenue, and was eliminated with public support.

- Northern Single Point. This alternative is a full access interchange. A single point interchange refers to a diamond configuration in which the exit and entrance ramps are closer to the interstate, requiring less right-of-way. All four of the ramps intersect at one signal. This alternative has impacts to the historic Bessimer District and provides less access than the split diamond alternative, and was eliminated with public support.

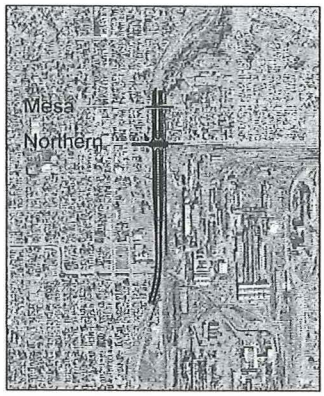
- Mesa/Northern Split Diamond. This interchange alternative provides the split diamond configuration, described earlier, with the interstate ramps connecting to I-25 on the south end at Northern Avenue and Mesa Avenue to I-25 on the north. Again, this alternative provides less access than the Abriendo/Northern split diamond and has neighborhood impacts and was eliminated with public support.



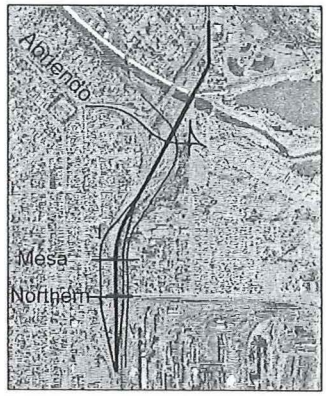
Abriendo Diamond



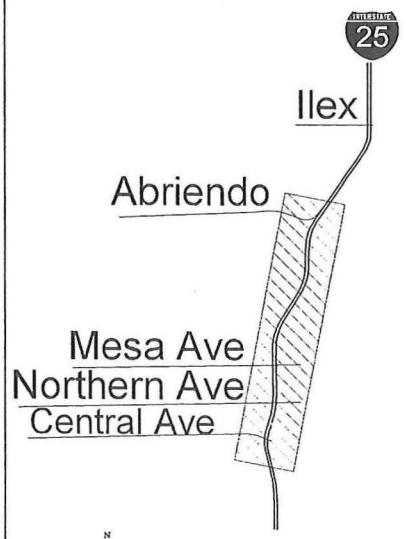
Abriendo Interchange

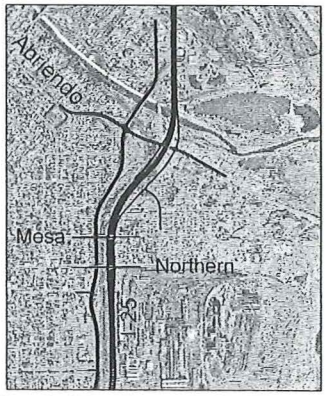


Northern Single Point



Mesa/Northern Split Diamond





Abriendo/Northern Split Diamond
with a relocated I-25

EXHIBIT 2-10
Abriendo Avenue to Northern Avenue – Interchange Alternatives

Recommended Interchange Alternative

- Abriendo/Northern Split Diamond with a relocated I-25. This alternative is a split diamond interchange at Abriendo/Santa Fe Drive on the north and ends at Northern Avenue on the south. The split interchange will be connected with one-way frontage roads. The frontage roads provide access to Mesa Avenue, which will cross I-25 and connect to the adjacent neighborhoods. The frontage road on the east side will also connect to a roadway that will be constructed to connect the frontage road to Santa Fe Avenue.

The improved access to neighborhood streets and connections to both Abriendo and Northern resulted in this alternative receiving the most public support.

Indiana Avenue Interchanges

Two interchange alternatives were considered at this location and are shown in Exhibit 2-11. The major constraint at this location is the disruption to the neighborhood. It has been determined that Indiana Avenue is the major truck access for the Rocky Mountain Steel Company on the east side. These two alternatives are basically the same, and the choice was dependent on the location of I-25.

- Indiana Single Point. This interchange alternative is located on the alignment of the existing road and, therefore, closer to the existing residential area. As previously described, a single point interchange is designed to minimize right-of-way needs. This alternative was eliminated because of the preferred relocation alignment of I-25.

Recommended Interchange Alternative

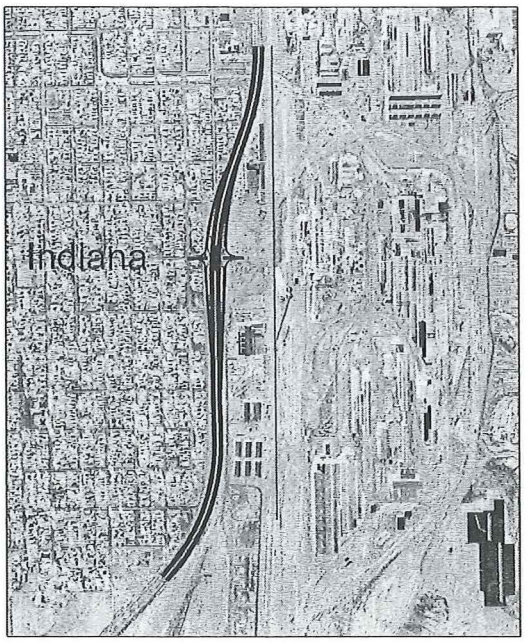
- Indiana Single Point with a relocated I-25. This alternative differs in that the roadway, and therefore the single point interchange at Indiana Avenue, would be relocated east of the existing I-25 and the residential neighborhood. It was chosen because it was consistent with the relocation of I-25 made with the Abriendo/Northern split diamond.

Both the Single Point interchange and the relocation of I-25 were discussed with the public at several meetings. Both choices were supported by the public, even those homeowners who would be relocated as a result of the realignment.

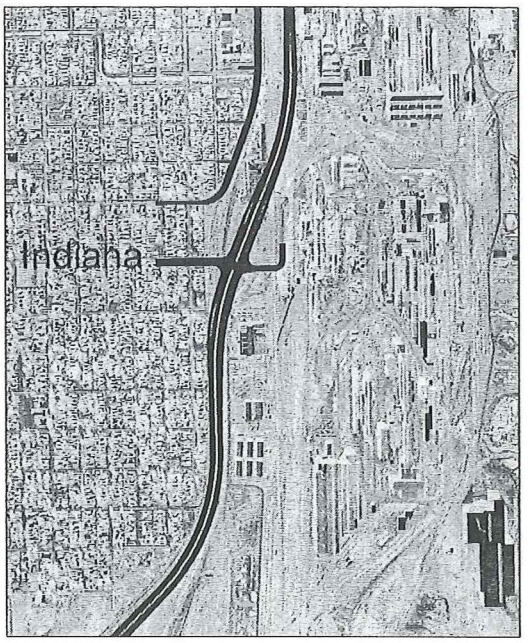
Pueblo Boulevard Interchange

At this location, two interchange alternatives were considered and are shown in Exhibit 2-12. The primary constraints are the high volume of traffic using the interchange to proceed south and a wetland in the northeast quadrant.

- Pueblo Boulevard Single Point. The interchange would be located on the existing alignment. As discussed, the single point interchange reduces right-of-way needs. This alternative was eliminated because it was not able to handle the east to north left-turning volume.



Indiana Single Point



Indiana Single Point
with a relocated I-25

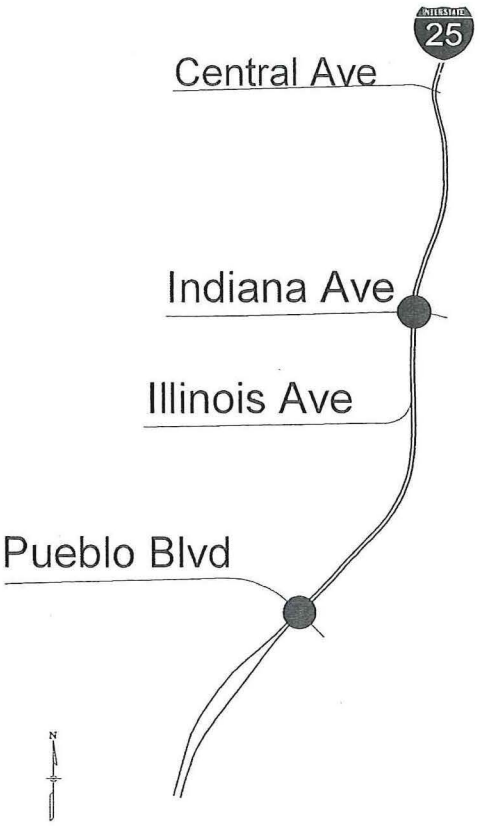
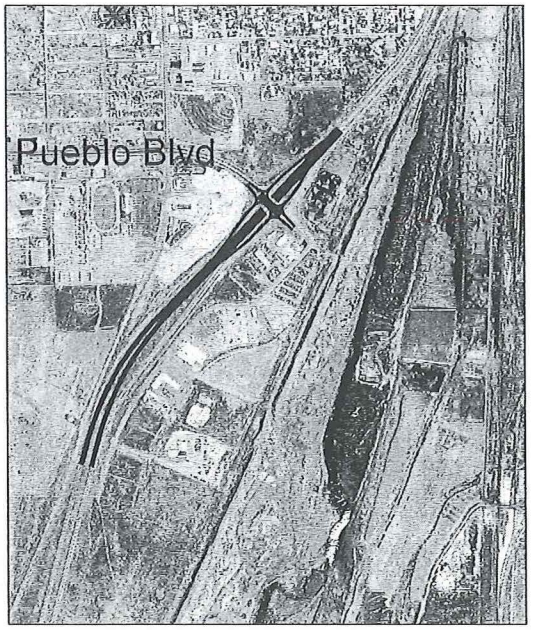
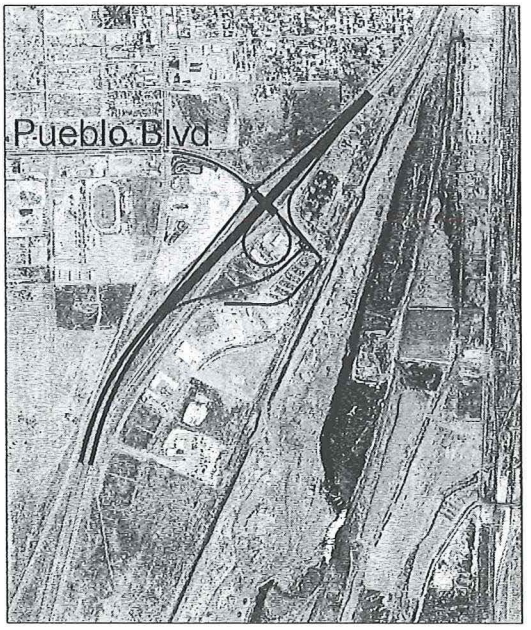


EXHIBIT 2-11
Indiana Avenue – Interchange Alternatives



Pueblo Blvd Single Point



Pueblo Blvd Partial Cloverleaf

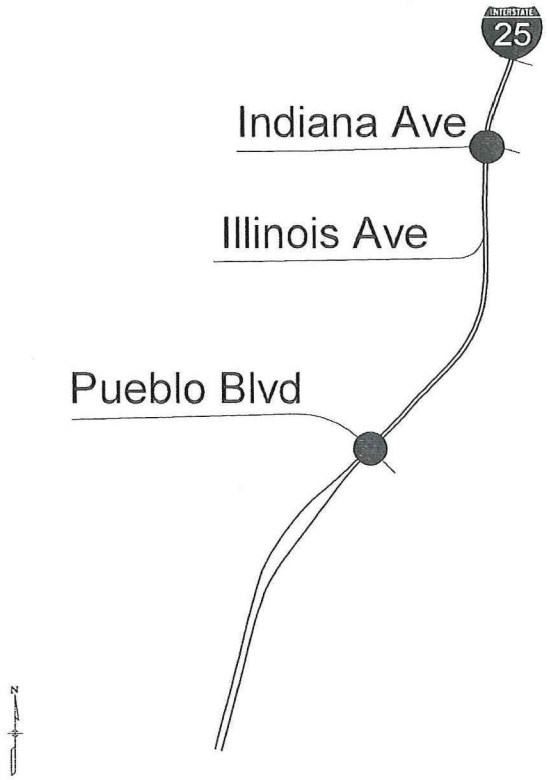


EXHIBIT 2-12
Pueblo Boulevard – Interchange Alternatives

Recommended Interchange Alternative

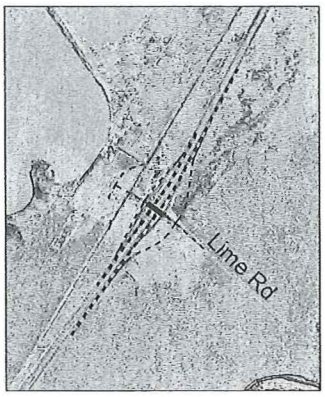
- Pueblo Boulevard Partial Cloverleaf. This interchange alternative utilizes a circular ramp referred to as a cloverleaf to eliminate the need for a left-turn for those motorists traveling to the west with the intention to proceed north on I-25. The ramp in the northeast quadrant will avoid the existing wetland complex.

Future Diamond Interchange Recommendations

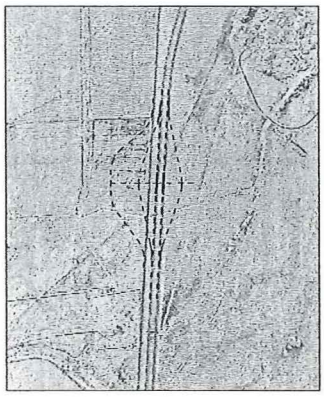
It has been determined that if an interchange becomes necessary in the future, this location, approximately midway between Stem Beach Interchange and Pueblo Interchange, would provide adequate spacing. This would comply with the 2-mile spacing requirement in either direction.

Stem Beach Diamond

It is recommended that Stem Beach Interchange be considered an interchange for future replacement and relocation if necessary. The future interchange and the Stem Beach interchange are shown in Exhibit 2-13.



Stem Beach Diamond



Future Diamond

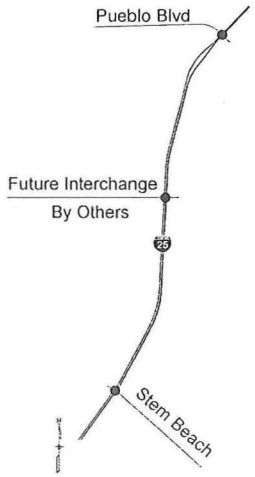


EXHIBIT 2-13
Future and Stem Beach – Interchange Alternatives

2.5 I-25 Alignment and Other Roadway Features Included in the Plan

The interchange and roadway alignment analysis resulted in opportunities to avoid neighborhood impacts and provide additional roadway network that reduces the need for local traffic to use I-25 as their means to get from one location to another in the city.

The following are descriptions of the network enhancement features included in the Recommended Interchange Alternative:

- Extending Dillon Drive south from 26th Street to SH 50B provides an option for local trips to reach downtown destinations without using the interstate.
- Abriendo Avenue and Santa Fe Drive (SH 50C) will be connected by a crossing of the interstate.
- Shifting the I-25 alignment to the east will leave a segment of interstate right-of-way available as an extension of Santa Fe Avenue south to Minnequa Avenue.

2.6 The Recommended Plan

The recommended plan was assembled as a result of numerous meetings and workshops with adjacent stakeholders, CWG, TLT, and PLT, as well as open houses for all citizens. This plan, developed over the course of 2 years with input from over 1,000 citizens of the community, is based on the community values of connectivity to the local network, protection of historic and other community resources, and protection of neighborhoods. The community and the participants came to a consensus on this recommended plan as best meeting the needs of mobility while balancing and minimizing the negative community impacts.

The major elements of the plan are listed below and shown in Exhibit 2-14:

- I-25 will be six lanes, three lanes in each direction from Eagleridge south to Pueblo Boulevard.
- Standard shoulders and acceleration/deceleration lanes will be provided along the length of the corridor.
- I-25 will be straightened through the downtown area and relocated to the east between Abriendo and Indiana. This realignment allows for the extension of Santa Fe Avenue south to Minnequa Avenue.
- South of Pueblo Boulevard, the interstate will be four lanes, two lanes in each direction.

The New
Pueblo Region
Preferred Alternative
April 2023

Lake Minnequa
Illinois Avenue
Indiana Avenue
Aqua Avenue
Minnequa Avenue
Bessemer Ditch
Central Avenue
Lake Avenue
Mesa Avenue
Santa Fe Avenue
Northern Avenue
Santa Fe Drive
Arkansas River
Runyon Lake
Runyon Field
Lake Avenue
Abriendo Avenue
South Main Street
1st Street
4th Street
6th Street
8th Street
Erie Ave.
96
13th Street
Mineral Palace Park
26th Street
29th Street
Pueblo Mall
Fountain Creek
Eagleridge Blvd
78
25
50
47

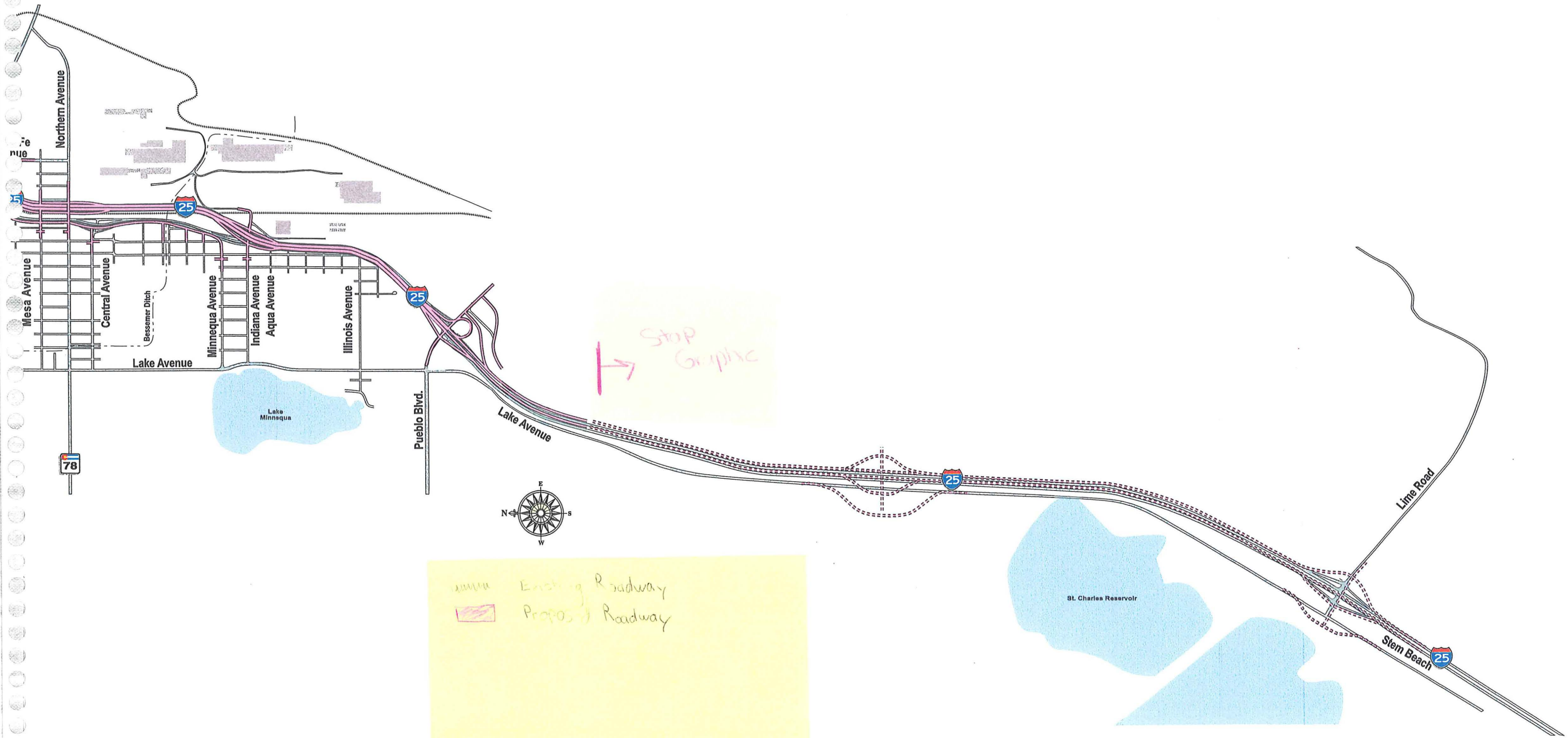


Exhibit 2-
Recommended Pl

- Interchanges will be provided as follows:
  - SH 50B diamond interchange with one-way frontage roads to 29th Street.
  - Downtown split diamond from 13th Street south to 1st Street with additional exit ramps to 4th Street. Frontage roads will be provided between the ramps at 13th Street and 1st Street with intersections at 13th Street, 5th Street, 4th Street, and 1st Street.
  - Abriendo Avenue split diamond with Northern Avenue. One-way frontage roads will connect the ramps at Abriendo and Northern.
  - Single point diamond at Indiana Avenue.
  - Partial cloverleaf interchange at Pueblo Boulevard.
  - Diamond interchange option exists approximately midway between Pueblo Boulevard and Stem Beach. (This is an option only and is not an element of this plan.)
  - Diamond interchange at Stem Beach.

SECTION 3.0

Public Involvement

SECTION 3.0

Public Involvement

The study's approach to a recommended alternative was to engage the public along with the elected officials, local officials, and CDOT in a five-step decisionmaking process. The decision process approach was to encourage the public and stakeholders to participate as a team member in all three levels of evaluations. This approach was dependent on the intensive involvement of the public and the continuous outreach to the public to participate. Participation was continuously open regardless of previous participation.

3.1 Decision Process

The first step of the process was to establish the project leadership teams. Endorsement of team members was given through the signing of an agreement by CDOT, the City of Pueblo, and Pueblo County on the decisionmaking process. This agreement detailed the team's roles and responsibilities and the guidelines under which the project would operate through its completion. The steps of the process are shown in Exhibit 3-1 and indicate when public meetings were part of the process.

3.2 Project Leadership Team (PLT) Roles and Responsibilities

The primary role of the PLT was to make policy-level recommendations regarding funding and take on maintenance/ownership responsibilities. Formal decisions may require actions by respective councils and commissions. The PLT provided guidance, direction, and insights to the consulting team throughout the public involvement and study process. The PLT also acted in an advisory capacity when providing direction on the project approach and strategy.

The PLT members reviewed project documents and communicated project status, issues, and recommendations to their respective agencies.

The following people served as PLT members:

- Bob Torres, CDOT Region 2
- Tom Wrona, CDOT Region 2
- David Miller, CDOT Region 2
- Loretta Kennedy, Pueblo County Commissioner
- Corinne Koehler, Pueblo City Council
- Randy Thurston, Pueblo City Council
- Bill Knapp, CH2M HILL
- Ken Conyers, Kirkham Michael Associates
- Tony Fortino, Transportation Commissioner
- Patrick Avalos, Pueblo City Council
- George Tempel, Transportation Commissioner

3.3 Technical Leadership Team (TLT) Roles and Responsibilities

The roles and responsibilities of the TLT included:

- Guide technical decisions involving data gathering, criteria, and analysis
- Provide technical review of project reports
- Provide technical support and insight with respect to agency issues and regulations
- Coordinate and communicate with their respective agency staff and/or elected officials
- Assist in developing and screening alternatives

Documents provided for review identified what input was needed, what impacts the input had on the project and the schedule, and the time frame requested for response. The input and meeting notes from the TLT were provided to the PLT.

TLT members consist of representatives from:

- CDOT Region 2 Resident Engineer
- CDOT Region 2 Environmental
- CDOT Region 2 Right-of-Way
- CDOT Region 2 Utilities
- CDOT Region 2 Traffic
- CDOT Region 2 Maintenance
- City of Pueblo Transportation
- City of Pueblo Planning
- City of Pueblo Public Works
- City of Pueblo Parks and Recreation
- Pueblo County Public Works
- State Patrol and City Police
- CH2M HILL Consultant Team

3.4 Community Working Group (CWG) Roles and Responsibilities

The CWG was organized around three segments along the I-25 corridor. The primary role for the CWG was to provide local information, goals, and concerns about the problems and solutions under discussion.

The CWG met once per month for 2 hours to review and discuss issues specific to their areas of concern. When issues overlapped at the boundaries of a segment, joint meetings were held to bring the groups to an understanding of neighboring issues. A list of CWG members follows:

Community Working Group Participants

Reuben Aiellano	Joseph Gamma	Ineta Price
Don Alberts	Donna Gamma	Jane Rhodes
Leta Alberts	Joe Gomez	Stan Rivera
Mark Aliff	Kathleen Greer	John Rodriguez
Carol Alumbaugh	Garth Haigh	Peter Roper
Janice Anderson	Rick Hanger	Janice Roybal
Todd Anhlenius	Phil Harmann	Hannah Rush
David Balsick	Claire Harmann	Anthony Sabitini
Frank Bergamo	Jana Hart	Aldea Sabo
James Billings	Anna Hegler	John Schnedler
Janet Boyd	Ray Hegler	Carol Schnedler
Bonner Brice	Dave Hibbert	Chester Sheets
Cliff Brice	Dick Hobbs	H.L. Shriver
Erwin Burk	John Holiman	Phyllis Sowell
Clara Burk	Edith Holiman	Dennis Sowell
Frances Burns	Delores Horton	John Spearing
Louie Carleo	Kathryn Hume	Myles Standish
George Carr	Fred Keury	Frank Starginer
Howard Carr	Thomas Kladek	John Starr
Ernie Castro	Frances Kladek	Darlene Staruh
Paul Conatore	Grant Koury	Frank Stringer
Ken Cooper	Ray Kushnir	Marilyn Sweeney
Diana Cooper	Bob Leach	Denise Thacher
Sam Corsentino	Gary Leonard	Dawn Thompson
Dwight Dauphin	Ted Lopez	Michael Tonne
Kirk Davis	Andrea Lopez	Catherine Tonne
Don Decesaro	Carol Lotenbauer	Clara Torri
Tess Decesro	Rita Lumley	Albert Torri
Ralph Dille	Dennis Mcclare	Bill Trujillo
Jo Donley	James Mcgrath	Larry Trujillo
George Dwight	Karen Mcgrath	Mary Lou Urenda
Russ Ellis	Virginia Mitchell	Ben Valdez
Patty Ellis	Janet Monack	Bill Vidmar
Clara Erwin	Doris Morgan	Barbara Vidmar
Paul Fanning	Chris Nielsen	Ray Warfield
Wayne Farley	Clark Nielsen	Aileen Warfield
Mary Farley	Bob Norris	Everett White
Sophie Faust	Dorothy Olivier	Kathie White
Barb Ferrero	Imogene Parsons	Bill Willging
Peggy Fogel	Todd Pasquin	Jean Williams
Tony Gagliano	Frank Petrocco	Paul Wright
Shirley Gagliano	Helen Porter	

3.5 Stakeholder Roles and Responsibilities

The primary role of stakeholders is to provide critical local information, goals, and values. Stakeholders participate in open houses and workshops, as described below, that offer them an opportunity to interact with project teams to affect the recommendation. Stakeholders are expected to share project information with their neighbors or groups they represent to gather feedback for the project. Participation as a stakeholder is open to all who are interested and able to commit the necessary time.

3.5.1 Open Houses

Open houses are a gathering of stakeholders with an open, non-formatted agenda that typically last 4 to 6 hours. Participants can arrive at their convenience and stay as long as needed to get their questions answered. Stations are set up for each of the relevant issues under consideration, and each station has a project member to answer questions. Participants are able to leave their comments on large paper pads at each station or on comment sheets that can be mailed to the project team. Open Houses are designed to give individuals adequate time to discuss their personal project-related issues with project team members.

3.5.2 Workshops

Workshops are a gathering of stakeholders, generally lasting 6 to 8 hours, with a structured agenda and a defined outcome. Workshops bring stakeholders of diverse backgrounds and issues together to meeting and discuss their common concerns and goals. Workshops involve both large and small group sessions. Large group sessions provide the opportunity to talk and listen to all participants, while small group sessions encourage more in-depth discussion. Workshops are designed to bring large, diverse groups together to set overarching project goals and visions.

3.6 Public Meetings and Topics Covered

Exhibit 3-1 presents a summary of each meeting held with a neighborhood, the CWG, a business group, or the entire community. The topics parallel the decisions being discussed at the TLT and PLT meetings.

Each meeting had a target audience. The targeted audiences ranged from the broad Pueblo community to very focused neighborhood groups from highly impacted areas. The groups invited to individual meetings included property owners adjacent to the project improvements and neighborhoods such as the Grove, which is generally a lower income area and is highly impacted by one alternative. The format of each meeting was designed to be responsive to the conversations. For example, individual meetings were held with property owners when their property may be needed for the improvements, while group meetings were held when the decision was more of a community issue.

EXHIBIT 3-1
Public Meetings Held for I-25 New Pueblo Freeway Project

Dates	Forum	Topics Covered	Attendance	Target Audience/Notification Method
7/6/00	OH	General introduction of project to community	142	Open/Newspaper ads and general mailing
8/12/00	Workshop	Introduce Project, discussed concerns, discussed Corridor Segment Group limits	68	Open/Newspaper ads and general mailing
8/19-9/4/00	STATE FAIR	Gathered Community Issues and Concerns	N/A	
9/5-7/00	CWG	Developed Vision	50	Open/Newspaper announcements and CWG mailing
9/19-21/00	CWG	Listed Concerns	44	Open/Newspaper announcements and CWG mailing
10/3-5/00	CWG	Developed Screening Criteria	39	Open/Newspaper announcements and CWG mailing
10/24-26/00	CWG	Brainstormed Ideas	31	Open/Newspaper announcements and CWG mailing
11/8-9/00	CWG	Reviewed Criteria. Funding Process	25	Open/Newspaper announcements and CWG mailing
12/5-7/00	CWG	First Level Screening. Interchange Overview	32	Open/Newspaper announcements and CWG mailing
1/17-18/01	CWG	Finalized 1st Level Screening. Defined Major Concepts. Second Level Screening	40	Open/Newspaper announcements and CWG mailing
2/14-15/01	CWG	Finalized 2nd Level Screening. Finalize Major Concepts.	33	Open/Newspaper announcements and CWG mailing
3/14-15/01	CWG	Third Level Corridor Screening	31	Open/Newspaper announcements and CWG mailing
4/25/01	CWG	Third Level Corridor Analysis Results. Corridor Recommendation	39	Open/Newspaper announcements and CWG mailing
5/16/01	CWG	Finalize Corridor	32	Open/Newspaper announcements and CWG mailing
5/24/01	OH	Announce corridor recommendation	108	Open/Newspaper ads and general mailing
6/16/01	Workshop	Potential Interchange Location Workshop	39	Open/Newspaper ads and general mailing
7/28/01	Workshop	Potential Interchange Type Workshop	79	Open/Newspaper ads and general mailing
8/6/01	Neighborhood	Bessemer Neighborhood Meeting	30	Neighborhood/Personal mailing
8/8/01	CWG	Prepare for Open House	38	Open/Newspaper ads and general mailing
8/15/01	OH	Announce Interchange recommendations and path forward	130	Open/Newspaper ads and general mailing
8/22/01	Business Group	Downtown Association Meeting	45	Downtown/group's regular meeting announcement
8/23/01	Chamber Offices	Chamber of Commerce Board o f Directors Meeting	18	Business owners/group's regular meeting announcement
8/26/01	YMCA Board Meeting at YMCA	Impacts of Downtown Interchange Alternative	12	YMCA operators by appointment
8/18-9/3/01	State Fair	Presented Alternative Interchange Locations	N/A	

EXHIBIT 3-1
Public Meetings Held for I-25 New Pueblo Freeway Project

Dates	Forum	Topics Covered	Attendance	Target Audience/Notification Method
10/15-17/01	Individual Meetings re: SH 50B to Stem Beach	Discussed Right-of-Way Impacts	60	Adjacent property owners/personal invitations with follow-up calls
10/16/01	Grove Public Meeting	Presented Alternative Alignments that Impact Neighborhood	20	The Grove neighborhood/personal invitations with follow-up calls
10/22-24/01	Individual Meetings re: SH 50B to Stem Beach	Discussed Right-of-Way Impacts	40	Adjacent property owners/personal invitations with follow-up calls
11/14/01	Urban Renewal Authority Press Conference	Project Update	15	Urban renewal authority members/group's regular meeting announcement
11/14/01	Editorial Board Meeting	Project Update	6	Editorial staff of Chieftan/by appointment
11/14/01	Open House covering 29th to SH 50B	Discussed Interchange Options at 29th & SH 50B	62	Open/Newspaper ads and general mailing
12/3/01	Rotary Presentation	Project Update	102	Rotary members/group's regular meeting announcement
12/6/01	PACOG TTC/CAC	Presented Project Progress	24	PACOG/regular meeting
12/11/01	Chamber Workshop	Project Update	15	Chamber members/groups regular meeting announcement
12/27/01	Chamber Workshop	Project Update	17	Chamber members/groups regular meeting announcement
12/28/01	29th Street Neighborhood Meeting with State Rep Tapia	Discussed preferred Alternative at 29th & SH 50B	180	Open/Newspaper ads and general mailing
1/3/02	PACOG TTC/CAC	Presented Traffic Forecasts	30	PACOG/regular meeting
1/15/02	Individual public meetings re: SH 50B to 29th Street	Discussed Right-of-Way and Access Impacts of Alternatives	27	Adjacent property owners/personal invitations with follow-up calls
1/24/02	Downtown Association presentation	Project Update	15	Businesses/group's regular meeting announcement
1/24/02	PACOG BOD Meeting	Project Update	22	PACOG/reg meeting
2/5/02	Public Open House	Presented Recommended Corridor and Interchange Layouts	96	Open/Newspaper ads and general mailing

Total attendance at these meetings has been 1,836. Records of attendance at meetings, written comments, and verbal comments are on file and available for review. Appendix E provides a compendium of comments received.

3.7 Communication and Outreach

3.7.1 News Coverage and Public Notices

News coverage of the new Pueblo freeway project was extensive and included the following:

- News Stories. Thirteen major stories about the study appeared in the *Pueblo Chieftan*, the majority on the front page. In addition, six large stories were published in the *Pueblo Business Journal*.
- Letters to the Editor. Six letters to the editor and two replies from the team/CDOT were published in the *Pueblo Chieftan*.
- Newspaper Ads. Two ads for each open house, workshop, and eight CWG meetings appeared in the *Pueblo Chieftan*.
- Downtown Association Newsletter. This organization published seven stories during the study.
- Pueblo Chamber of Commerce Newsletter. The Chamber published three articles during the study.

3.7.2 Television/Radio

The study received eight mentions or complete television news interviews. Bill Knapp, David Miller, Bob Torres, and Mary Jo Vobejda were on-camera for some of these stories.

Radio station broadcast three news stories focusing on the study and announced every open house and workshop. David Miller was the guest on at least one of these shows.

3.7.3 Hot Line

More than 2,000 calls were made to the hot line or direct to team members during the study. The majority of callers were concerned citizens who wanted more detail about the study as it related to their piece of property. These citizens often requested a meeting with an engineer to gain detailed information regarding specific locations and the impacts of the alternatives under consideration. Thirty to forty percent of the calls were from citizens concerned about the effect of the project on their specific needs. Many of these calls might fit into Environmental Justice issues. The callers were not comfortable calling their City and County representatives and were not inclined to write letters. A small percentage of the calls involved caller confusion regarding the project. Responses were made to all calls.

3.7.4 Web Page

A Web page was constructed specifically for this project. Appendix F contains a sample of the information available to the public. Data are not available to determine the usage of the Web page, but previous experience on other projects in the region and feedback from local citizens indicates substantial usage.

3.7.5 Brochures/Flyers

Flyers were produced as handouts for open houses that detailed the alternatives under consideration at that time. As a final project handout, a brochure was produced detailing the steps, the people, and celebrating the community's involvement in the decision process.