

APPENDIX D

Level 3 – Evaluate Strategies



Criteria Definitions

Level 3

Evaluation Process

All of the ideas presented to the project team through the technical team meetings, citizen meetings, the State Fair, the web site and the hot line will be processed through Level 1. Level 1 screening will advance or eliminate ideas into Level 2. The main purpose of Level 1 screening is to eliminate ideas that do not meet the projects goals stated in the Vision.

The Level 1 screening will yield a shorter list of ideas that will be formed into concepts, for example an idea of 'build a bypass' could be further defined as 'build a bypass to the east of the city with no improvements to the existing I-25'. The concepts will then be grouped into the following categories: Transit, Alternate Routes, Highway, Bypass, Interchanges and Network Concepts, Amenities/Features/Goals, and Transportation System Management.

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

The rating given through the Level 2 criteria will result in a list of concepts in order of how they best meet the project goals. Using these ratings, strategies will be developed. These strategies will be combinations of concepts from the different categories that support each other, that strengthen the weakness of one concept, and that include appropriate amenities.

Level 3 analysis will be completed on each of the strategies. The Level 3 analysis will measure very specific items, it will be quantitative more than qualitative, and will result in a corridor recommendation

An interchange grouping and network recommendation will be developed after the preferred corridor is identified. These will be analyzed with criteria developed for interchanges and networks.

The final recommendation will be a complete package with a preferred corridor, supported by an interchange grouping and local network improvements. Further, the final recommendation will include amenities such as landscaping, bikepaths and lighting that are consistent with the recommendation.

Criteria

Environmental

1. Amount of new right-of-way.

The measure for this criterion will be the acres of new right-of-way needed to build the strategy.

2. Number of existing houses/businesses within the new right-of-way.

The measure for this will be a count of the existing houses and businesses within the new right-of-way. These houses and businesses may or MAY NOT be purchased for the project. Design features may accommodate or protect these houses and businesses.

3. Cumulative Impact Discussion

This will be a discussion of the cumulative impacts to the natural and manmade environments resulting from the strategy. Issues to be covered include environmental justice and land use. Also reviewed will be impacts to 4(f) and 6(f) properties, wetlands, wildlife habitat, threatened and endangered species and historic properties. Finally impacts from increased noise, decreased air quality and water quality will be reviewed and discussed.

Measurements will be made by overlaying each strategy on a map of the environmental resource and then measured in the following ways.

Environmental justice land areas (ethnic and low income)	population within the buffer on each side of the ROW
4(f)6(f) properties	acres within the ROW
Wetlands	acres within the ROW
Potential very high-quality wildlife habitat	acres within the ROW
Potential threatened and endangered species	acres with the ROW
Eligible historic properties	Number of properties within the buffer on each side of ROW lines
Noise	Number of houses within the buffer on each side of ROW
Air Quality	The average speed for the network will be calculated for the strategy versus the no build.
Water Quality	acres of additional impervious area

Community Values

1. Is this strategy compatible with neighborhood and local business plans/goals/objectives?

This question addresses a concern that a strategy could be in conflict with the existing or planned community goal. Communities and local businesses have been developed based on existing transportation facilities. This criterion measures how changes to the existing transportation system might still support (be compatible with) or might not support what communities and local business have planned. A review of the Comprehensive Plan will be included. This will be discussed with the Community Working Groups (CWG) and other established community groups.

A measurement of Good, Fair, Poor for both neighborhoods and businesses, individually, will be recorded.

2. Does this strategy promote local trips on local roads and regional trips on I-25?

A table will be prepared, comparing trips on the different facilities to the no build condition. The roadways that will be analyzed are Pueblo Blvd, Elizabeth/Greenwood, Dillon (if applicable), Hudson, Troy and Interstate 25. Trips (vph-vehicles per hour) on key links at PM peak will be analyzed.

A measurement of Good, Fair, Poor will be recorded.

3. Does this strategy support our current and ongoing economic investments in the community?

Comments for each strategy will be prepared as to how the current and ongoing economic investments in the community are impacted, positively or negatively. Investments that will be considered in this measurement include HARP, the Historic Union Districts, the Mesa Junction District, the new Library, the State Fair complex, the Art Center, the Runyon complex, the downtown business center and the I-25/US50/SH47 interchange and roadway improvements.

A measurement of Good, Fair, Poor will be recorded.

Mobility

1. Planning Level of Service – PM Peak.

A map showing Level-of-Service (LOS) will be developed for the major roadways in the strategy. These will be calculated using the forecasts from the PACOG model for the year 2025.

The roadways that will be analyzed are Pueblo Blvd, Elizabeth/Greenwood, Hudson, Troy and Interstate 25. The LOS will be calculated for the p.m. peak hour.

2. *Travel time (I-25 from Stem Beach to Pinon).*

A map showing the travel time for each strategy for I-25 from Stem Beach to Pinion. These times will be taken from the PACOG model for the year 2025 for the p.m. peak hour.

3. *Traffic volumes.*

A map showing the traffic forecasts for this strategy will be prepared. The forecasts will be developed using the PACOG model for the year 2025.

The roadways where volumes will be shown are Pueblo Blvd, Elizabeth/Greenwood, Hudson, Troy and Interstate 25. The forecasts will be average daily traffic (ADT).

Implementation

1. *What is the comparative cost of this strategy?*

A cost of the strategy will be calculated using CDOT cost estimating methods for program development. These costs will be shown in current dollars.

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 costs for these projects is not included in the comparative costs of each strategy.

2. *What are the additional operations and maintenance costs of this strategy?*

A long-standing goal of CDOT and other local agencies that maintain the streets and highways is to reduce maintenance costs. The measure will be an annual operation and maintenance cost for the additional facilities in this strategy, in current dollars.

3. *Does this strategy have a major agency or legislative hurdle?*

This question addresses a concern that a strategy could be in conflict with the existing agency plans, policies and laws. Agencies develop plans and policies to direct the development of transportation facilities. This criterion measures how proposed strategies might support (be compatible with) or might not support what agencies have planned.

A measurement of Yes, Some, No will be recorded.

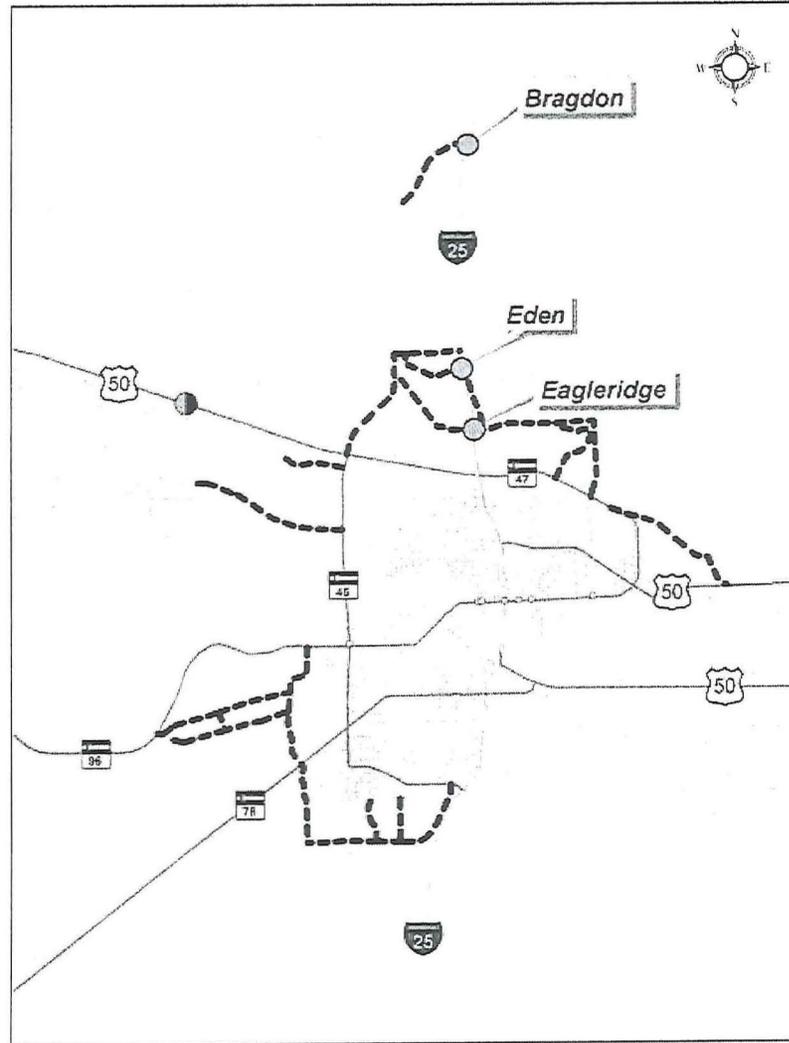
3. *Can this strategy be implemented in segments that are functional and fundable?*

This measurement will test if a strategy can be broken into several projects and matched over time to available funding, but still provides an immediate improvement as each project is completed.

A measurement of Yes, Some, No will be recorded

Includes projects currently anticipated by the Colorado Department of Transportation, and the City and the County of Pueblo, within the next 20 years.

Not all of these projects have identified funding at this time.



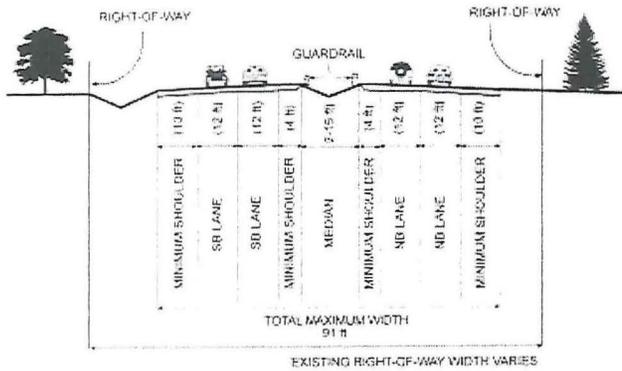
Currently Committed Projects

 the New Pueblo Freeway

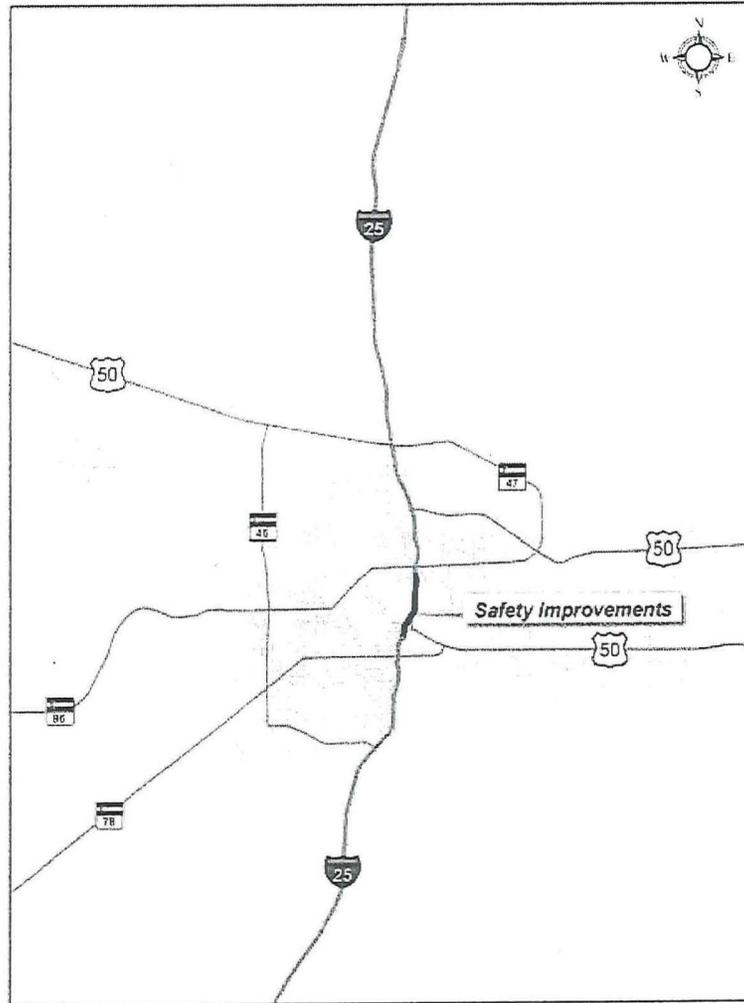
I-25 Safety Improvement Strategy

- * Safety improvements on I-25 - 1st to Abriendo
- * Replace existing structures from 1st to Abriendo
- * Assume minimal additional ROW
- * Circulator Bus System
- * Transportation Systems Management (TSM)
- * Travel Demand Management (TDM) this would include enhanced signing to direct travelers to Downtown
- * Intelligent Transportation Systems (ITS)
- * Amenities – Bike paths, Landscaping, etc

I-25 Safety Improvements from 1st St to Abriendo Ave



Assumed posted speed 50 mph



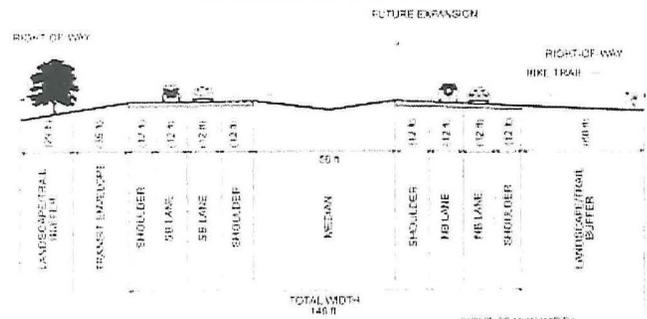
I-25 Safety Improvement Strategy

 the New Pueblo Freeway

Relocated I-25 Strategy with a Parkway

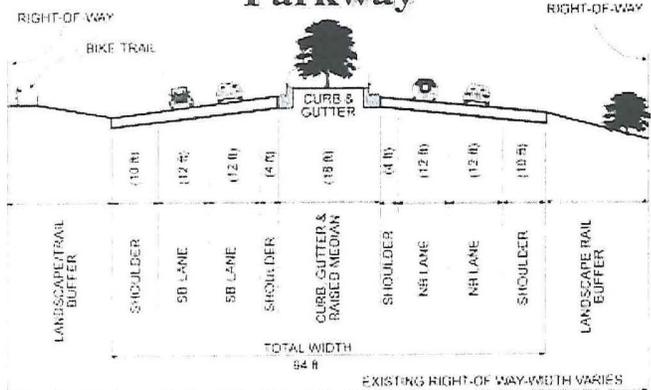
- + Relocated I-25
 - 5 New Interchanges
- + Parkway
 - I-25 from Pinon to Stem Beach will be reconstructed as a Parkway
 - Replace 9 Interchanges with Intersections
- + Circulator Bus System
- + Transportation Systems Management (TSM)
- + Travel Demand Management (TDM) this would include enhanced signing to direct travelers to Downtown
- + Intelligent Transportation Systems (ITS)
- + Amenities – Bike paths, Landscaping, etc

Relocated I-25

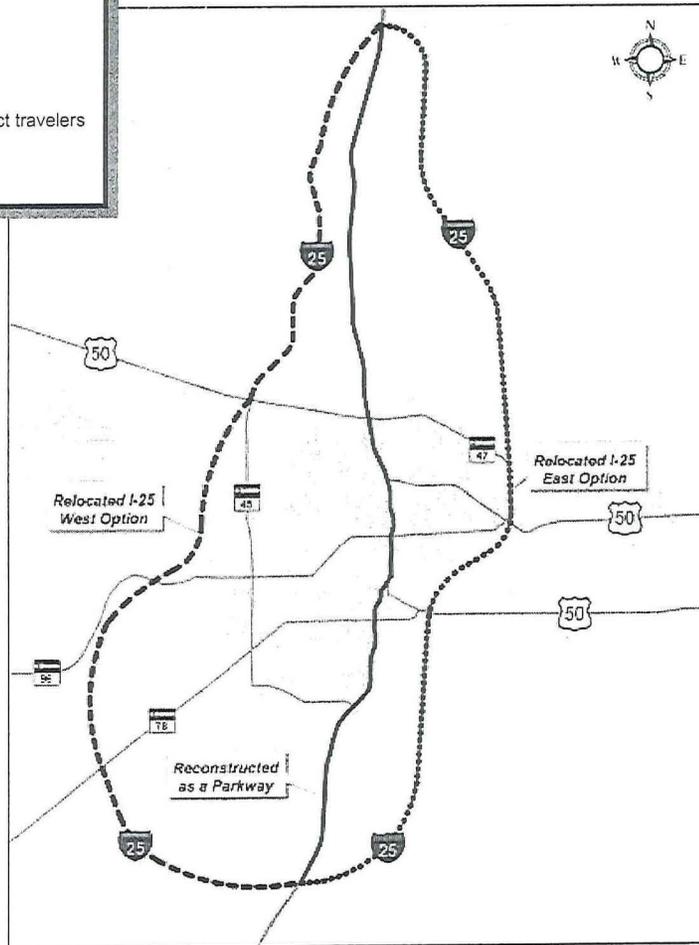


Assumed posted speed 65 mph

Parkway



Assumed posted speed 45 mph



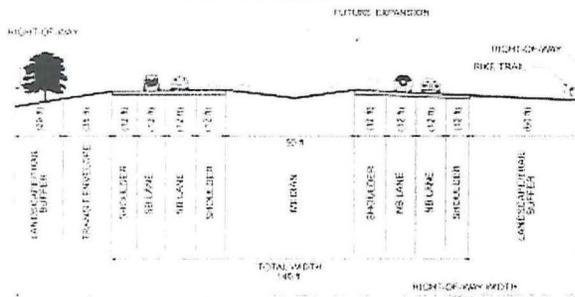
Relocated I-25 Strategy with a Parkway

 the New Pueblo Freeway

Relocated I-25 Strategy with a Freeway

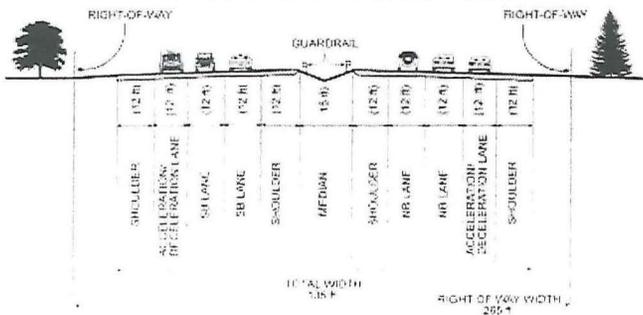
- ✦ Relocated I-25
 - 5 New Interchanges
- ✦ Freeway
 - Improve I-25 from 29th Street to Stem Beach with 4 lanes and continuous accel/decel lanes
- ✦ Circulator Bus System
- ✦ Transportation Systems Management (TSM)
- ✦ Travel Demand Management (TDM) this would include enhanced signing to direct travelers to Downtown
- ✦ Intelligent Transportation Systems (ITS)
- ✦ Amenities – Bike paths, Landscaping, etc

Relocated I-25

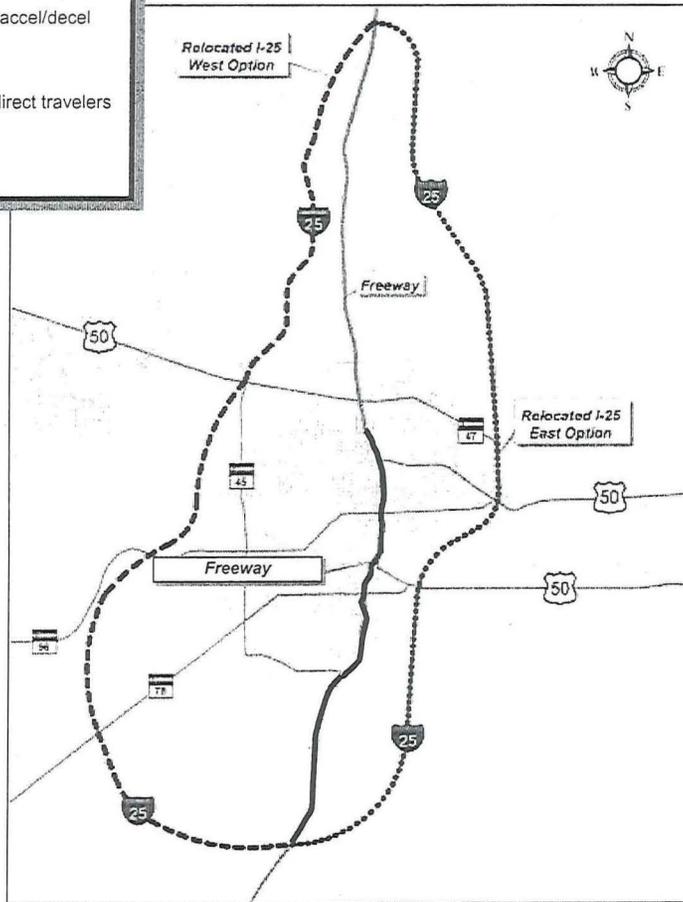


Assumed posted speed 65 mph

Freeway from 29th St to Stem Beach



Assumed posted speed 55 mph



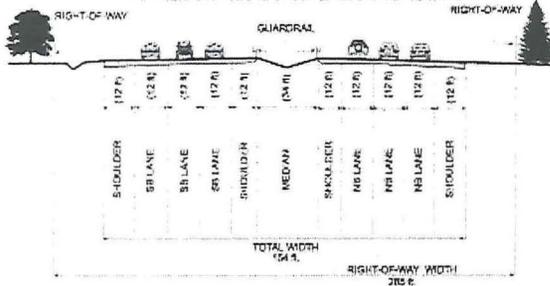
Relocated I-25 Strategy with a Freeway

 ^{the} **New Pueblo Freeway**

I-25 Strategy with 6 Lanes and a Low Speed Loop

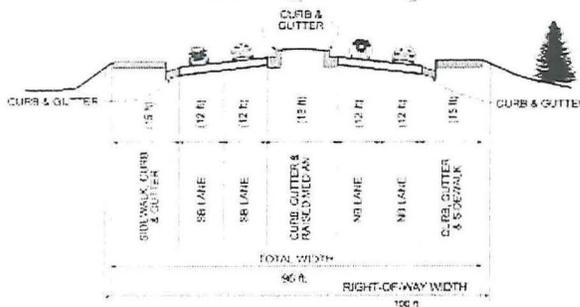
- * 6 Lanes on I-25
 - Rebuild 9 Interchanges
 - I-25 with 6 lanes from 29th St to Pueblo Blvd & 4 lanes from Pueblo Blvd to Stem Beach
 - Replace Structures from 29th St to Stem Beach
- * Low Speed Loop
 - Managed Access
 - Dillon, on the east side of I-25, extended south to Pueblo Boulevard and north to Eden
 - Pueblo Boulevard extended north to Eden
- * Circulator Bus System
- * Transportation Systems Management (TSM)
- * Travel Demand Management (TDM)
- * Intelligent Transportation Systems (ITS)
- * Amenities – Bike paths, Landscaping, etc

6 Lanes on I-25 from 29th St to Pueblo Blvd

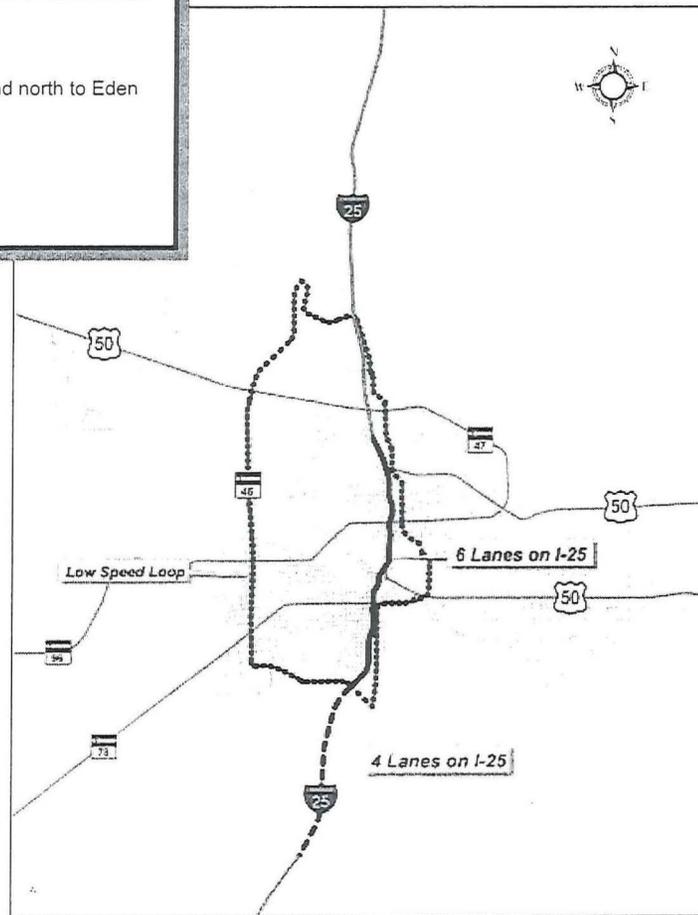


Assumed posted speed 55 mph

Low Speed Loop



Assumed posted speed 35 mph



I-25 Strategy with 6 Lanes and a Low Speed Loop

 the New Pueblo Freeway

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 (I-25 / Parkway)	Relocated I-25 with a Freeway (I-25 / Freeway)	I-25 Strategy with 6 Lanes and a Low Speed Loop
Unit of Measure		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

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

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 1 st 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.
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Community Values

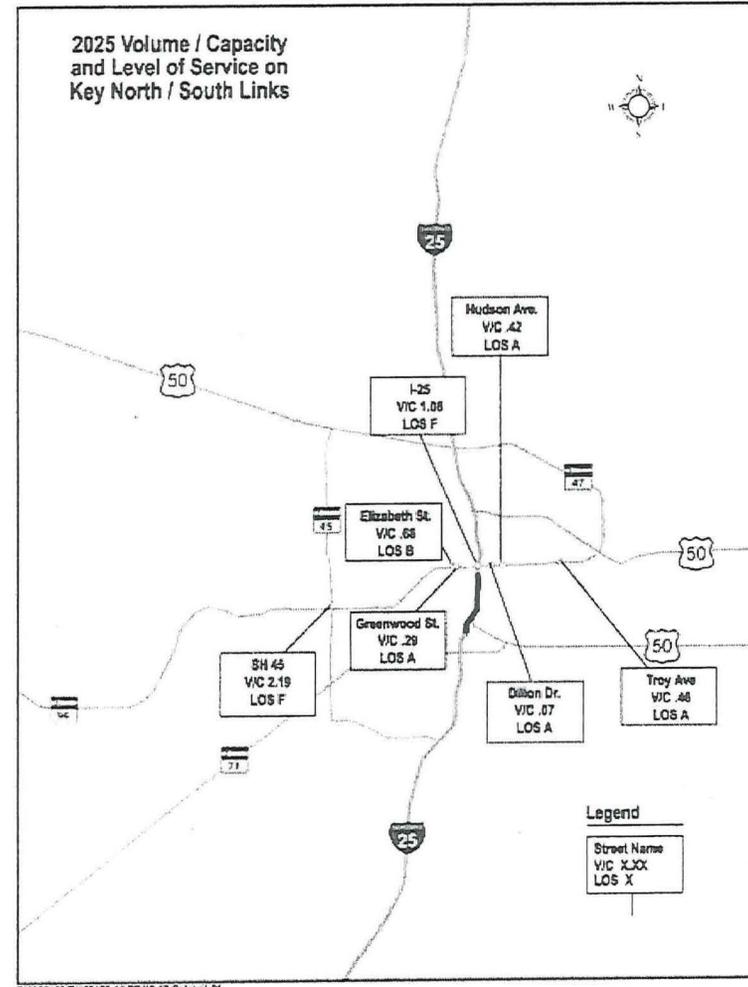
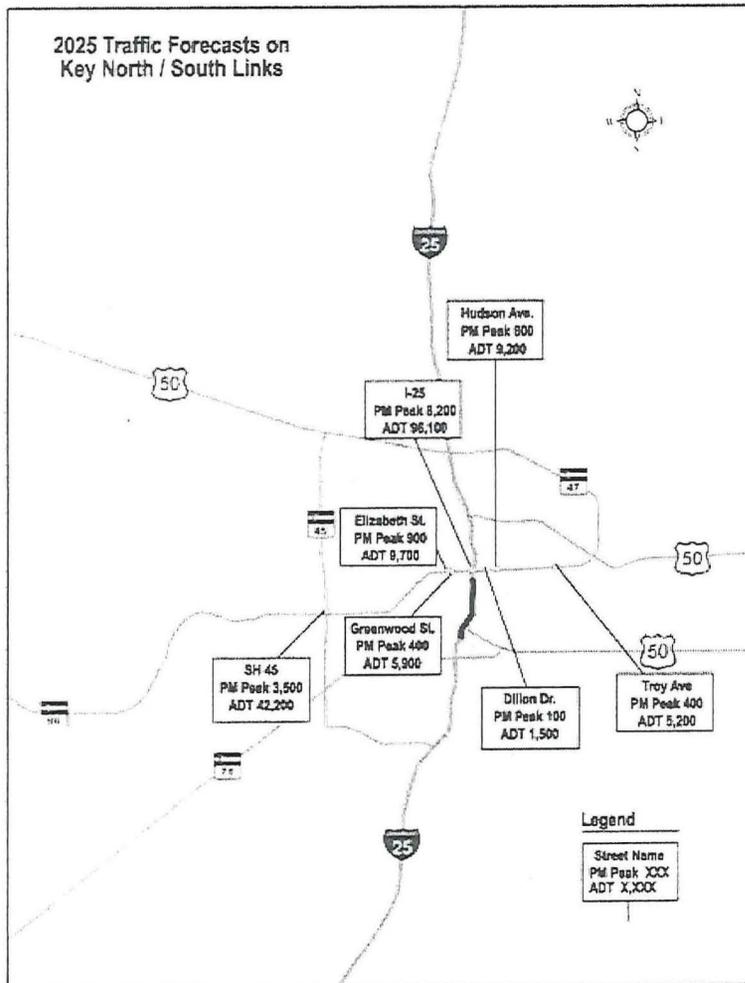
					West	East	West	East	
Is this strategy compatible with neighborhood and local business plans/goals/objective?	Good - Fair – Poor neighborhood / business	Poor / Fair	Poor / Fair	Poor / Fair	Good / Poor	Poor / Poor	Poor / Fair	Poor / Fair	Poor / Good
Does this strategy promote local trips on local roads 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



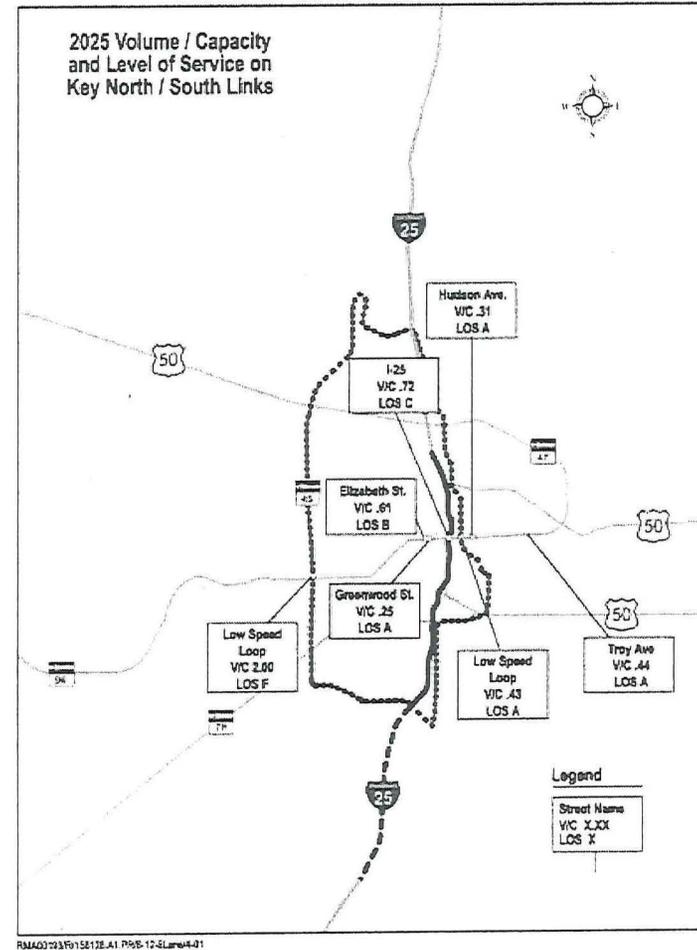
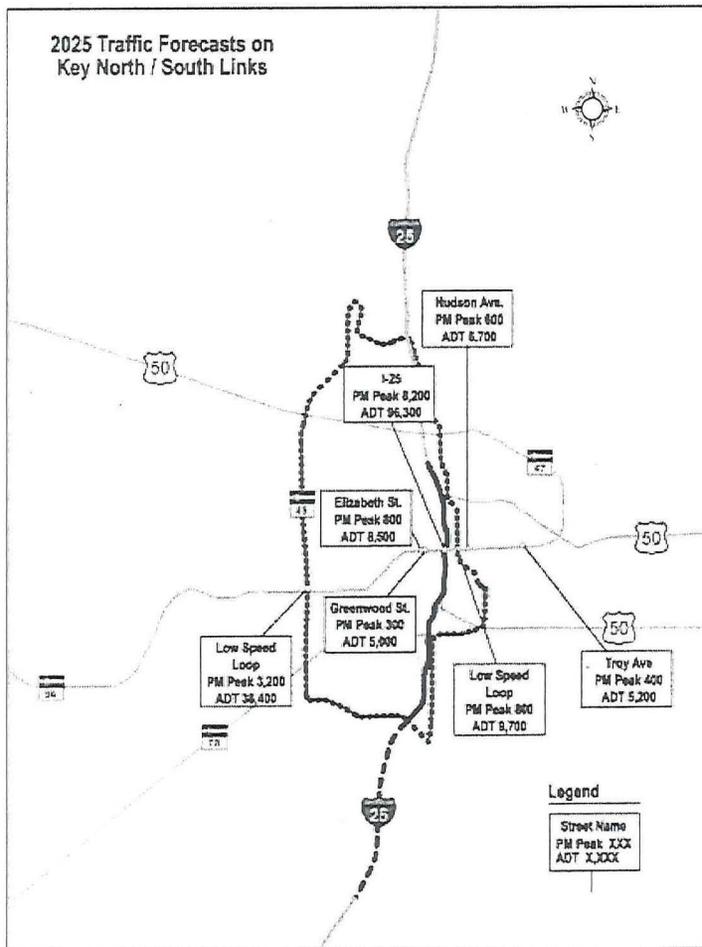
Comparative Costs								
Criteria	Strategies	Currently Committed Projects (Formerly No-Build)	I-25 Safety Improvement Strategy	I-25 Safety Improvement Strategy with a Low Speed Loop	Relocated I-25 with a Parkway	Relocated I-25 with a Freeway	I-25 Strategy with 6 Lanes and a Low Speed Loop	
Safety Improvements 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

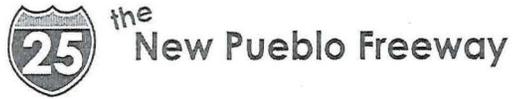
Environmental									
Criteria	Strategies	Currently Committed Projects (Formerly No-Build)	I-25 Safety Improvement Strategy	I-25 Safety Improvement Strategy with a Low Speed Loop	Relocated I-25 with a Parkway (West / East)		Relocated I-25 with a Freeway (West / East)		I-25 Strategy with 6 Lanes and a Low Speed Loop
Unit of Measure									
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

I-25 Safety Improvement Strategy

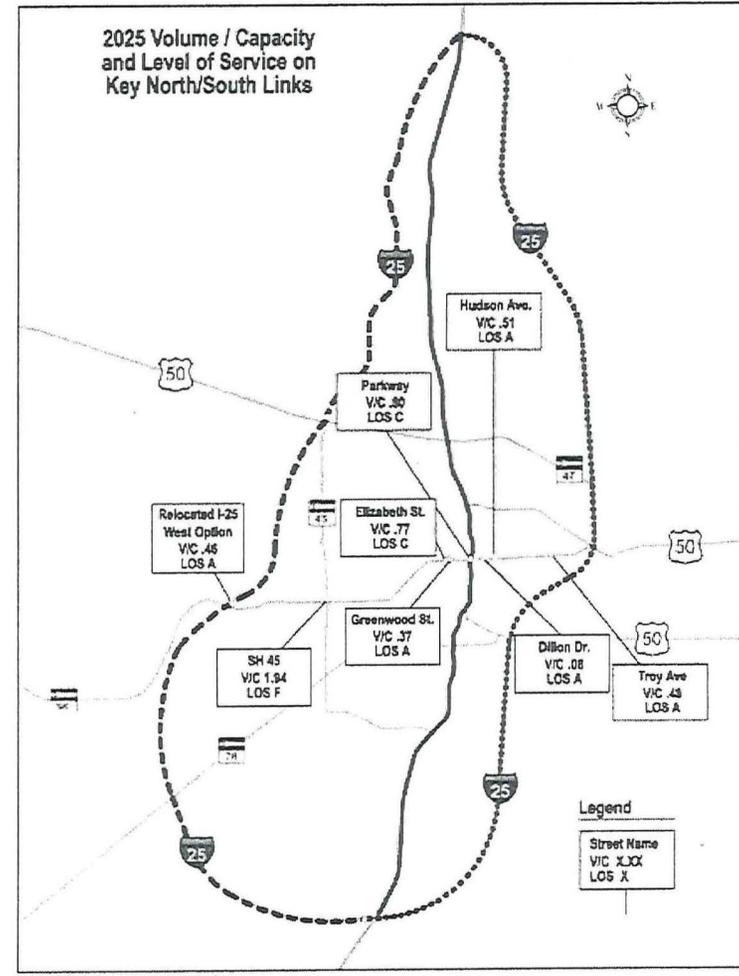
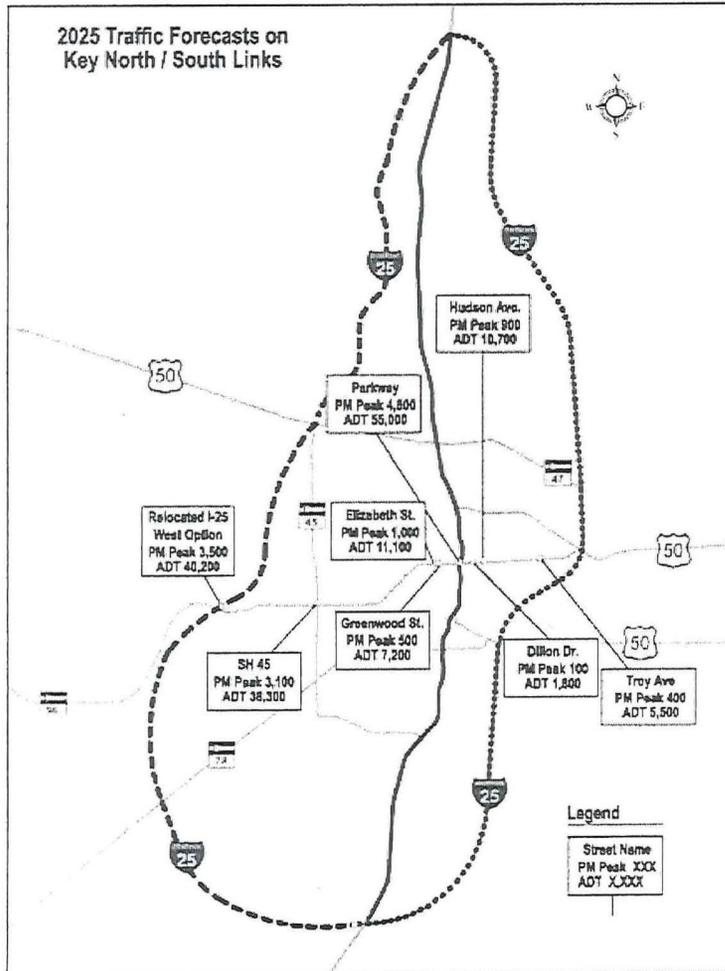


I-25 Strategy with 6 Lanes and Low Speed Loop





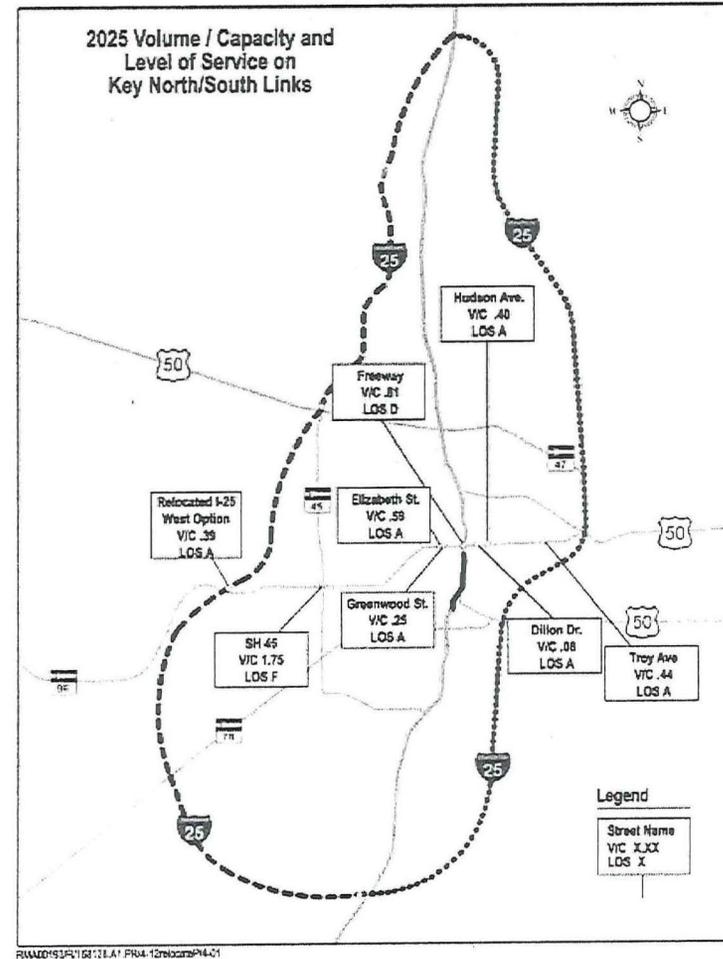
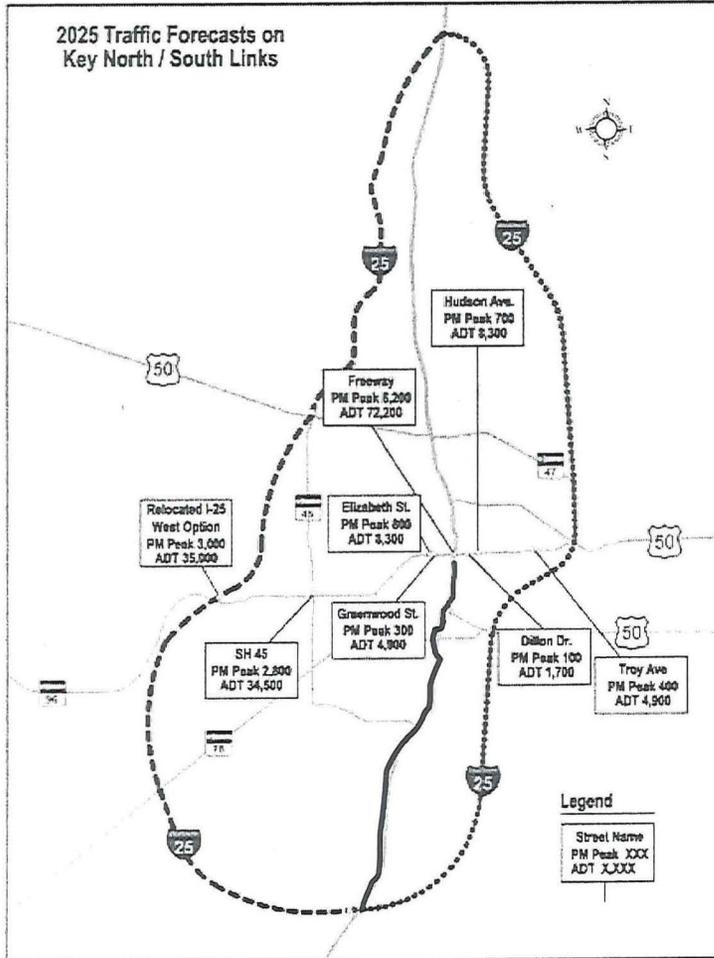
Relocated I-25 Strategy with a Parkway





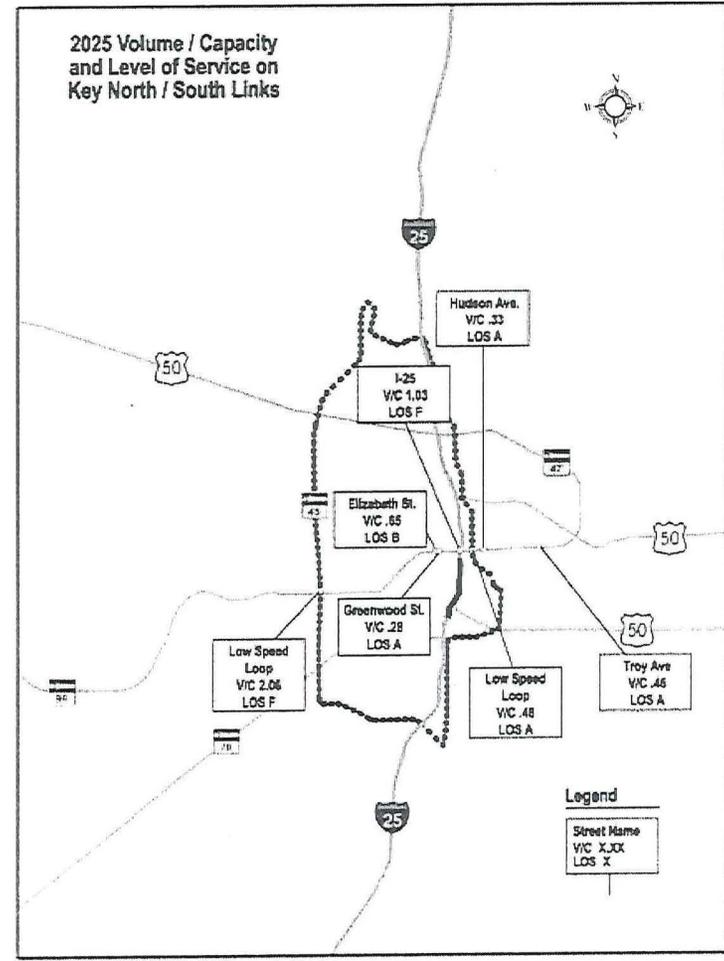
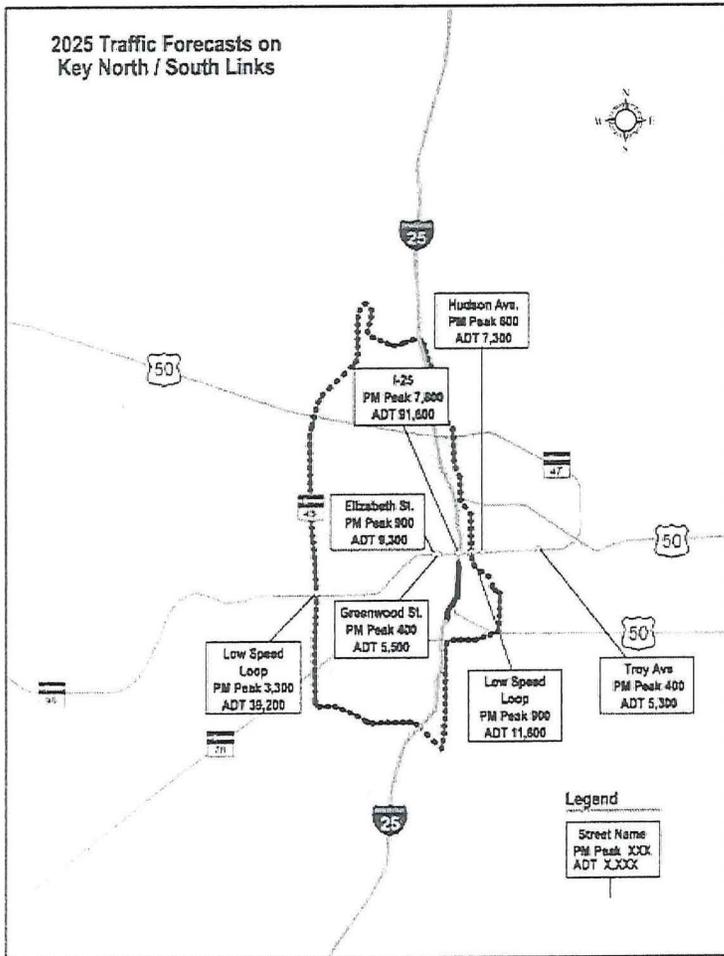
the New Pueblo Freeway

Relocated I-25 Strategy with a Freeway



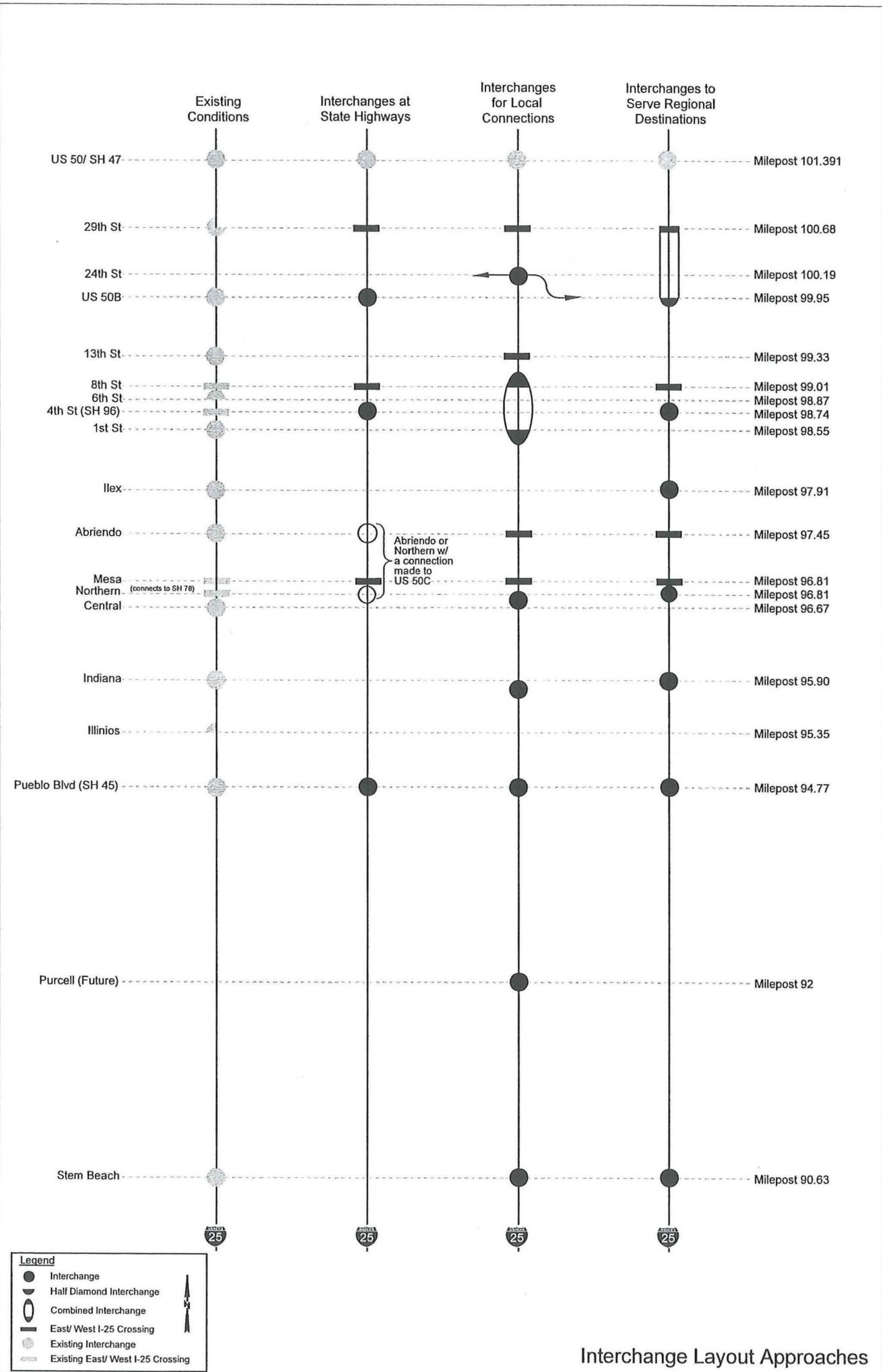
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I-25 Safety Improvement Strategy with Low Speed Loop



APPENDIX E

Development of Interchange Evaluation



Legend

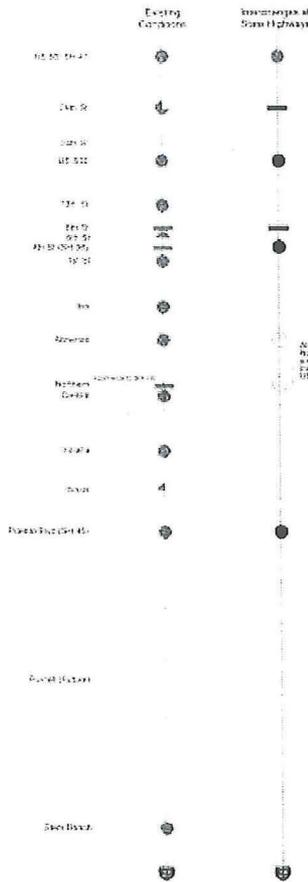
- Interchange
- ◐ Half Diamond Interchange
- ◌ Combined Interchange
- East/ West I-25 Crossing
- Existing Interchange
- Existing East/ West I-25 Crossing

Interchange Layout Approaches

Summary and Conclusions on Interchange Approaches



Summary of Analysis and Public Input of Interchange Approaches



Introduction

During the Public Workshop on June 16, 2001, four interchange approaches were reviewed and discussed. Members of the Project Leadership Team, the Technical Leadership Team, and over 60 citizens came together to discuss the alternatives available for interchanges on I-25. The advantages and disadvantages for each approach were discussed. The following summarizes the feasibility of the different interchange alternatives presented.

Existing Conditions

This approach violates 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 this approach, or the no-build alternative, will not be taken forward.

Interchanges at State Highways

This approach provides interchanges at state highways only and does not serve local access needs. Furthermore, the goal of this approach to interchange only with state highways is provided for in the other 2 approaches. Therefore, this approach, as a stand-alone group of interchanges will not be taken forward.

Interchanges for Local Connections and Interchanges to Serve Regional Destinations

These approaches differ in the areas of 29th Street, 24th Street, and SH 50B, in the downtown area from 13th Street to 1st Street, and also in the area of Ilex, Abriendo, and Northern. These two approaches are similar from Northern Avenue south to Stem Beach, with the exception of a proposed future interchange between Pueblo Boulevard and Stem Beach, planned and constructed by others. Let's discuss each section separately.

29th Street, 24th Street, and SH 50B

Five interchange alternatives between 29th and SH50B were reviewed. The alternatives included a Half Diamond at 29th Street with an overpass on SH50B, an Improved Trumpet Interchange with connection to SH50B and a Partial Cloverleaf interchange at SH50B. All five alternatives advanced to layout analysis.

13th Street and 1st Street

In this section 2 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 dispersed access to the many downtown destinations.

The second major alternative was 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 work 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.

An additional alternative will be reviewed in this area. This alternative will look at an 8th Street and 1st Street split diamond. This alternative will review a split interchange between 13th and 1st Streets.

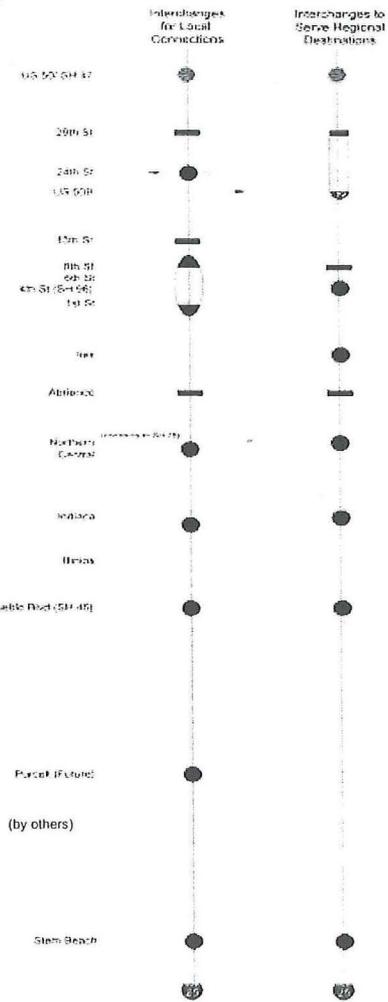
Ilex, Abriendo, and Northern

Adequate spacing is required between all alternatives. To have an interchange at Ilex, no interchange to the north meets the spacing requirements if it is south of 4th Street. A single interchange at 4th Street has been determined as not feasible, therefore, an interchange at Ilex can not be considered. To provide adequate access to the businesses, residents, and the park in the Ilex area, several network enhancements are under consideration.

As a result of numerous suggestions to interchange with 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.

South of Northern Avenue to Stem Beach

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



Legend

- Interchange
- ▲ Half Diamond Interchange
- ◀ Combined Interchange
- ▬ East/West I-25 Crossing
- Existing Interchange
- Existing East/West I-25 Crossing



**the
New Pueblo Freeway**

Interchange Criteria Definitions

Interchange Grouping Criteria

Environmental

1. *Amount of new right-of-way.*

The measure for this criterion will be the acres of right-of-way needed to build the interchange grouping.

2. *Number of existing houses/businesses within the new right-of-way.*

The measure for this will be a count of the existing houses and businesses within the new right-of-way. These houses and businesses may or MAY NOT be purchased for the project. Design features may accommodate or protect these houses and businesses.

Community Values

1. *How well does this interchange grouping support our current economic community investments?*

Comments for each interchange grouping will be prepared as to how the current and ongoing economic investments in the community are impacted, positively or negatively.

2. *Will this interchange grouping have Community Support?*

The answer to this question will be discussed in each of the Community Working Groups (CWG). The measurement will be YES/SOMEWHAT/NO. If all CWG support the grouping then it will be rated with a YES. If only some of the CWG members support the grouping and/or concerns have recorded through the project process about this type of grouping it will be rated with a SOMEWHAT. And if no support is found for a grouping it will be rated with a NO.

3. *Can this interchange grouping be easily signed?*

A common concern gathered through the project process has been one of User Friendly and this has been further defined by some as to the ease with which a driver can understand how to reach their destination. This is being measured by the ability of an interchange grouping to be signed according to the state's guidelines. Each grouping will have a major guide sign layout completed and this will be the base for measuring if a grouping is easy to sign.

4. *Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives?*

This question addresses a concern that an interchange grouping could be in conflict with the existing or planned community goal. Communities and local businesses have been developed based on existing transportation facilities. This criterion measures how changes to the existing transportation system might still support (be compatible with) or might not support what communities and local business have planned. This criterion will be discussed with the Community Working Groups (CWG) and other established community groups.

The discussion will be captured in comments about each interchange grouping.

Mobility

1. *Does this interchange grouping connect with the east/west State Highways of 50 (A,B,C), 96, 78 and 45?*

The measure will be a count of the connections to State Highways that the interchange grouping provides.

2. *Does this interchange grouping serve major interstate trip purposes, such as industrial, recreational, Central Business District, and major employers?*

The measurement for this criterion will be a count of the interstate trip purposes served by the interchange grouping. Comments will be included to discuss how these trips are served.

3. *Does this interchange grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?*

A map showing the current major destinations within the city will be prepared. These will include the historic downtown, HARP, State Fair Grounds, library, Pueblo Community College, Mesa District, USC, Airport Industrial Park, race track (dogs), mall, hospitals, and others agreed upon by the technical team and the CWG.

The measure will be a count of the destinations that have improved access with this interchange grouping.

4. *Is the spacing between interchanges adequate?*

The measurement will be a distance between interchanges and comments on the adequacy of the spacing based on national design guidelines.

The spacing requirements for interchanges are found in the Federal guidelines for highway construction. These guidelines will be presented during the CWG meetings.

Safety

1. Number of hazardous locations improved.

A map of I-25 and adjacent existing high accident locations will be prepared. Each interchange grouping will be evaluated based on its ability to improve existing high accident locations. It is assumed that if a interchange grouping that makes any improvements within the area of an existing high accident location, the improvements would address the reasons for the accidents.

It is noted that if a location does not meet this criterion it does not mean that improvements within that area would not address those lesser accident problems. It is further noted that if a grouping does not make improvements within a high accident location that does not mean that no improvements will be made.

Implementation

1. How consistent is this with national design guidelines?

This criterion is measuring each grouping against the national guidelines for construction of highways, roads, interchanges and intersections. The technical team will review each grouping for consistency with national design guidelines.

The measure will be a count of the possible variances from national design guidelines that would be needed to build this interchange grouping.

2. What is the comparative cost of this grouping?

The comparative cost of this grouping will be calculated.

2. How difficult is this to construct? How difficult is it to maintain local traffic during construction?

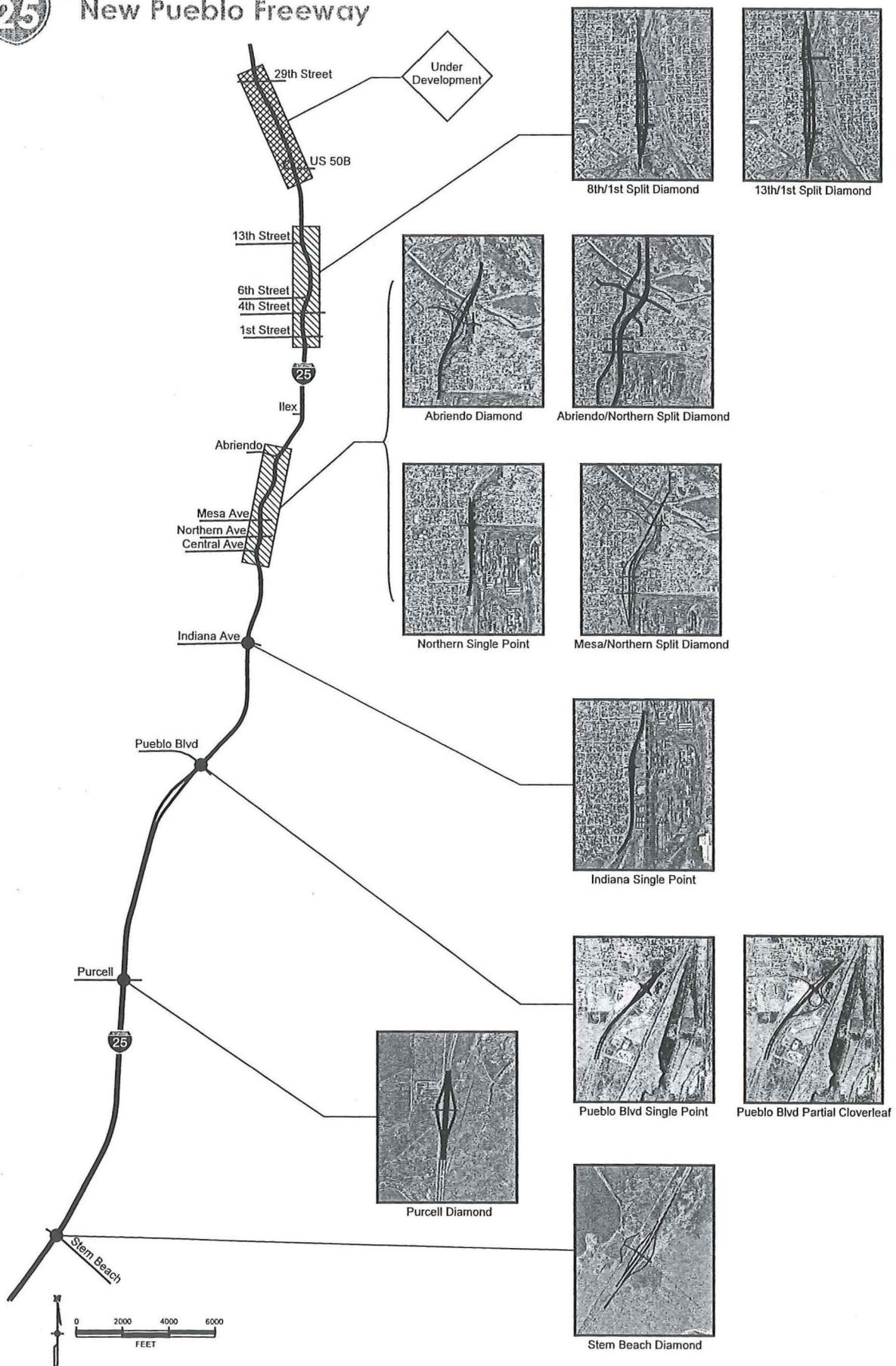
Each interchange grouping will be reviewed for the common or extraordinary methods of construction that would be needed to construct each grouping. Much of this measurement is of the ability to maintain traffic during construction.

YES/SOMEWHAT/NO will be the measures used for this criterion. YES will indicate that the concept can be build using common or traditional methods of construction and traffic can be maintained at all times during construction. SOMEWHAT indicates that a concept could be built using common construction methods but that traffic during construction would be greatly disrupted or even stopped. SOMEWHAT could also indicate that a concept would require non-traditional methods of construction but that

traffic could be maintained at all times during that construction. NO will indicate that a concept would require extraordinary methods of construction and would disrupt traffic during that construction.



the New Pueblo Freeway



Under Development



8th/1st Split Diamond



13th/1st Split Diamond



Abriendo Diamond



Abriendo/Northern Split Diamond



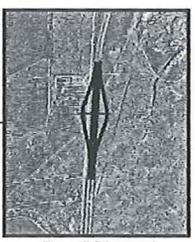
Northern Single Point



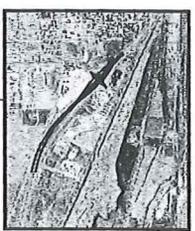
Mesa/Northern Split Diamond



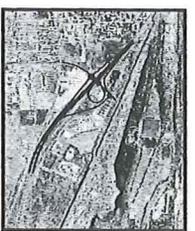
Indiana Single Point



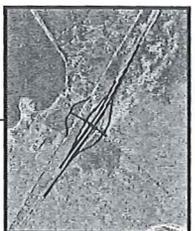
Purcell Diamond



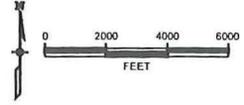
Pueblo Blvd Single Point



Pueblo Blvd Partial Cloverleaf



Stem Beach Diamond



Interchange Concepts



Ranking of Interchange Groupings

	Environmental			Community Values				Mobility				Safety	Implementation		
	1. Amount of new right-of-way.	2. Number of houses/businesses within the new right-of-way.	3. Environmental Summary.	1. How well does this grouping support our current economic community investments?	2. Will this interchange grouping have community support?	3. Can this interchange grouping be easily signed?	4. Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives?	1. Does this interchange grouping connect with the east/west State Highways of 50, 96, 78, and 45?	2. Does this grouping serve major interstate trip purposes such as industrial, recreational, Central Business District, and major employers?	3. Does this grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?	4. Is the spacing between interchange groupings adequate?	1. Number of hazardous locations improved.	1. Is this grouping consistent with national design guidelines?	2. Comparative cost of interchange grouping.	3. How difficult is this to construct? How difficult to maintain traffic during construction?
13th Street to 1st Street	*	*					Neighborhood Business							(Interchange construction only)	
Existing Conditions	0 acres	0	No additional impacts			Yes		No	Yes	Yes	No	0	No	0	---
8 th / 1 st Split Diamond	13.3 acres	18	<ul style="list-style-type: none"> Impacts to businesses and residences Environmental Justice impacts Potential impacts to: <ul style="list-style-type: none"> Historic property Flood plains Wetlands Wildlife Threatened and endangered species Water quality 			Yes		Yes	Yes	Yes	Yes	6 th 1 st mainline curvature	Yes	\$40M	Somewhat difficult to construct
13 th / 1 st Split Diamond	14.8 acres	18	<ul style="list-style-type: none"> Impacts to: <ul style="list-style-type: none"> Mineral Palace Park 4 (f) and 6(f) land Impacts to the railroad Impacts to businesses and residences Environmental Justice impacts Potential impacts to: <ul style="list-style-type: none"> Historic property Flood plains Wetlands Wildlife Threatened and endangered species Water quality 	Note 1		Yes	Note 1	Yes	Yes	Yes	Yes	6 th 1 st mainline curvature	Yes	\$60M	Very difficult to construct
* These numbers reflect what is needed in addition to what was previously calculated for the I-25 corridor.															

Note 1 Impacts to Mineral Palace Park and railroad impacts.
 Note 2 US 50B Interchange would have to be moved further north.

Ranking of Interchange Groupings

Ilex to Central	Environmental			Community Values				Mobility				Safety	Implementation		
	1. Amount of new right-of-way.	2. Number of houses/businesses within the new right-of-way.	3. Environmental Summary.	1. How well does this grouping support our current economic community investments?	2. Will this interchange grouping have community support?	3. Can this interchange grouping be easily signed?	4. Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives? Neighborhood Business	1. Does this interchange grouping connect with the east/west State Highways of 50, 96, 78, and 45?	2. Does this grouping serve major interstate trip purposes such as industrial, recreational, Central Business District, and major employers?	3. Does this grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?	4. Is the spacing between interchange groupings adequate?	1. Number of hazardous locations improved.	1. Is this grouping consistent with national design guidelines?	2. Comparative cost of interchange grouping. (Interchange construction only)	3. How difficult is this to construct? How difficult to maintain traffic during construction?
Existing Conditions	0 acres	0	No additional impacts			Yes		No	Somewhat	Somewhat	No	0	No	0	---
Abriendo Diamond Interchange Mesa Overpass Northern Overpass	11 acres	5	<ul style="list-style-type: none"> Probable impacts to businesses and residences Impacts to the railroad Potential hazardous waste Potential impacts to: 4(f) and 6(f) Land Environmental Justice Historic property Threatened and endangered species Water quality 			Yes		Somewhat	Somewhat	Somewhat	Yes	Ilex Abriendo Central mainline curvature	Yes	\$90M	Somewhat difficult to construct
Abriendo Overpass Mesa Overpass Northern Interchange	1 acres	6	<ul style="list-style-type: none"> Potential impacts to businesses and residences Impacts to the railroad Potential hazardous waste Potential impacts to: 4 (f) and 6(f) Land Environmental Justice Historic property Water quality 			Yes		Yes	Yes	Yes	Yes	Ilex Abriendo Central mainline curvature	Yes	\$60M	Standard Construction
Abriendo / Northern Split Diamond (includes relocation of I-25)	22 acres	37	<ul style="list-style-type: none"> Probable impacts to businesses and residences Impacts to the railroad Potential impacts to: 4(f) and 6(f) Land Environmental Justice Historic property Water quality 			Yes		Yes	Yes	Yes	Yes	Ilex Abriendo Central mainline curvature	Yes	\$130M	Standard Construction
Abriendo Overpass Mesa/Northern Split Diamond	33 acres	70	<ul style="list-style-type: none"> Potential impacts to businesses and residences Impacts to the railroad Potential hazardous waste Potential impacts to: 4 (f) and 6(f) Land Environmental Justice Historic property Water quality 			Yes		Yes	Yes	Yes	Yes	Ilex Abriendo Central mainline curvature	Yes	\$70M	Somewhat Difficult to Construct

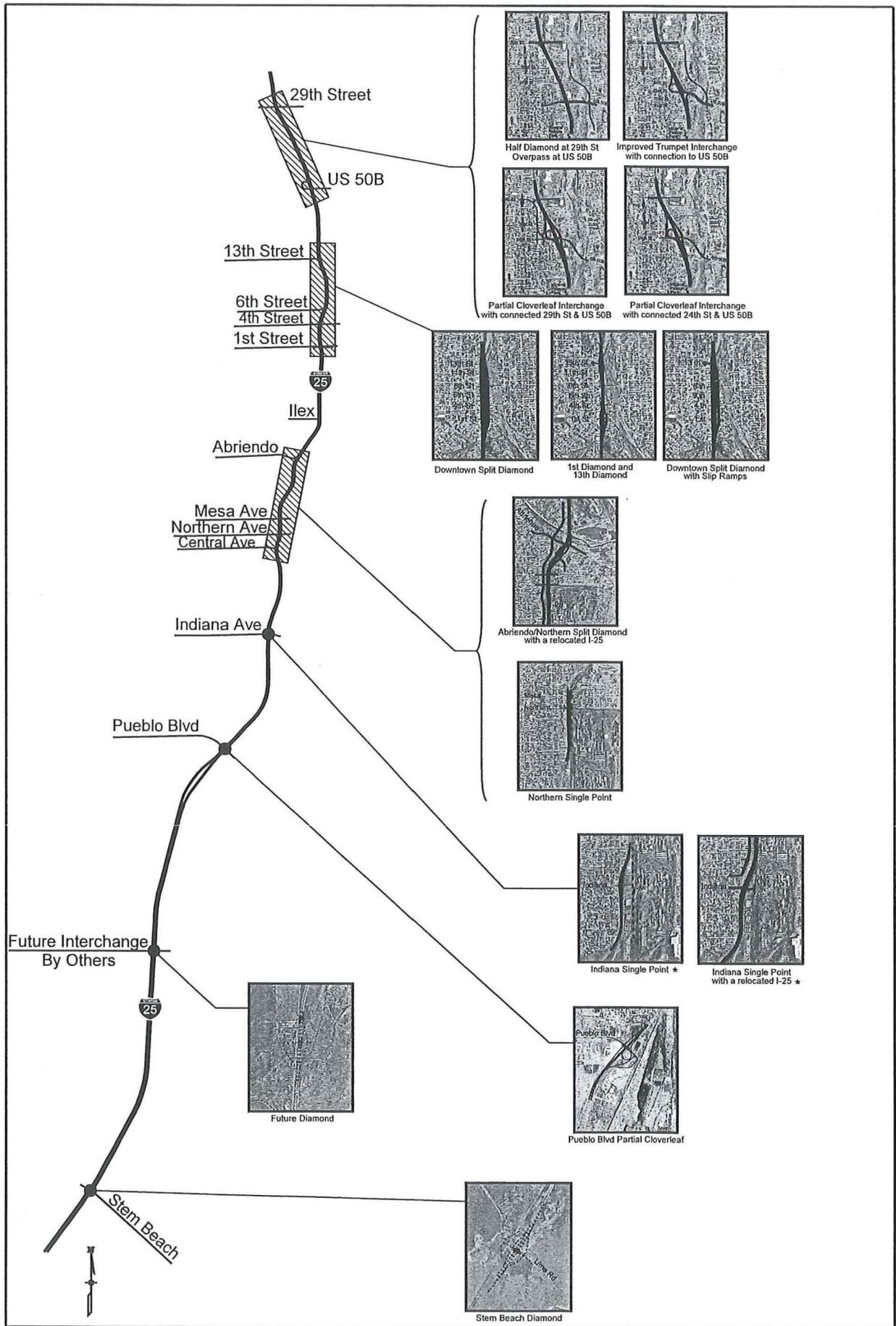
* These numbers reflect what is needed in addition to what was previously calculated for the I-25 corridor.

Note 1 Connects with US 50C.

April 29, 2002

Ranking of Interchange Groupings

Indiana to Stem Beach	Environmental			Community Values				Mobility				Safety	Implementation		
	1. Amount of new right-of-way.	2. Number of houses/businesses within the new right-of-way.	3. Environmental Summary	1. How well does this grouping support our current economic community investments?	2. Will this interchange grouping have community support?	3. Can this interchange grouping be easily signed?	4. Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives? Neighborhood Business	1. Does this interchange grouping connect with the east/west State Highways of 50, 96, 78, and 45?	2. Does this grouping serve major interstate trip purposes such as industrial, recreational, Central Business District, and major employers?	3. Does this grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?	4. Is the spacing between interchange groupings adequate?	1. Number of hazardous locations improved.	1. Is this grouping consistent with national design guidelines?	2. Comparative cost of interchange grouping. (Interchange construction only)	3. How difficult is this to construct? How difficult to maintain traffic during construction?
Existing Conditions	0 acres	0	No additional impacts	No	No	Yes	No	Yes	Yes	Somewhat	No	0	No	0	---
<ul style="list-style-type: none"> • Single Point Diamond @ Indiana • Single Point Diamond @ Pueblo Blvd. • Diamond @ Purcell** • Diamond @ Stem Beach 	26 acres	0	<p>Indiana Interchange</p> <ul style="list-style-type: none"> • Impacts to businesses and residences • Potential hazardous waste • Potential impacts to: Environmental Justice Historic property Water quality <p>Pueblo Blvd Interchange</p> <ul style="list-style-type: none"> • Potential hazardous waste • Potential impacts to: Businesses and residences Wetlands Threatened and endangered species Water quality 			Yes		Yes	Yes	Yes	Yes	Illinois Stem Beach	Yes	\$60M	Standard Construction
<ul style="list-style-type: none"> • Single Point Diamond @ Indiana • Partial Cloverleaf @ Pueblo Blvd. • Diamond @ Purcell** • Diamond @ Stem Beach 	44 acres		<p>Stem Beach</p> <ul style="list-style-type: none"> • Potential hazardous waste • Potential impacts to: Wetlands Wildlife Threatened and endangered species Water quality 		Yes	Yes								\$70M	Standard Construction
<p>* These numbers reflect what is needed in addition to what was previously calculated for the I-25 corridor.</p> <p>** Future interchange by others</p>															



Interchange Alternatives

* The interchange selection at Indiana is dependent on the interchange selection at Northern.

Ranking of Interchange Groupings

29th to US 50B	Environmental			Community Values				Mobility				Safety	Implementation		
	1. Amount of new right-of-way.	2. Number of houses/businesses within the new right-of-way.	3. Environmental Summary.	1. How well does this grouping support our current economic community investments?	2. Will this interchange grouping have community support?	3. Can this interchange grouping be easily signed?	4. Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives? Neighborhood Business	1. Does this interchange grouping connect with the east/west State Highways of 50, 96, 78, and 45?	2. Does this grouping serve major interstate trip purposes such as industrial, recreational, Central Business District, and major employers?	3. Does this grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?	4. Is the spacing between interchange groupings adequate?	1. Number of hazardous locations improved.	1. Is this grouping consistent with national design guidelines?	2. Comparative cost of interchange grouping. (Interchange construction only)	3. How difficult is this to construct? How difficult to maintain traffic during construction?
Existing Conditions	0 acres	0	No additional impacts	Far	Yes	Yes	Yes	Somewhat	Somewhat	No	0	No	0	---	
Half Diamond at 29 th St	2 acres	11	<ul style="list-style-type: none"> Potential impacts to businesses and residences Potential impacts to: Noise 			Somewhat		No	No	No	Yes	US 50B	No	\$25M	Standard construction
Improved Trumpet Interchange with connection to US 50B	27 acres	65	<ul style="list-style-type: none"> Probable impacts to businesses and residences Potential impacts to: Noise, Wetlands, Wildlife, Threatened and endangered species, Water quality 	Far	Somewhat	Yes		Yes	Somewhat	Somewhat	Yes	US 50B	Yes	\$45M	Standard Construction
Partial Cloverleaf Interchange with connected 29 th St and US 50B	53 acres	141	<ul style="list-style-type: none"> Probable impacts to: Businesses and residences, Noise, Historic property Potential impacts to: Wetlands, Wildlife, Threatened and endangered species, Water quality 	Far	Yes	Yes		Yes	Yes	Yes	Yes	US 50B	Yes	\$55M	Standard Construction
Partial Cloverleaf Interchange with connected 24 th St and US 50B	30 acres	62	<ul style="list-style-type: none"> Probable impacts to businesses and residences Potential impacts to: Noise, Wetlands, Wildlife, Threatened and endangered species, Water quality 	Far	Yes	Yes		Yes	Yes	Yes	Yes	US 50B	Yes	\$50M	Standard Construction

* These numbers reflect what is needed in addition to what was previously calculated for the I-25 corridor.

Note 1 FHWA recommends full interchanges. Partial interchanges require a variance.

Ranking of Interchange Groupings

13th Street to 1st Street	Environmental			Community Values				Mobility				Safety	Implementation		
	1. Amount of new right-of-way.	2. Number of houses/businesses within the new right-of-way.	3. Environmental Summary.	1. How well does this grouping support our current economic community investments?	2. Will this interchange grouping have community support?	3. Can this interchange grouping be easily signed?	4. Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives? Neighborhood Business	1. Does this interchange grouping connect with the east/west State Highways of 50, 96, 78, and 45?	2. Does this grouping serve major interstate trip purposes such as industrial, recreational, Central Business District, and major employers?	3. Does this grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?	4. Is the spacing between interchange groupings adequate?	1. Number of hazardous locations improved.	1. Is this grouping consistent with national design guidelines?	2. Comparative cost of interchange grouping. (Interchange construction only)	3. How difficult is this to construct? How difficult to maintain traffic during construction?
Existing Conditions	0 acres	0	No additional impacts			Yes	No	Yes	Yes	No	0	No	0	---	
Downtown Split Diamond	16 acres	29	<ul style="list-style-type: none"> Impacts to floodplain Impacts to the railroad Impacts to businesses and residences Environmental Justice impacts Potential impacts to: <ul style="list-style-type: none"> Historic property Wetlands Wildlife Threatened and endangered species Water quality 			Yes	Note 1 & 5	Yes	Yes	Yes	6 th 1 st mainline curvature	Yes	\$60M	<ul style="list-style-type: none"> Standard construction RR Relocation Phasing would be required 	
Downtown Split Diamond w/ SB Slip Ramp to 4 th St NB Slip Ramp to 8 th St	16 acres	29	<ul style="list-style-type: none"> Impacts to floodplain Impacts to the railroad Impacts to businesses and residences Environmental Justice impacts Potential impacts to: <ul style="list-style-type: none"> Historic property Wetlands Wildlife Threatened and endangered species Water quality 			Yes	Note 1	Yes	Yes	Yes	6 th 1 st mainline curvature	Yes	\$60M	<ul style="list-style-type: none"> Standard construction RR Relocation Phasing would be required 	
1 st Diamond Interchange 13 th St Diamond Interchange	15 acres	20	<ul style="list-style-type: none"> Impacts to floodplain Impacts to the railroad Impacts to businesses and residences Environmental Justice impacts Potential impacts to: <ul style="list-style-type: none"> Historic property Wetlands Wildlife Threatened and endangered species Water quality 			Yes	Note 1	No	Yes	Somewhat	No	6 th 1 st mainline curvature	No	\$45M	<ul style="list-style-type: none"> Standard construction RR Relocation Phasing would be required

* These numbers reflect what is needed in addition to what was previously calculated for the I-25 corridor.

- Note 1 Impacts to Mineral Palace Park and railroad impacts are undesirable, however access to 13th St and existing Santa Fe are desirable for business.
- Note 2 US 50B Interchange would have to be moved further north.
- Note 3 The minimum required spacing between the 1st St Interchange and the 13th St Interchange can not be achieved.
- Note 4 Direct SH 96 (4th St) East/West access from the interstate.
- Note 5 Connectivity with 6th St from the north and south.

Ranking of Interchange Groupings

Ilex to Central	Environmental			Community Values				Mobility				Safety	Implementation		
	1. Amount of new right-of-way.	2. Number of houses/businesses within the new right-of-way.	3. Environmental Summary.	1. How well does this grouping support our current economic community investments?	2. Will this interchange grouping have community support?	3. Can this interchange grouping be easily signed?	4. Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives? Neighborhood Business	1. Does this interchange grouping connect with the east/west State Highways of 50, 96, 78, and 45?	2. Does this grouping serve major interstate trip purposes such as industrial, recreational, Central Business District, and major employers?	3. Does this grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?	4. Is the spacing between interchange groupings adequate?	1. Number of hazardous locations improved.	1. Is this grouping consistent with national design guidelines?	2. Comparative cost of interchange grouping. (Interchange construction only)	3. How difficult is this to construct? How difficult to maintain traffic during construction?
Existing Conditions	0 acres	0	No additional impacts	Partial	Yes	Yes	No	Somewhat	Somewhat	No	0	No	0	---	
Abriendo Overpass Mesa Overpass Northern Interchange	7 acres	32	<ul style="list-style-type: none"> Potential impacts to businesses and residences Impacts to the railroad Potential hazardous waste Potential impacts to: 4 (f) and 6(f) Land Environmental Justice Historic property Water quality 	Partial	Yes	Yes	Yes	Somewhat	Somewhat	Yes	Ilex Abriendo Central mainline curvature	Yes	\$78 M	<ul style="list-style-type: none"> Difficult Construction RR relocation Phasing would be needed 	
Abriendo / Northern Split Diamond (includes relocation of I-25)	22 acres	37	<ul style="list-style-type: none"> Probable impacts to businesses and residences Impacts to the railroad Potential impacts to: 4(f) and 6(f) Land Environmental Justice Historic property Water quality 	Partial	Yes	Yes	Yes	Yes	Yes	Yes	Ilex Abriendo Central mainline curvature	Yes	\$80 M	<ul style="list-style-type: none"> Standard Construction Very little traffic control during construction needed 	

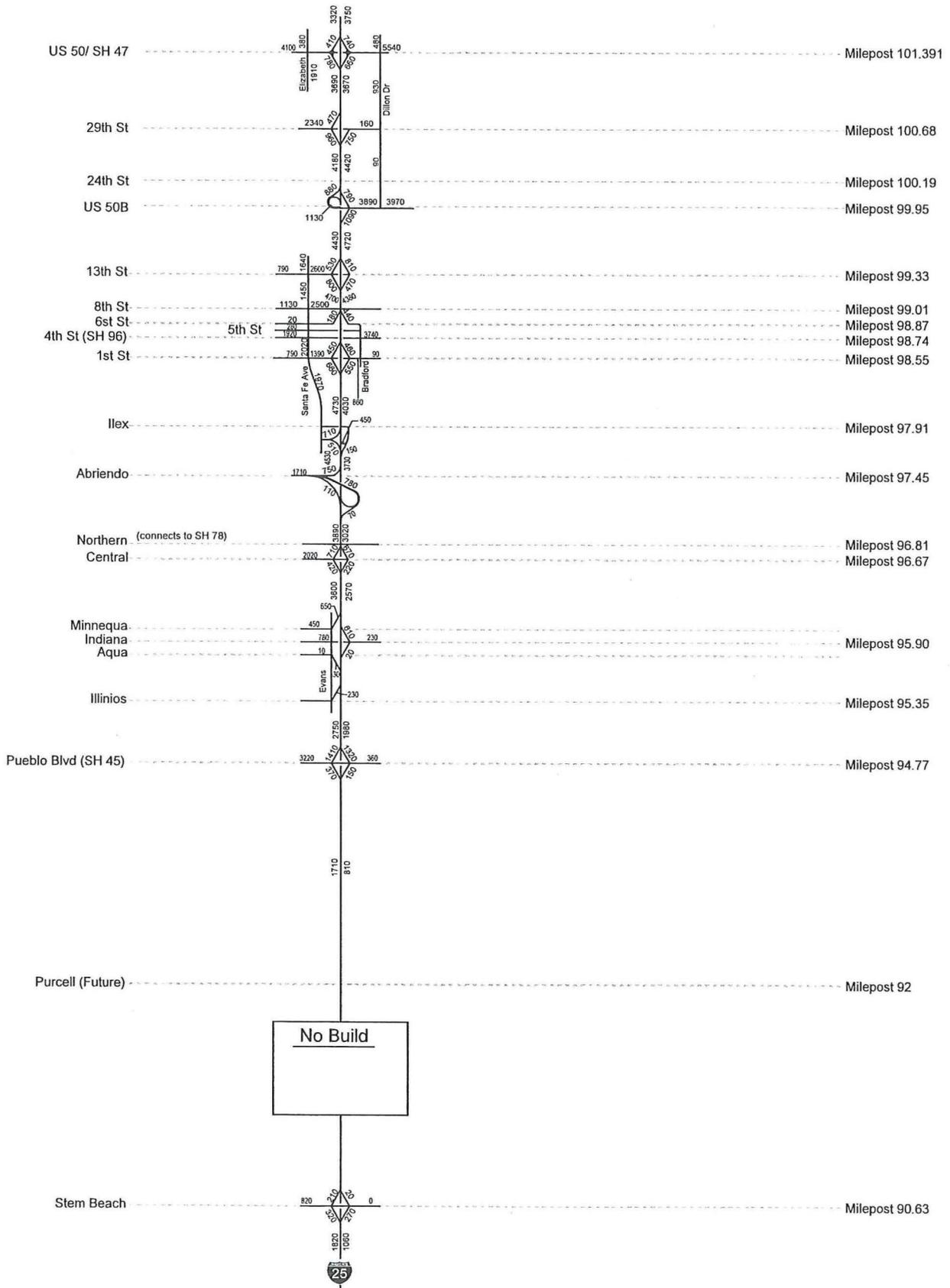
* These numbers reflect what is needed in addition to what was previously calculated for the I-25 corridor.

Note 1 Connects with US 50C.

Ranking of Interchange Groupings

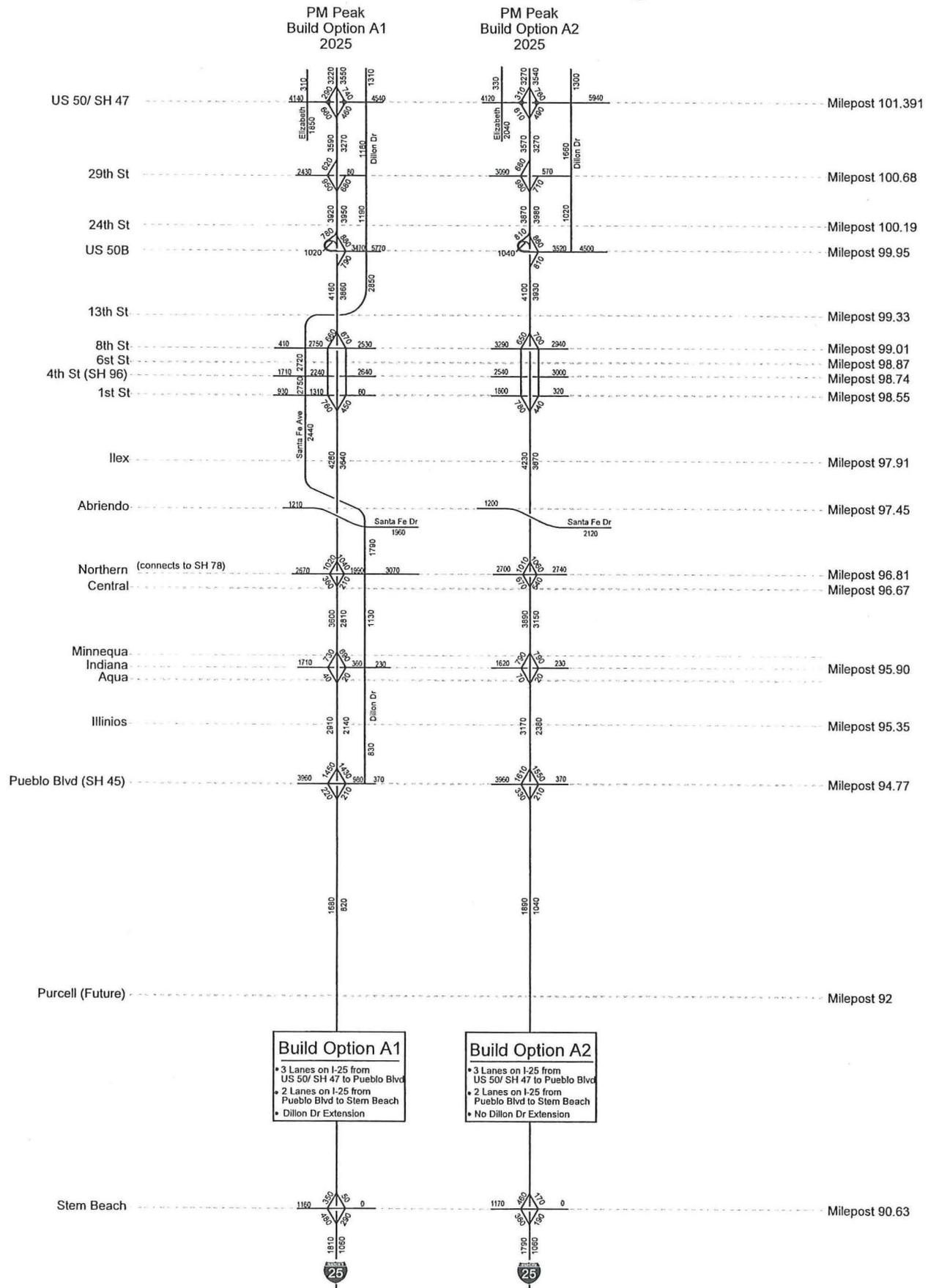
Indiana to Stem Beach	Environmental			Community Values				Mobility				Safety	Implementation		
	1. Amount of new right-of-way.	2. Number of houses/businesses within the new right-of-way.	3. Environmental Summary	1. How well does this grouping support our current economic community investments?	2. Will this interchange grouping have community support?	3. Can this interchange grouping be easily signed?	4. Is this interchange grouping compatible with neighborhood and local business plans/goals/objectives? Neighborhood Business	1. Does this interchange grouping connect with the east/west State Highways of 50, 96, 78, and 45?	2. Does this grouping serve major interstate trip purposes such as industrial, recreational, Central Business District, and major employers?	3. Does this grouping serve trips beginning outside of Pueblo with destinations within Pueblo, such as the State Fair, Lake Pueblo and the Historic District?	4. Is the spacing between interchange groupings adequate?	1. Number of hazardous locations improved.	1. Is this grouping consistent with national design guidelines?	2. Comparative cost of interchange grouping. (Interchange construction only)	3. How difficult is this to construct? How difficult to maintain traffic during construction?
Existing Conditions	0 acres	0	No additional impacts			Yes		Yes	Yes	Somewhat	No	0	No	0	---
<ul style="list-style-type: none"> • Single Point Diamond @ Indiana • Partial Cloverleaf @ Pueblo Blvd. • Diamond @ Purcell** • Diamond @ Stem Beach 	44 acres	0	<p>Indiana Interchange</p> <ul style="list-style-type: none"> • Impacts to businesses and residences • Potential hazardous waste • Potential impacts to: Environmental Justice Historic property Water quality <p>Pueblo Blvd Interchange</p> <ul style="list-style-type: none"> • Potential hazardous waste • Potential impacts to: Businesses and residences Wetlands Threatened and endangered species Water quality <p>Stem Beach</p> <ul style="list-style-type: none"> • Potential hazardous waste • Potential impacts to: Wetlands Wildlife Threatened and endangered species Water quality 			Yes		Yes	Yes	Yes	Yes	Illinois Stem Beach	Yes	\$70M	Standard Construction
<p>* These numbers reflect what is needed in addition to what was previously calculated for the I-25 corridor.</p> <p>** Future interchange by others</p>															

**PM Peak
No Build
2025**



No Build





Build Option A1

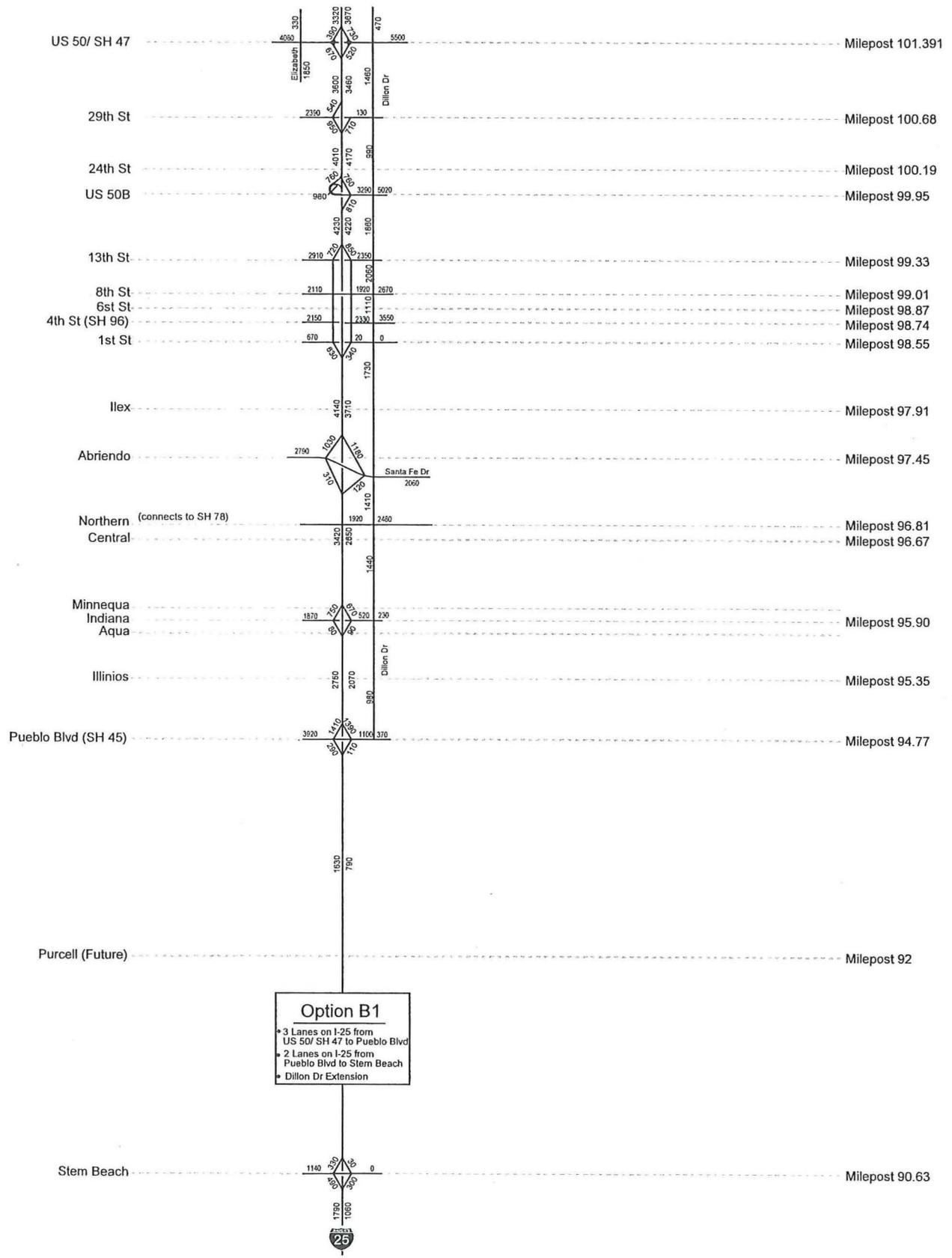
- 3 Lanes on I-25 from US 50/ SH 47 to Pueblo Blvd
- 2 Lanes on I-25 from Pueblo Blvd to Stem Beach
- Dillon Dr Extension

Build Option A2

- 3 Lanes on I-25 from US 50/ SH 47 to Pueblo Blvd
- 2 Lanes on I-25 from Pueblo Blvd to Stem Beach
- No Dillon Dr Extension

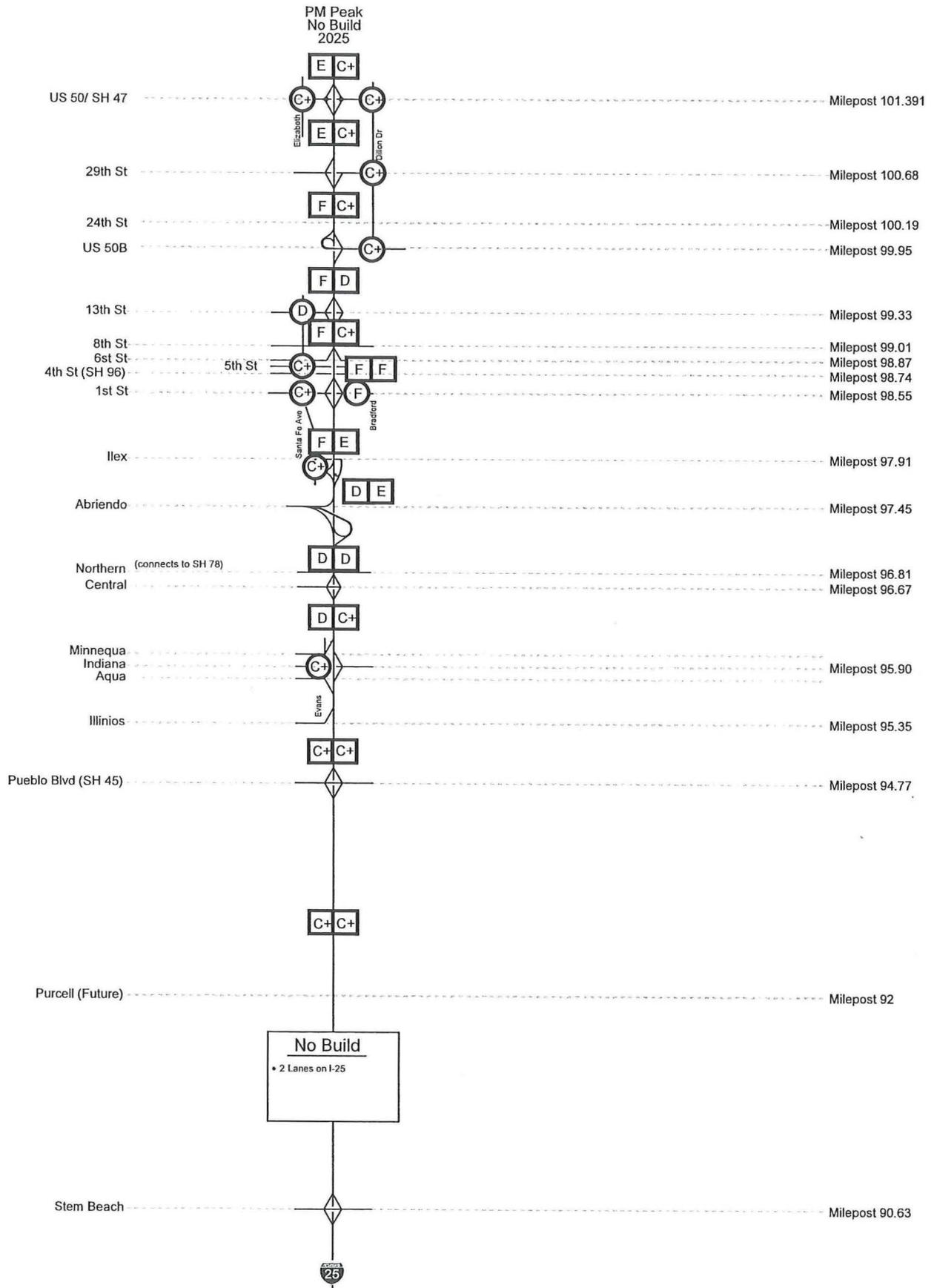


PM Peak
Build Option B1
2025

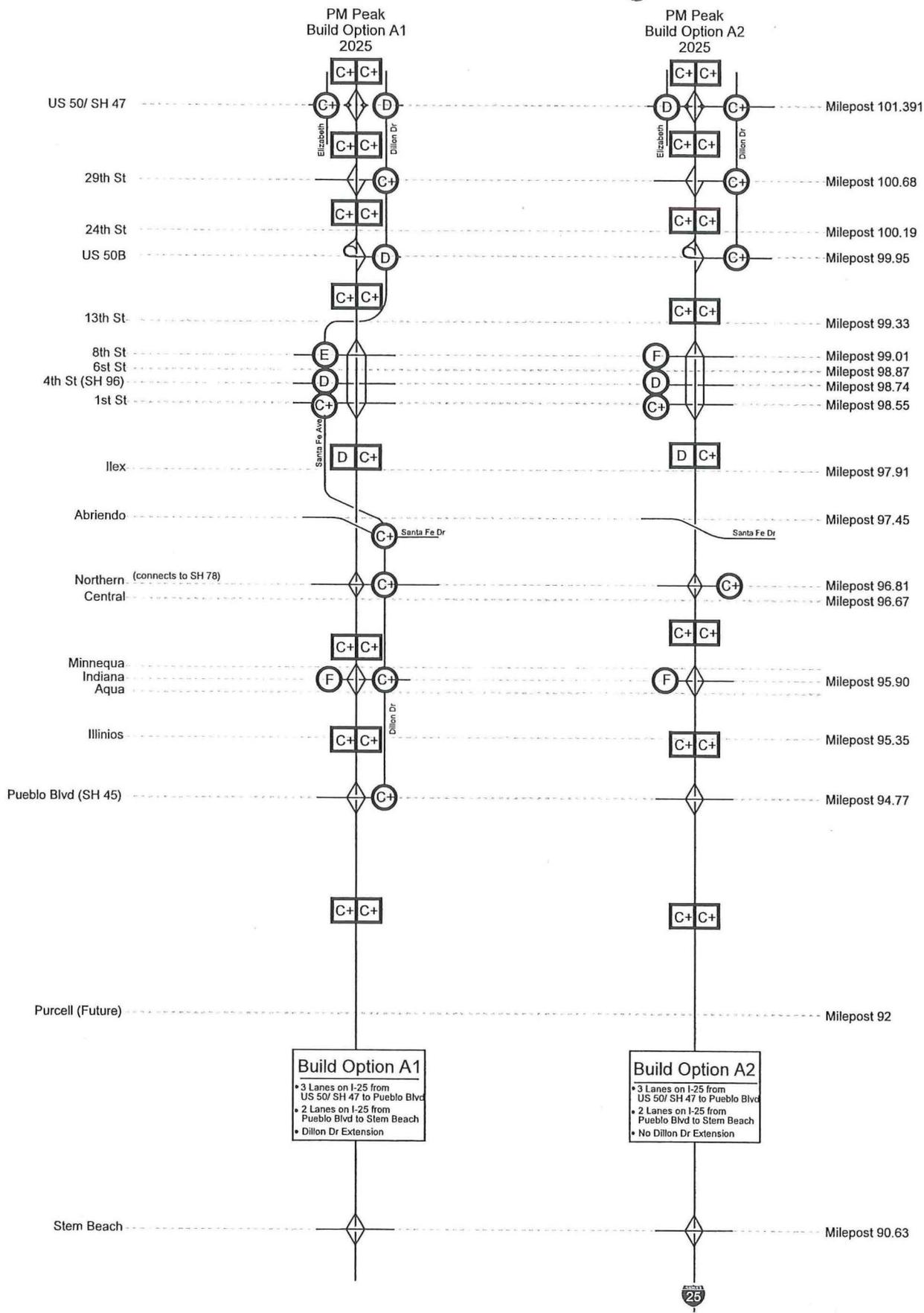


Option B1
 • 3 Lanes on I-25 from US 50/ SH 47 to Pueblo Blvd
 • 2 Lanes on I-25 from Pueblo Blvd to Stem Beach
 • Dillon Dr Extension





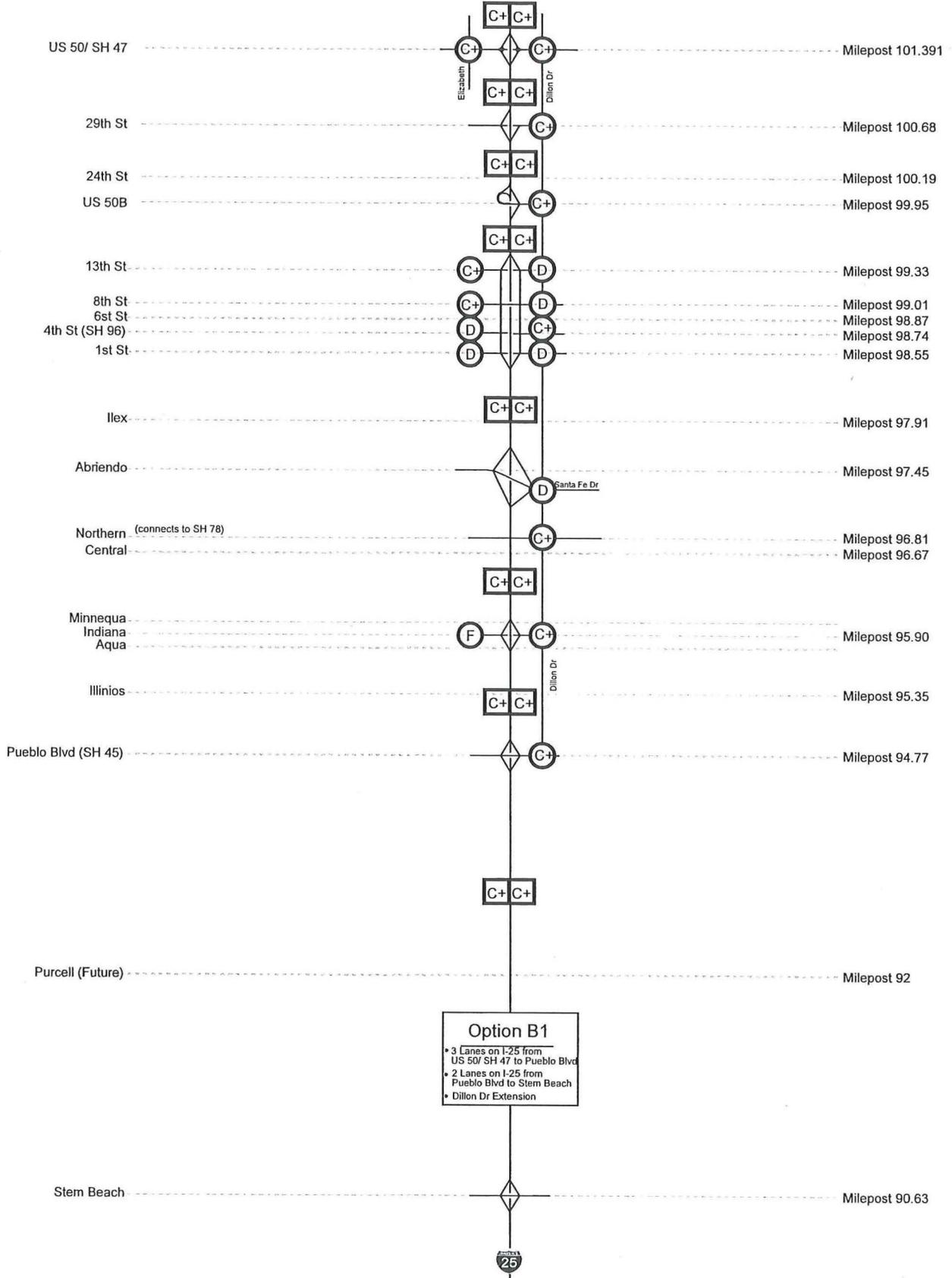
25 the New Pueblo Freeway



Level of Service



PM Peak
Build Option B1
2025



APPENDIX F

Community Comment Tracking



This document summarizes all comments into subjects and tallies the number of times the subject was recorded.

Summarized and Talled Comments (from July 2000 to August 2001)

Corridor	
Add more interchanges or improve existing. Need to extend ramp acceleration length. Many interchanges ramps are unsafe.	55
Straighten curves— elevation (banking) is at the incorrect direction on the curves. Especially difficult for trucks.	41
Widen I-25 to 8 lanes (4 each way) to provide for future growth.	33
Wider lanes	26
Noise levels have increased dramatically since the structures between 24 th and 28 th west side of 29 th Street, were removed. Truck noise is especially frustrating. Highway noise unbearable, a horrendous issue.	21
Improve east/west mobility. Provide access for east-west traffic to reduce local use of the freeway.	18
Minimize taking of residential properties for right-of-way (for realignment and ramps). Many have generations who invested in their properties. Would like to see neighborhoods come before commercial trucks. Protect highway neighbors. Need to protect investments. Look at impacts to any of our improvements. Concern about relocations, moving expenses, age, fair compensation, etc.	17
Support community visions and plans. Protect historic values: MPP, Union, Bessmer, Mesa Junction.	13
Lower speed limit; better speed enforcement	13
Widen I-25 to 3 lanes each direction—6 total lanes.	12
Accel/decel lanes throughout need to be longer.	10
Need landscaping—shade trees and flowers. Beautyify I-25, needs to be cleaned up and maintained.	10
Need better signage and lane markings in advance.	10
Need more and better access to and from local streets and I-25. Access to existing and growing areas..	9
Suggest all trucks stay in right lane traveling through cities and towns and maybe travel 10 miles slower than automobiles as in Texas. Keep trucks out of neighborhoods. Limit hours when trucks can travel, especially during rush hour.	9
Congestion on I-25—needs upgrading.	8
Better lighting on ramps and improved maintenance of lights along interstate	8
Increase ROW for better landscaping and need it to be maintained, using less water intensive landscaping treatments (<i>use detention of water and create wetland landscape areas</i>).	7
Isolated neighborhoods need to be connected with pedestrian and bikes. Use of pedestrian bridges.	7
Mass transit / high speed train up the Front Range / light rail	6
Protect the 'flavor' of Pueblo, accessible and quick to get around, no rush hours. Use local artists and talent to reflect 'flavor' of Pueblo	6
Drainage Problems—existing and as a result of projects	6
Need frontage roads on both sides of the interstate for local traffic.	6
Plan for the future. Protect future options now.	6
Repair potholes, exit ramps, entry ramps, and aging structures along I-25 need repair.	6
It's just fine the way it is now. Leave it the way it is.	6
I-25 needs upgrading.	5
Provide HOV/car pool lanes.	4
Need additional alternate routes to handle traffic detours when I-25 has to be closed due to crashes, etc.	4
Maintain and create views of businesses, parks, etc. Do not block them all with cement barriers	4
Limited access is nice; should reduce the number of interchanges on I-25. (<i>Reducing interchanges gives a country feel.</i>)	4
Limit growth opportunities. Less people, less roads.	4
Improve safety with realignment, many accidents at exit/entrance ramps	4
Walls and landscaping need to be maintained.	3
Why have major E/W Rt (8 th) and no connection. Too many exits that don't go anywhere.	3
Protect historic areas	3



Summary of Input

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Summarized and Talled Comments (from July 2000 to August 2001)

Emergency access to hospital	2
Use alternative transportation methods.	2
I-25 corridor needs a monorail system. (<i>Package travel linkages could be made with the Broncos, AVS, Rockies, etc.; hotels, Broadway plays, and car rentals.</i>)	2
Do not do any construction. Need to make the developers pay for the problems they create with their developments and the traffic that they bring. Why should taxpayers pay for improved roads to handle these developments and the traffic they create.	2
Should get input from developers.	1
Need better access for Bessimer Historic Archives	1
No alternate routes to the Mesa	1
Be sure to watch for sight distances	1
Accident locations need to be identified and addressed.	1
Consider existing and future land use	1
Feel that we should make better local routes for local trips and close off ramps other than at both ends of the city, only providing on ramps at current locations. All along the front range we are widening and improving our interstates to hand quick local trips, rather than making providing better local trips for local travelers.	1
Don't make more lanes, provide alternate routes.	1
Need to get north/south mobility	1
Soundwalls will reduce right-of-way takes.	1
Awareness of hazardous materials through Pueblo.	1
Road work needs to be done at night as much as possible. Need a better construction process and faster construction time frames.	1
Construction people without an attitude and clean up their language.	1
Concerned about how money will be allocated for this "New" freeway.	1
Increase budget so more can be done.	1
Need SH 96 exit.	1
Need a better South entrance to the mall.	1
Need an exit between 29 th Street and 13 th Street.	1
Need a more direct route to Fairgrounds.	1
Concerned about clean up of CF&I site when they leave? Clean up in industrial areas	1
If an interchange is closed, look at who is impacted and how to serve that access.	1
Should utilize simple clover leafs on freeway I-25 especially at junction I-25 and Hwy 50 East and West.	1
Keep existing interchange if they are being used.	1
Fix/improve the interchanges around CF&I; there is no convenient north/south access through town.	1
Need for interchange(s) between Pueblo Boulevard and Stem Beach	1
Tight turns in Downtown.	1
Don't need more lanes.	1
Tolls in Denver & Springs to pay for Pueblo freeway improvements.	1
I-25 should be 8 lane from Ft. Collins to Fountain & 6 lane the rest of the way from border to border. Also, as cities sprawl the speed limit continually decrease more & more miles. It should be 75 mph all the way with limited access & parallel highways for slower and/or local traffic.	1
Improvements user friendly to all citizens	1
Protect Mineral Palace Park.	1
There were substantial impacts to the lower-income neighborhoods in the 1950's as a result of the Pueblo Freeway. There is a lot of fear of how these new improvements may negatively impact houses, business, and neighborhoods. Call for CDOT to equally weigh the improvements/ consequences of proposed changes to our neighborhoods and community.	1



Summary of Input

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Summarized and Talled Comments (from July 2000 to August 2001)

Concern about houses on the east side of Currie Street at the 800 and 900 block.	1
Thermal inversion, bad gas and air at I-25 and US50. East of US50, north and south of I-25.	1
Please put in a light or something to help congestion at #102.	1
Move traffic signal at 1 st Street ramp.	1
Raise speed limit on I-25.	1
A mandatory speed limit of 45mph enforced after Santa Fe exit due to accidents "semis".	1
Do not widen it, it just brings more traffic.	1
More guard rails.	1
Tear it all out & start over again using concrete and not asphalt.	1
More truck parking areas.	1
Protect investments: HARP, Historic District, Convention Center	1
People need to understand how changes (their loss) benefits the community	1
Be watchful of wildlife impacts	1
Going through town seems like a perpetual bridge; therefore in the winter the road conditions are extremely slick.	1
Concern with impacts to Pueblo economy	1
Use land that is open	1
Consider the geology; blue shale	1
Double deck as Seattle & Chicago.	1
Understanding traffic origins/destination	1
Park South of Illinois too close to Freeway – kids playing, pedestrians walking along freeway in Minnequa neighborhood.	1

Beltway / Bypass

Beltway around Pueblo without using I-25.	52
Make a tollway east to go around Pueblo.	2
Re-route commercial traffic to a Bypass Hwy.	2
Use Hwy 71 as an alternate route North from Hwy 50.	1

13th Street

13 th Street needs to be straighten – suggest an interchange.	2
Extend 13 th to the East from I-25.	1
Elevate 13 th Street so that the river can go where it wants to.	1
Add lane south of US50 Bypass to 13 th Street.	1
Don't extend 13 th Street to east.	1
13 th needs to have 2 lanes.	1

1st Street

Lengthen entrance ramp SB at 1 st Street., no room to accelerate, and poor sight distance—not safe, and the slope is especially difficult for truckers.	26
1 st Street on ramp is a nightmare, ramps are too short and dangerous.	6
Improve 1 st Street and Ilex interchange curves too sharp, very dangerous. Ramps need to be longer.	5
I-25 at 1 st Street needs r repair.	5
Northbound from 1 st Street to 13 th accel/dead lane need to be improved.	4
1 st St. entrance southbound on I-25 should be eliminated not enough room to enter.	4
Avoid Santa Fe and go to 1 st NB. Need to make the bridges between Santa Fe and 1 st exit 3 lanes,	3
Don't eliminate 1 st Street. Don't want to see 1 st Street closed	2



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Summarized and Talled Comments (from July 2000 to August 2001)

1 st and 6 th too many curves.	2
Need more access 1 st to 13 th and straighten.	2
Elevate over Ilex, 1 st .	1
1 st Street one way streets – confusing.	1
1 st Street on ramp Southbound widen to 3 lanes all the way .	1
1 st exit South need 4 lanes.	1
Extend 1 st Street over Fountain.	1
Merging lanes on 1 st and 5 th too close.	1
Tight turns between 1 st and exit 95 need to be addressed.	1
1 st Street is dangerous—needs more sign and bridge widened.	1
1 st Street ramps too windy .	1
1st St. to NB can't get on safely, no courteous oncoming traffic. 1 st to SB can't get on safely too narrow at Runyen & further South to Indy.	

24th Street

24 th Street EW connection from Airport to Pueblo West needs improvements.	2
Want a 24 th St interchange.	1
Don't make 24 th St. an exit, nor a through-street to the west side of Pueblo. It will absolutely ruin the old north side neighborhood, which is already struggling to stay a residential area.	1

29th Street

Love 29 th St exit, works very good.	2
Exit 29 th Street, Highway 50, Provide access to Lincoln Home site.	1
SH50 and 29 th were problems, but getting better.	2
Put an entrance onto I-25 between 29 th St. and W 13 th .	1

4th Street

4 th Street should be a full interchange.	7
4 th Street/Lincoln/Thatcher should not become major highway.	1
Need exit lane on and off 4 th to 13 th .	1
4 th exit south need 4 lanes.	1

6th Street

6 th Street – off ramp too sharp, and need to flatten the curves (truckers have trouble)..	3
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9th Street

Need ramps on 9 th Street.	1
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Abriendo

1 st Street Interchange on-ramp Southbound bad. Abriendo Exit is really skinny (ramp). Abriendo to NB on Ramps – People stopped on I-25 due to no room to merge. Too short, too steep.	13
Abriendo and 13 th to straighten out the curves.	5
Develop Abriendo Interchanges to connect Santa Fe Dr. and Abriendo directly off I-25.	3
More lanes; 3 or 4 lanes wide.	3



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It would be better to take both sides of a block and not leave just 2 or 3 houses left on one side to face the highway, such as planned by cut-off—900 block of east Abriendo.	2
Ice hazard on NB on ramp at Abriendo; cars slide into median barrier.	1
Abriendo bridges north too curvy.	1
Straighten out curves at Abriendo and Ilex.	1
Abriendo exit getting onto the freeway has too many trees--cannot see.	1

Arkansas

More lanes. Need for more lanes crossing Arkansas.	1
Arkansas as River Bridge too narrow. Make it wider. "S" curves need to be straightened.	1

Belmont

Belmont Interchange needs to be improved; curves too tight.	4
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Central

Central Ave NB – bad accel.	2
Central Avenue & South to west; trees are obstructing view.	1
Keep Central Ave Interchange 4 lanes going north and south (8 lanes).	1

Eagleridge

Improve the interchange at Eagleridge. The old pillars make it difficult to see cross traffic.	3
Extend 3 lanes past Eagleridge Blvd.	2
Need better traffic flow on Eagleridge.	1
Need a bridge to get to Belmont from Eagleridge.	1

Ilex

Problems at Ilex interchange—needs improvements. Curves too tight and confusing. Dangerous	25
Ilex off and on ramps are too short.	5
Straighten the Ilex interchange.	3
Ilex interchange is good for big rigs as is . Don't want major changes to interchange.	2
Accidents on Ilex at Santa Fe	2
Video detection at Ilex/Santa Fe has improved backups on southbound off ramp.	1
Take the on ramps out at Ilex and leave the off ramps.	1
Close Ilex Interchange.	1
Add a lane Southbound between 1 st Street & Ilex.	1
Ilex interchange—top level for through and lower level – local.	1
Relocate Ilex interchange.	1
Elevate over Ilex, 1 st .	1

Illinois

Close Illinois to avoid wrong way. Illinois is a waste. Redesign of interchange will require demolition of homes/neighborhoods on the east side of Evans Avenue.	3
Illinois interchange ramp too sharp.	2



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Summarized and Talled Comments (from July 2000 to August 2001)

Indiana	
Indiana Interchange is confusing., Tough to get on exit; ramps are too short. Dangerous. Needs improvements.	6
Suggest diamond interchange at Indiana.	2
Need to improve Indiana exit for the many trucks coming to the Steel Mill, Pepsi, the RR plant, and Ashley hardware trucks, and also leaving south and north.	1
Need sound walls along I-25 from Indiana	1
Iowa/Indiana ramps are too close to the cross streets.	1

Pueblo Boulevard	
Develop a long-range plan for another interchange between Pueblo Blvd. (Lake Avenue) south and Stem Beach. A ramp to get in left lane from Lake Ave. Need dual left turns Westbound on Pueblo Blvd. At I-25.	1
A turn arrow needed Southbound at Sh50 to Pueblo Blvd.	1
Extend Pueblo Blvd. to the north around Northridge.	1
Pueblo Blvd Interchange is good.	1

Pueblo West	
Need another route to Pueblo West.	3
Need another connection to Pueblo West.	1

Runyon	
Runyon is too short to accel & merge, can't see traffic to merge.	2
Runyon area is dangerous due to filled queue on South bound off ramps.	1

Stem Beach	
Make new I-25 from Stem Beach swinging out east and connecting up again on the north end of town about 1 or 2 miles north of the Sam's Club exit. This would mean 2 new bridges, one across the Fountain and one across the Arkansas, big cost. Safer.	2
Own a motel and RV park off the Stem Beach exit. We have made many requests for a "phone" sign at this exit, and feel that and would feel blessed if could get a lodging sign. Stem Beach is the only place between the Rye exit and Southgate exit where there is a phone. There have been many accidents close to our exit but there is nothing to let drivers know there is help here. During the blizzard of 1997, people were out stranded on I-25 but didn't know there was a phone and shelter nearby. Just the phone sign alone could save lives.	1

Projects not directly related to project	
Need to fix the Pinon underpass and it needs to be included in this project	4
The area north to the El Paso County Line should be considered in this study. SH 116 to County Line.	3
Very good job. Good coverage, lots of positive comments about maps. CDOT's process is commendable, fair, and on track; OH was helpful to share concerns, gain understanding.	2
Hwy 50 situation is a disaster.	2
Consider coming north on I-25 to Pueblo County/El Paso County Line. The project should be all of I-25 north through Pueblo then south.	2
I think this study should be on 24 th St exit.	1
Dust at Detention Basin is bad—need to use water trucks.	1
Most people like all the new construction SH47/Dillon.	1
Unhappy with access to Burger King and Parts America.	1



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Improvements at North end are great.	1
Have the Chamber fix the Welcome sign on the south end of town.	1
Commute to Denver weekly Pueblo is definitely much better than the bottleneck highway at Colorado Springs and Denver. The new 47/25 will be great! 29 th St too!	1
Need soundproof wall on 29 th St – 24 th (North I-25).	1
Support existing projects	1
Driver education	1
Driver courtesy	1
Concerned about "Super Slab" front range toll road which didn't think needed to do.	1
SH50 to the east needs to have less signals.	1
I-25 north will be the main street into Pueblo. If you would put a counter on cars entering Pueblo from the north, you will see we get a lot of movement north. Why exclude us? You need to have the best highway you can coming into Pueblo so that people traveling I-25 would like to stop and visit. I-25 is also a trucker route and excluding those 16 miles north is wrong.	1
Finish the holes you dug at 27 th – 26 th and Court.	1
Love the new turn lanes on #50.	1
Need to put a camera at SH50/I-25 so that the web site shows progress.	1
Love the I-25/US50/SH47 web site.	1
US 50 impacts us—coordinate with US 50 study	1
2 lanes from Pueblo to La Junta; these roads are congested and very dangerous.	1
I travel to Pueblo for employment from out of the area, and happy with what has been done so far	1



Summary of Concerns

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Comments By Criteria Category		
(from July 2000 to date)		
CV = Community Values E = Environmental I = Implementation M = Mobility P = Process S = Safety		
Community Values		
Too ugly! Weeds cover the beautiful wall. Everything is brown & dead except Central.	CV	
How does Pueblo have as good image when the freeway is not maintained. Look at the terrible way is kept up. Trees and brush are wild along side Mineral Palace Park, and we have lost the view of the beautiful park, band shell, lake, etc. Look at the mess along the beautiful sound wall at the Abriendo exit all the way to the Central Ave Exit. Needs to be cleaned up--bad impression for visitors. Increase ROW for more landscaping. Use detention of water and create wetland landscape areas. More landscaping along South of 1 st Street – widen to , more better looking.	CV	
Beautify I-25.	CV	
Clean it up – especially the downtown area. Landscaping is key!	CV	
Need better landscaping.	CV	
More landscaping along South of 1 st Street – widen to , more better looking.	CV	
Clean it up over the South side.	CV	
Less Ugly.	CV	
Widen ROW to beautify	CV	
There were substantial impacts to the lower-income neighborhoods in the 1950's as a result of the Pueblo Freeway. There is a lot of fear of how these new improvements may negatively impact houses, business, and neighborhoods. Call for CDOT to equally weigh the improvements/consequences of proposed changes to our neighborhoods and community.	CV	
Concern about houses on the east side of Currie Street at the 800 and 900 block.	CV	
Park east of 1 st Street interchange—do not want to have it destroyed.	CV	
Concerns with the possible impact of changes to the Interstate on his family, residence, and property, as well as other existing neighborhoods and business adjacent to the roadway.	CV	
Relocation, housing, moving expense, age, etc.	CV	
I have lived at this residence all of my life, and I would hate to move. I feel that some exits need to be widened but the freeway on the south side does not have as much traffic as on the north side.	CV	
My home is situated along I-25. I like the location because of the access to I-25 to go north or south in the city. This has and continues to be my home. I am going through a lot of remodeling and upgrading. I enjoy my neighborhood. I am concerned.	CV	
would like to see our neighborhoods come first, not the cement trucks.	CV	
Please do not consider placing Illinois exit closer to my home, and if you do, please take my home.	CV	
Lots 6 thru 10 was connected. When I-25 was put in, property was cut in half, even the house which is 100 years old. The lots together make up for lost land taken by state. Could not afford a different home.	CV	
Bicycle/Pedestrians crossing desperately needed!	CV	
Would like to see wall extended on west side of I-25, south of Abriendo.	CV	
Need sound walls along I-25 from Indiana	CV	
Need soundproof wall on 29 th St – 24 th (North I-25).	CV	
Cement barriers are blocking our views of the majestic Colorado mountains.	CV	
In favor of sound walls.	CV	
When will sound wall on west side of I-25, south of Abriendo be extended.	CV	
Sound walls needed.	CV	
Need sound walls along I-25 from Indiana	CV	
Protect investments: HARP, Historic District, Convention Center	CV	
Landscaping; low maintenance	CV	



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Techniques to reduce right-of-way such as walls	CV	
Protect highway neighbors	CV	
Existing corridor supports uses surrounding it	CV	
Protect existing uses along corridor	CV	
Protect investments	CV	
Protect the 'flavor' of Pueblo, accessible and quick to get around, no rush hours	CV	
Protect Mineral Palace Park—don't take land	CV	
Protect historic values: MPP, Union, Bessmer, Mesa Junction	CV	
Use local artists and talent to reflect 'flavor' of Pueblo	CV	
Protect neighborhoods from noise	CV	
See businesses/parks/views	CV	
Look at impacts to any of our improvements	CV	
Landscaping using less water intensive landscaping	CV	
Aesthetics—walls and bridges	CV	
How can elements reflect Pueblo	CV	
How are choices made regarding elements such as noise walls and landscaping	CV	
What improvements done well, equitable, reflects Pueblo. Visitors impressions of Pueblo—different at different interchanges—need, continuity of "look", no divided neighborhoods—can we preserve and even reunite? People get stuck (south) need help (call boxes) services	CV	
Make it easier to like Pueblo	CV	
Protect and Preserve Views of city	CV	
Cost of walls and space for walls – need a balance	CV	
Views as you enter the town	CV	
Minimize taking of residential properties for right-of-way (for realignment and ramps)	CV	
Replacement housing	CV	
Neighborhood impacts when properties are taken—roads realigned	CV	
Local road conditions	CV	
Adequate bike/pedestrian facilities	CV	
Complete/finish look to landscaping	CV	
Taking homes	CV	
Taking right-of-way	CV	
Impacts of property purchases	CV	
Disruption of neighborhoods, historic districts, properties	CV	
Coordination with neighborhood plans	CV	
Integration of I-25 and neighborhood uses	CV	
Traffic in neighborhoods	CV	
Pedestrian and bike facilities that help tie the neighborhood uses together = safety	CV	
Taking of historical properties	CV	
People need to understand how changes (their loss) benefits the community	CV	
Disruption to properties/businesses	CV	
Beautify the city along I-25	CV	
Protect historic areas	CV	
Support community visions and plans	CV	
Isolated neighborhoods--pedestrian and bikes	CV	
Walls can cover some views – back yards	CV	



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Environmental		
Concerned about clean up of CF&I site when they leave? Clean up in industrial areas	E	
Noise levels have increased dramatically since the structures between 24 th and 28 th west side of 29 th Street, were removed. Truck noise is especially frustrating.	E	
I am concerned about the increased noise level at my residence since the structures between 24 th and 28 th were removed. At certain times, depending on wind, weather, atmosphere, you can no longer carry on a normal conversation on my patio in the 400 block of West 27 th .	E	
Increased noise since the removal of houses along the west side of I-25 south of 29 th Street. Especially frustrated w/ truck break noises. Has used a noise measuring device and said levels are approaching 70 DbA.	E	
Highway noise unbearable, a horrendous issue.	E	
Dust at Detention Basin, need water truck.	E	
Thermal inversion, bad gas and air at I-25 and US50. East of US50, north and south of I-25.	E	
Walls; protect neighbors from noise and look good	E	
Noise barriers, sloped and look good	E	
Tourist friendly community	E	
Wildlife impacts	E	
Noise attenuation and view preservation – need a balance	E	
Flooding of roads	E	
Drainage Problems—existing and as a result of projects	E	
Noise impacts	E	
Implementation		
Sound barriers would be nice for the residents off the interstate. Help to keep their property values from devaluating.	I	
Hate construction. Don't want Denver traffic, mostly H/S travel.	I	
Better road repair HWY50 E. Like Mall Interchange – keep the same.	I	
Hwy 50 situation is a disaster.	I	
Don't try to fit it all at once	I	
Do not do any construction – Denver will be a mess for 5-7 years.	I	
Construction work faster time frames. Road work needs to be done at night as much as possible. Better construction process.	I	
Construction people without an attitude and clean up their language.	I	
Most people like all the new construction SH47/Dillon.	I	
SH50 construction is frustrating.	I	
Concerned about how money will be allocated for this “New” freeway.	I	
Stem Beach exit/entrance, does the public have to pay for it's reconstruction when the new cement plant is who needs the work done?	I	
Increase budget.	I	
Limit growth opportunities.	I	
Less people, just no new roads.	I	
Concern with impacts to Pueblo economy	I	
Use land that is open	I	
Want a practical solution	I	
Good signing on and off interstate	I	



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Consider the geology; blue shale	I	
Cost	I	
Maintenance should be easy and ID who will maintain	I	
Plan for the future--development direction	I	
Consider existing and future land use	I	
Cost of major improvements	I	
Costs	I	
Priorities for projects	I	
Protect expenditures/current investments	I	
Plan for future needs, especially bridges	I	
Mobility		
Don't encourage more or faster traffic.	M	
I-25 is OK, just needs more signs.	M	
better freeway signs.	M	
Need additional streets.	M	
Interchanges are not at main streets.	M	
Need more crossings off Fountain Creek.	M	
We need good alternate routes to handle traffic detours when I-25 has to be closed due to crashes, etc.	M	
Drivers need to speed up, not stop on accel lanes.	M	
Repave I-25.	M	
Avoid downtown, get local traffic to use other road.	M	
It is really jacked-up make it one way out of town.	M	
More alignment to major city streets.	M	
Better advanced warning for interchange closures.	M	
Leave current I-25 as business route.	M	
Need parallel routes through town to keep local traffic off I-25.	M	
Higher speed limit.	M	
I-25, RR, and river are barriers.	M	
Get through traffic through faster and finish Highway 50.	M	
Existing highway needs improvements.	M	
Why have major E/W Rt (8 th) and no connection.	M	
Think of our future needs.	M	
Provide access for east-west traffic to reduce local use of the freeway.	M	
Need major East/West connections ie 4 th St., longer accel/decel lanes.	M	
Major E/W thoroughfare.	M	
No good E-W routes.	M	
Better east/west connectors.	M	
Better east/west connections	M	
We are in dire need of East/West connection to relieve congestion.	M	
Too many cars and too old	M	
Congestion on I-25. Traffic congestion needs to be addressed.	M	
Less traffic at rush hours.	M	



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E-W connector on Hwy 50 – to 24 th St. P.W.	M	
Huge growth on Eldridge N.	M	
Not enough E/W connections. Confusing to visitors. Connect 50B to 24 th . Need ways to get to central part of town.	M	
More east to west main streets through town.	M	
Really need better east/west highways.	M	
East/west connector to Pueblo West.	M	
limited routes N/S, E/W.	M	
An east/west road across Fountain north of the Belmont Interchange.	M	
Lack of east/west routes.	M	
Exits need to be widened	M	
Too many exits that don't go where you need.	M	
better merging and exiting patterns	M	
New longer entrances – 1 st St and Santa Fe	M	
Also better acceleration entrances and exits.	M	
reduce number of exits.	M	
No real direct route to Fairgrounds.	M	
Too few interchanges crossing over/under I-25 (only US50 and 5 th Street).	M	
Reduce the number of interchanges.	M	
Close/reduce number of interchanges.	M	
Keep interchange to hospital.	M	
Keep existing interchange if they are being used.	M	
Fix/improve the interchanges around CF&I; there is no convenient north/south access through town.	M	
Almost all the interchanges need improvement.	M	
Congestion on Freeway ramps is caused by back ups onto Freeway. Need to look at freeways in Houston—have free flows at end of ramps.	m	
Longer on and off ramps.	M	
Too much traffic, ramps are difficult.	M	
Make ramps longer.	M	
Like the downtown ramp locations which keep a small downtown feel, so don't change the Interstate.	M	
have continuous on/off ramps.	M	
and create longer ramps.	M	
Take the on ramps out at Ilex and leave the off ramps.	M	
longer ramps.	M	
Better on and off ramps for access.	M	
Tight ramps, good luck.	M	
All on ramps should be much longer--very unsafe.	M	
Take some of the curves out. Too many accidents happen with the short exit ramp ways when entering I-25.	M	
Get trucks off the highway. Keep truck accidents away from main traffic flow.	M	
Want to get people where they want to go	M	
Access to destinations	M	
Easy access on and off the interstate	M	



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On and off at same interchanges	M	
Want to provide for local trips	M	
Want to provide roads that give trip alternatives	M	
Need to get north/south mobility	M	
Improved east/west mobility	M	
On and off ramps are too short—not enough room	M	
Access to major (many) destinations	M	
Minimize lane changes	M	
Easy/direct access	M	
Improvements user friendly to all citizens	M	
Consider bypassing the city but keep the current I-25 corridor	M	
Plan for future—may need to look 30-40 years out	M	
Protect future options now!	M	
If close an interchanges need to look at who is impacted, how to serve that access	M	
Neighborhood traffic flow	M	
Alternate routes to major destinations—disburse traffic	M	
Attractive routes	M	
Access to business areas	M	
Need for interchange(s) between Pueblo Boulevard and Stem Beach	M	
Strategic plan for interchange(s) or access	M	
Good/improved access/traffic to areas with business/destinations	M	
Understanding traffic origins/destination	M	
Continuous one-way frontage roads	M	
Long stretch of I-25 without interchanges gives county road feel	M	
Balance between interstate and local roads	M	
Increase truck traffic—need more room/shoulders	M	
Plan for truck traffic operations to be safe	M	
Limited access is nice	M	
Illinois exit could be closed, may need to upgrade others	M	
Entrances/Exits: narrow lanes, sharp turns, short accel length, speed on ramps vs speed on I-25, traffic backups on freeway, short distance to stops, confusing intersections	M	
Ramps should accommodate trucks	M	
1 st Street ramp entrance to I-25 is suicidal.	M	
SH 60 and 29 th were problem areas but getting better	M	
Loves 29 th Street	M	
Concerned about the Ilex intersection on I-25.	M	
What are they going to do with the Ilex.	M	
29 th Street exit works better	M	
Unhappy with access to Burger King and Parts America	M	
Freeway needs to be made wider with more lanes.	M	
Truck traffic in neighborhoods	M	
Emergency access to hospital	M	
Confusing lanes/intersections	M	
Backups on the freeway	M	
Curves on I-25	M	



Summary of Concerns

This document includes all comments as recorded and categorized by criteria—excluding ideas (alternatives).

Comments By Criteria Category (from July 2000 to date)					
CV = Community Values	E = Environmental	I = Implementation	M = Mobility	P = Process	S = Safety
Narrow exit lanes			M		
Truck operations at Ilex are adequate			M		
Access to Rocky Mountain Steels for trucks			M		
Benefit of frontage roads for access			M		
Access to existing and growing areas			M		
Not enough alternate roads for access			M		
Response to accidents on I-25 can tie up officers for a very long time, and delay everyone			M		
Accident locations need to be identified			M		
Entrance/exit ramps			M		
I walk the I-25/Elizabeth Frontage Road off 50 and mall. Eagleridge changes to traffic flow is going to be great. Keep up the good work.			M		
We feel you need extend the project to the Pinion underpass and north to County Line. Pinion underpass needs to be rebuilt. It cannot handle Big trucks nor our cattle trucks.			M		
We feel, the community of Pinion, that you need to do a study and include I-25 to MM116 in this project. We feel that the stretch of I-25 north to MM116 is in need of repair and upgrading of the underpasses			M		
Have always lived in Pinion and we have a cattle ranch and it is hard for truckers to get through the underpasses, and hay trucks also have problems. The Pinion truck stop needs a 2-lane underpass and needs to be brought up to standard, which is not at standards now. These underpasses are not taken care of—cement is breaking off the road under the underpass.			M		
Need more lanes crossing Arkansas			M		
We need another way to mall besides Indiana			M		
Confusing street names vs. interchange location – better signing			M		
Difficult to give directions to destinations			M		
Process					
Consider coming north on I-25 to Pueblo County/El Paso County Line. The project should be all of I-25 north through Pueblo then south.			P		
The area north to County Line should be considered in this study. SH 116 to County Line.			P		
I agree this South study needs to be done; however, this study needs to be expanded to include North Pueblo County up to the County Line. All of the growth is moving north.			P		
Extend project north I-25 to County Line.			P		
I-25 will be the main street into Pueblo. If you would put a counter on cars entering Pueblo from the north, you will see we get a lot of movement north. Why exclude us? You need to have the best highway you can coming into Pueblo so that people traveling I-25 would like to stop and visit. I-25 is also a trucker route and excluding those 16 miles north is wrong.			P		
Finish the holes you dug at 27 th – 26 th and Court.			P		
Should get input from developers.			P		
I think it's a great idea. Agree we need to repair I-25, needs a lot of work			P		
Love the new turn lanes on #50.			P		
Need to put a camera at SH50/I-25 so that the web site shows progress.			P		
Very good job. Good coverage, lots of positive comments about maps. Summary – CDOT's process is commendable, fair, and on track; OH was helpful to share concerns, gain understanding. The open house was very beneficial. Make maps big enough for all neighborhoods to be seen. Like map and great idea to be here at the Fair How about a drawing for the map. Nice map.			P		



Summary of Concerns

This document includes all comments as recorded and categorized by criteria—excluding ideas (alternatives).

Comments By Criteria Category		
(from July 2000 to date)		
CV = Community Values E = Environmental I = Implementation M = Mobility P = Process S = Safety		
Love the I-25/SUSD/47 web site.	P	
Attended a few meetings and appreciate the information	P	
You'll throw away my suggestions anyway.	P	
Good information	P	
US 50 impacts us—coordinate with US 50 study	P	
Coordination with local plans and other state plans	P	
Coordinate with future plans (HARP extended)	P	
Safety		
No safe place for breakdowns	S	
2 lanes from Pueblo to La Junta; these roads are congested and very dangerous.	S	
The angel of elevation (banking) is at the incorrect direction on the curves – especially at the Abriendo exit.	S	
Fix it so trucks don't tumble. (curves) won't use HWY 50 to SB I-25 due to tight curve.	S	
Accidents on Ilex at Santa Fe – 150', signal narrow, pavement condition	S	
1st St. to NB can't get on safely, no courteous oncoming traffic. 1 st to SB can't get on safely too narrow at Runyen & further South to Indy.	S	
Get rid of Dead Man curve.	S	
Video detection at Ilex/Santa Fe has improved backups on southbound off ramp.	S	
Ice hazard on NB on ramp at Abriendo; cars slide into median barrier.	S	
Concerned about safety.	S	
I've always thought a heavy truck only road would be safer than what we have now.	S	
Accidents near Abriendo I/C due to curved alignment.	S	
Runyen area is dangerous due to filled queue on South bound off ramps.	S	
Central Avenue & South to West; trees are obstructing view.	S	
. Park South of Illinois too close to Freeway – kids playing, pedestrians walking along freeway in Minnequa neighborhood.	S	
Do not widen it, it just brings more traffic.	S	
Going through town seems like a perpetual bridge. Therefore in the winter the road conditions are extremely slick. Also the addition of a longer entrance lane would be a very big plus.	S	
Be sure to watch for sight distances	S	
Fix dangerous curves	S	
Aging structures along I-25 need repair	S	
Lower speed limit.	S	
speed <u>minimum</u> .	S	
I-25 should never be more than 55 mph through Pueblo.	S	
Slow traffic down on Highway I-25-US50. It is getting out of hand. Young people are zigzagging in and out of traffic at a high rate of speed.	S	
Need speed enforcement through town.	S	
Does the highway or interstate regulate traffic speed? Trucks speed and need to be slowed. Suggest all trucks stay in right lane traveling through cities and towns and maybe travel 10 miles slower than automobiles as in Texas.	S	
A mandatory speed limit of 45mph enforced after Santa Fe exit due to accidents "semis".	S	
More traffic cops to give tickets, lower speed limits, drive better, no tailgating..	S	
Better speed control – maintain the 75 miles per hour. Need better speed control.	S	
Good lighting off edge of street far enough that there are no dark spots	S	



Summary of Concerns

This document includes all comments as recorded and categorized by criteria—excluding ideas (alternatives).

Comments By Criteria Category

(from July 2000 to date)

CV = Community Values E = Environmental I = Implementation M = Mobility P = Process S = Safety

Poor maintenance of light along interstate	S	
Cost of signing on interstate	S	
Improve Safety—realignment	S	
Safety of ramp movements	S	
Accidents at exits/entrances	S	
Speed problems	S	
Hazardous materials through Pueblo	S	
Safe transportation system	S	
No safe place to pull over	S	
Lighting	S	

General Comments

Improvements at North end are great.
Most historic block in Pueblo Evans between Northern & Mesa (Gus's Bar).
Commute to Denver weekly Pueblo is definitely much better than the bottleneck highway at Colorado Springs and Denver. The new 47/25 will be great! 29 th St too!
Driver education
Driver courtesy
Enforcement on I-25 causes problems.
Utilities along I-25
Police on I-25 are not able to serve others
Support existing projects

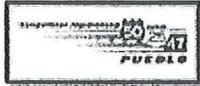
APPENDIX G

The New Pueblo Freeway Website

the New Pueblo Freeway

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Welcome to the New Pueblo Website

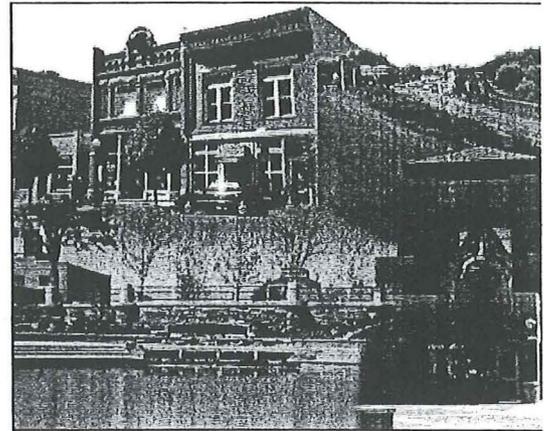


**Pueblo
Transportation
Improvements**



Project Background and Overview

The first contract to build the Pueblo Freeway, now designated as Interstate 25, was awarded in 1949. It took 10 years for the freeway to be completed through Pueblo. Now, 41 years later there is a need to study and redesign the freeway to fit current and future demands. The Colorado Department of Transportation (CDOT) is sponsoring this study and redesign.



One of CDOT's goals for this project is to develop a plan that respected the traditions and trends of the Pueblo community. To reach this goal CDOT is conducting a process that includes a community voice through leadership teams and an open commu process. CDOT has formed a team consisting of representatives from the city, county, a community to explore the roles I-25 currently plays in the community and what roles I- should play in the community's future.

This team began with a Workshop to define the context of I-25 in the community and to capture the concerns, goals, and criteria by which solutions could be developed. Alternatives were then developed and analyzed through a series of screening efforts. Starting with a brainstorming exercise and carefully analyzing, screening, and refining alternatives to create the ideal recommendations for the I-25 corridor through Pueblo.

 [Problem Statemer](#)
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 [Vison](#)
(38Kb Adobe Acrobat Docume

This effort culminated into a recommended action plan to then be taken further through environmental clearances and design once funding sources are identified. This was and continue to be accomplished through a decision-making process that follows these 5 stc Project Planning and Endorsement; Concerns and Criteria Development; Alternatives Development; Alternatives Analysis; Recommendation. (see The Process for a full description).

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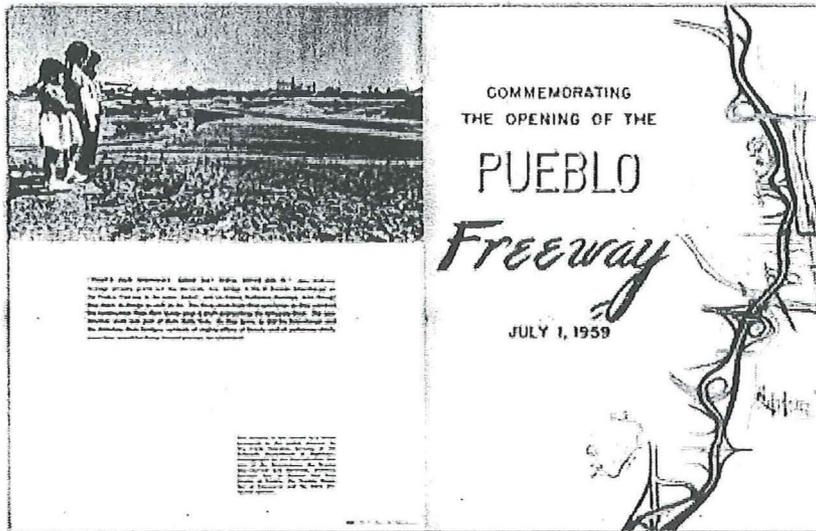
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Background

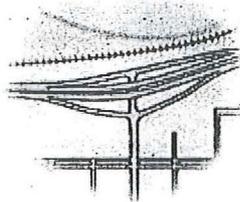
Take A Good Look



Why Does I-25 Need a 'Good Look'?

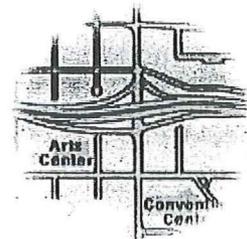
13th Street

Close to river and railroad;
Drainage problems; April '99 storm impacted the railroad



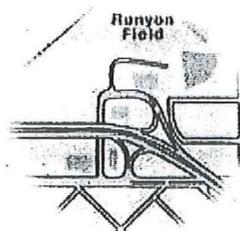
1st Street

Steep ramps; Insufficient merge length; Aging bridge; Landscaping opportunity; Main entrance to downtown; Drainage problems



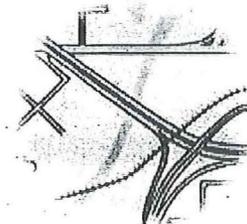
Ilex

High-accident location;
Main access to Runyon complex; Key commercial access; Drainage problems



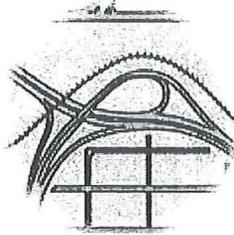
Arkansas River Crossing

Narrow roadway;
Environmental concerns



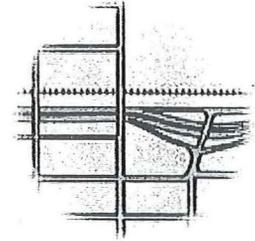
Abriendo

I-25 creates a barrier between neighborhoods; Narrow roadway; Aesthetic opportunity (view of downtown); Gateway to Abriendo area; Water quality concerns in this area; Close proximity to railroad; Lack of pedestrian facilities



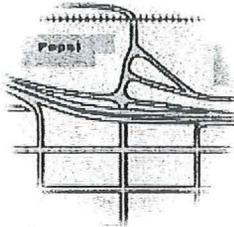
Mesa, Northern, Central

Tight curves and narrow roads; Aging bridges; Drainage problems; Confusing street names



Indiana

Uncommon, 3-street interchange; Driver expectations: Speed change, Neighborhood access, Shared frontage road ramp; No pedestrian facilities; Homes close to I-25; Noise levels; Main entrance to steel mill



Illinois

Off-ramp directly into neighborhood



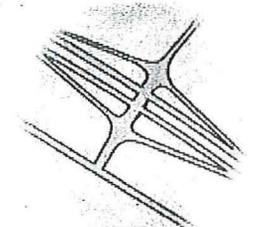
Pueblo Boulevard

Significant "loop" road Southside development increasing



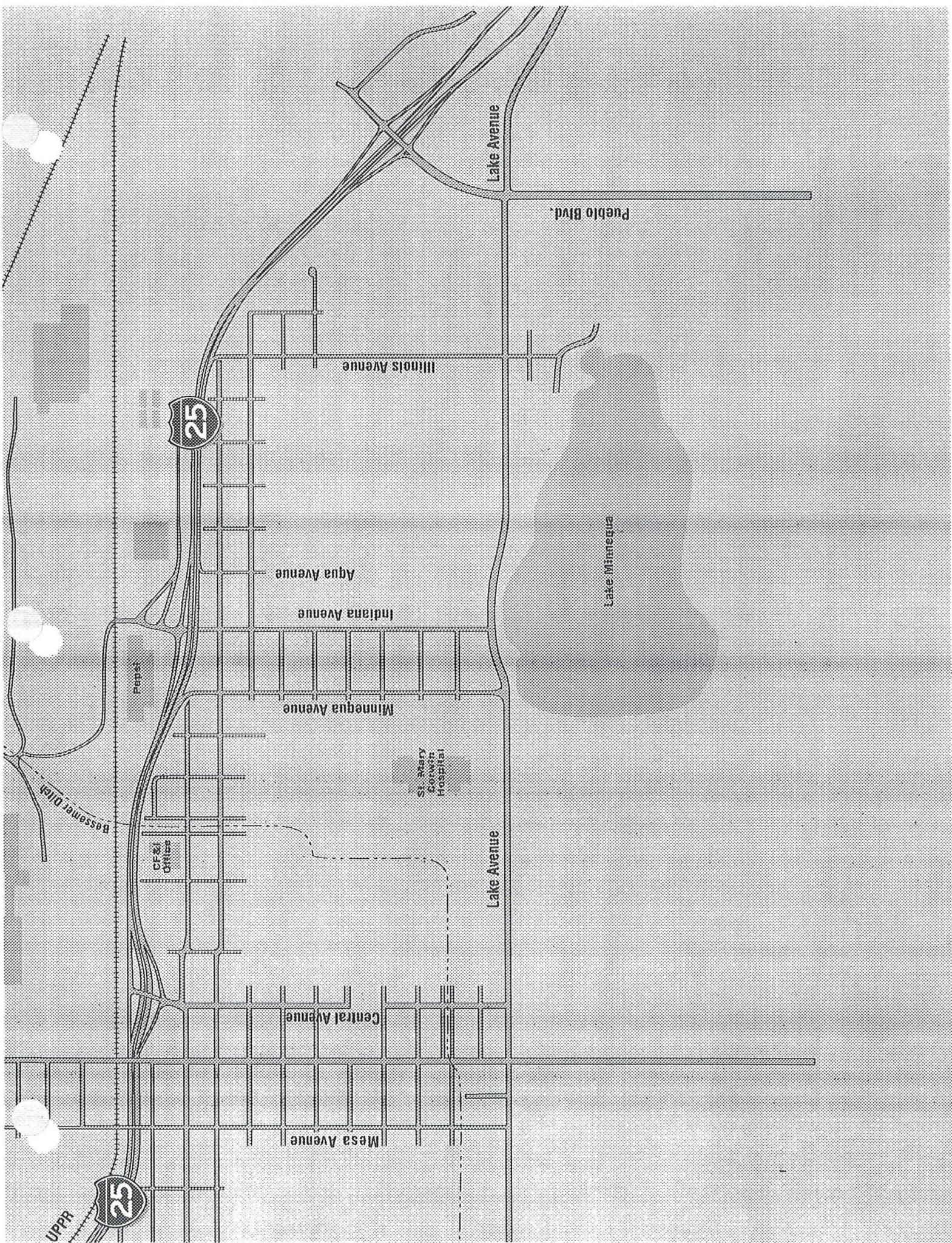
Stem Beach

Development increasing; Limited sight distance; Drainage problems



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Lake Avenue

Pueblo Blvd.

Illinois Avenue

Aqua Avenue

Indiana Avenue

Minnetonka Avenue

St. Mary
Corwin
Hospital

Lake Avenue

Central Avenue

Mesa Avenue



Lake Minnetonka

PERMIT
AREA
FOR
CONSTRUCTION

Permit

CF&I
Office

Bassett Ditch

UPRR





the New Pueblo Freeway

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Project Team

Project and Technical Leadership Teams

Project Leadership Teams - Technical Leadership Teams (PLT - TLT)

During the first step of the process Leadership Teams were established. Endorsement was given through the signing of an agreement by CDOT, the City of Pueblo and Pueblo County on the decision making process under which the project will proceed through its completion.

Project Leadership Team (PLT) Roles and Responsibilities

The primary role of the Project Leadership Team (PLT) will be to make policy level recommendations regarding funding, maintenance/ownership responsibilities. Formal decisions may require actions by respective councils and commissions. The PLT will provide guidance, direction, and insights to the consulting team throughout the public involvement and study process. The PLT will also act in an advisory capacity when providing direction on the project approach and strategy. The PLT will review project documents and communicate project status, issues, and recommendations to their agencies.

PLT members are:

- Bob Torres, CDOT Region 2
- Tom Wrona, CDOT Region 2
- David Miller, CDOT Region 2
- Loretta Kennedy, Pueblo County Commissioner
- Corinne Koehler, City Council, Pueblo
- Bill Knapp, CH2M HILL
- Ken Conyers, Kirkham Michael Associates

Roles and Responsibilities The roles and responsibilities of the Technical Leadership Team include:

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

Documents provided for review will identify what input is needed, what impacts the input will have on the project schedule, and the time frame requested for response. The input and meeting notes from the Technical Leadership Team will be provided to the Project Leadership Team.

Technical Leadership Team (TLT) Roles and Responsibilities

The roles and responsibilities of the Technical Leadership Team include:

- Guide technical decisions involving data gathering, criteria, and analysis

- Technical review of project reports
- Technical support and insight with respect to agency issues and regulations
- Coordination and communication with their respective agency staff and/or elected officials
- Assistance in developing and screening alternatives

Documents provided for review will identify what input is needed, what impacts the input will have on the project schedule, and the time frame requested for response. The input and meeting notes from the Technical Leadership Team will be provided to the Project Leadership Team.

TLT members consist of representatives from:

- CDOT Region 2 Resident Engineer
- CDOT Region 2 Environmental
- CDOT Region 2 ROW
- 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 · City Police
- CH2M HILL Consultant Team

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The Decision Process

5-Step Decision Making Process

Fundamental to any project is the design and execution of the decision making process, and it's interdependent the public process. The project schedule for public input and technical decisions will be planned around the 5-step process described below.



How Will We Make Decisions?

Step 1: Project Planning and Endorsement.

The first element of Step 1 is to establish the Leadership Teams, and gain endorsement by those Teams on the decision making process under which the project will operate through its completion. The key is to gain the endorsement of this process by CDOT, the City of Pueblo, and Pueblo County. This step begins with an endorsement meeting of the Leadership Teams and then an open house announcing the project and the process to the community.

Step 2: Concerns and Criteria Development.

The goal of this step is to gain a better understanding of all Stakeholders concerns about the current interstate corridor within the project area. Through meetings with the Project Leadership Team, the Technical Leadership Team, and various Stakeholder meetings, these concerns will then be used to develop the evaluation criteria. These criteria will be applied to each alternative to measure how well an alternative meets the stated project goals.

Step 3: Alternatives Development.

This step develops alternatives that will be analyzed in Step 4. These alternatives are gathered in Leadership T meetings and in various Stakeholder meetings.

Step 4: Alternatives Analysis.

Steps 3 and 4 are iterative as alternatives are developed and analyzed. The criteria developed in Step 2 are used to measure how well each alternative meets the goals set by the project. Each alternative and its analysis are reviewed in Leadership meetings as well as with Stakeholders.

Step 5: Recommendation.

Based on the results from previous steps, a strategy will be developed for the corridor. The strategy will include major transportation elements needed, mitigation, and enhancements that are desired, and guidelines for implementation.

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-  [Problem Statement](#)
(50Kb Adobe Acrobat Document)
-  [Vision](#)
(38Kb Adobe Acrobat Document)
-  [Study Process Flow Chart](#)
(120Kb Adobe Acrobat Document)
-  [Summary of Concerns](#)
(256Kb Adobe Acrobat Document)
-  [Summary of Input](#)
(268Kb Adobe Acrobat Document)
-  [Ideas Level 1](#)
(398Kb Adobe Acrobat Document)
-  [Concepts Level 2](#)
(113Kb Adobe Acrobat Document)
-  [Level 3 Corridor](#)
(2,773Kb Adobe Acrobat Document)
-  [Level 3 Interchanges](#)
(102Kb Adobe Acrobat Document)

The Study

Communication, Leadership, and Support

The primary role of Stakeholders has been to provide critical local information, goals, and values. Stakeholders have been meeting in various formats. Each of these offers an opportunity for stakeholders to interact with project teams and affect the recommendation. Stakeholders are expected to share project information with their neighbors or groups they represent to gather feedback on the project. Community Leadership and Support is an ongoing process of individual and group meetings with community leaders to maintain a flow of information. A two-way communication first to the community about the project progress and then input from the community to the project. This communication has been facilitated by the inclusion of community leaders on the Project Leadership Team.

Community Working Group

Work sessions were held to bring stakeholders together to discover their common goals and priorities relating to transportation issues along I-25 through Pueblo. Each Community Working Group (CWG) meeting was conducted in a facilitated, yet informal small group. The groups met bimonthly to work through the 5 step decision-making process; brainstorming ideas and screening criteria to arrive at a recommendation for improvements to I-25 through Pueblo.

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Much more to be done...

The next steps include the refinement of the interchange concepts with details about the right-of-way that will be needed, how driveways may need to be changed if properties have to be purchased or can they be improved to accommodate the interchange, and how we can refine the concept to lessen the impacts. During the refinement of the interchange concepts, meetings will be held with neighborhoods and businesses directly affected by I-25 improvements.

The engineers and planners will also be finalizing the environmental review analysis and the environmental document. The work will review historic resources, wetlands, parks, neighborhoods that have been impacted previously, air and water quality, as well as noise impacts. These issues will be discussed with the neighbors as information becomes available.

Your input will continue to be important to the outcome of the plan. Please watch for newspaper announcements, invitations to neighborhood meetings and if you can.

 **CORRIDOR**
recommendations



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Fact Sheets**
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Events

[Overview](#)

[Open House Events](#)

[Workshops](#)

[Community
Working Groups](#)

[State Fair](#)

[Additional Outreach](#)

Overview

The Colorado Department of Transportation (CDOT) is sponsoring the study and redesign of Interstate 25 through Pueblo. The study has utilized an open commun process to develop a plan for the New Pueblo Freeway that respects the traditions trends of the Pueblo community. Through a series of open houses, workshops and regular Community Working Group meetings, the voice of the people of Pueblo ha and will continue to be heard. Numerous alternatives for the redesign of the New Freeway were generated, analyzed and screened, which will result in a final recommended action plan for rebuilding Interstate 25 through Pueblo.

Open House Events [back to top](#)

Open House May 24, 2001

Thousands of people have offered their ideas, their concerns, and their goals for t New Pueblo Freeway. The community and civic leaders gathered together on May 2001 to view the outcome of the decision-process for identification of the I-25 Recommended Corridor, and to jump start the next steps of identifying interchange locations and the network streets that best support traffic flow in Pueblo.

Open House July 6, 2000

The community and civic leaders gathered together on July 6, 2000 to discuss ide how I-25 serves Pueblo's current needs, where the shortfalls of the freeway are, and what they saw as the future needs of the interstate. Input was gathered and reco for use during the study.

 [Open House Comments](#)

(119Kb Adobe Acrobat Document)

Open House August 15, 2001

The community and civic leaders gathered together on August 15, 2001 to review outcome of the decision-process and to discuss I-25 interchange concepts. The di that occurred will help with the next step of detailed interchange design.

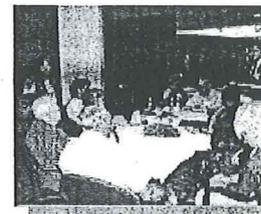
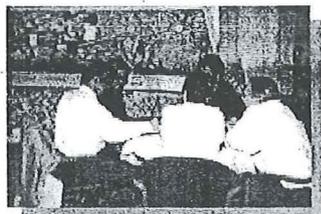
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Workshops [back to top](#)

Public Workshop August 12, 2000

A large Workshop was held August 12, 2000 at the Pueblo Convention Center to bring the community together and learn about the project and study process. The community was invited to discuss concerns, ideas, and insights, as well as to begin to understand what I-25 does today and the role it should play in the future. Attendance included approximately 70 from the community along with approximately 20 project, city, county, and CDOT staff. A Community Information Forum was conducted prior to the start of the work sessions which displayed a history of I-25, the project and process, and a provided mechanism for public comment. Following introduction of the project team and clarification of their roles, a brief presentation was given about the project and process. The workshop participants broke into groups to discuss and list their concerns, ideas, and insights. The large group reconvened and discussed their common "Vision" for the project.

 [Notes From Workshop](#)
(208Kb Adobe Acrobat Document)



Workshop June 16, 2001

A workshop was held on June 16, 2001 at the Pueblo Convention Center to discuss the community ideal interchange locations, spacing, and design. The community reviewed several different interchange approaches to help determine where the best interchange locations on I-25 would be to best serve the transportation needs of the community. The workshop participants broke into smaller groups to discuss the pros and cons of each interchange approach. The large group reconvened and a brief summary of what each smaller group talked about was presented.

Workshop July 28, 2001

A workshop was held on July 28, 2001 at the Pueblo Convention Center to discuss the community I-25 Interchange Concepts. The community reviewed several different interchange concepts. The workshop participants broke into smaller groups to discuss the impacts and benefits of each interchange concept. The large group reconvened and a brief summary of what each smaller group talked about was presented.

Community Working Groups (CWG)

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An ongoing series of two-hour work sessions were held with the community. These Community Working Groups allowed for discussion of specific issues and the development of criteria by which decisions would be made. Using these criteria, alternatives were developed to create ideal recommendations for the I-25 corrido

State Fair [t t back to top](#)

2000 Colorado State Fair

At the 2000 Colorado State Fair, the Colorado Department of Transportation and the Pueblo secured a booth displaying a large map of the project corridor. Patrons of the stopped to see the corridor up close and discuss their ideas, insight, and concerns w project staff and engineers. All input was gathered and recorded for use during the s

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2001 Colorado State Fair

The Colorado Department of Transportation returned to the Colorado State Fair to showcase the project's progress. A large map of the project corridor with the prop interchange layouts was on display for fair visitors to stop by and see. Project sta engineers were on hand to answer questions and address concerns.

Additional Outreach [back to top](#)

Project team members gave numerous presentations at meetings of service group high schools and other organizations. Comments and concerns were collected and attendees were encouraged to join the Community Work Groups for further involvement. As the project continues to move forward, neighborhood meetings w held with neighborhoods and businesses impacted by I-25 improvements.

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How to Get More Information

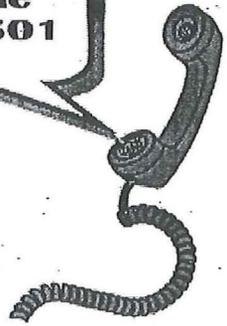


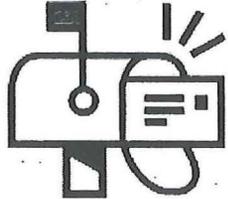
Project Web Site



www.i25pueblo.com

Project Hotline
549-0501





mail comments to . . .
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