



Criteria Definitions
Level 1

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

Level 1

Advance or eliminate ideas

The following questions will be asked about each idea and will be answered Yes or No.

Ideas receiving all Yes answers will be advanced to Level 2 evaluation.

Any idea with a No answer will be reviewed. These ideas may add value as an amenity, a feature, as a goal or an enhancement. Some ideas may be best forwarded to other planning studies, such as a statewide planning. Yet, other ideas may be great elements of a solution when combined with other ideas. And some ideas will be forwarded to City, County and State maintenance groups to address.

If the idea could add value to any final recommendation then it will be moved from the 'idea' group into a one of the following categories:

Amenities/Features/Goals/Enhancements
Statewide Program
Transportation System Management (TSM)
Best Combined with Other Ideas

If an idea receives a NO answer AND it can add no value to a final recommendation then that idea will be eliminated.

Categories

Amenities/Features/Goals/Enhancements

This category collects and saves the ideas that make an idea and eventually a strategy more "livable". Ideas that will be put into the category include tolling to fund the project, noise walls to mitigate sound levels, and bikepaths to connect destinations. These ideas are best finalized when the major strategy is defined because bikepaths are best designed when the roadway and bridge locations are know.

Statewide Programs

This category will collect the ideas that are statewide in their scope. Ideas such as a passenger train between Pueblo and Denver with event ticket packages or the "Super Slab" plan for a very limited access high speed freeway between Pueblo and Fort Collins. These ideas may improve access within the study area to a degree, however, they are beyond this projects ability to implement. As a community we can forward our support for these ideas on to the appropriate agencies.

Transportation System Management (TSM)

TSM ideas include alternatives that improve the existing system with little or no construction. These ideas add operating capacity to the system by improving the trip for the majority of the traffic. Such ideas include better signal synchronization, adding new signals, and building left and/or right turn lanes.

Best Combined with Other Ideas

These are ideas that address a specific location and alone may not improve mobility or safety except at that location. Because these are important ideas and when used with ideas at other locations will combine to make a strong solution, these ideas will be collected and combined.

Level 1 Criteria

The following are brief descriptions of each of the questions and how it addresses one of the project's goals or participant's concerns.

Environmental/ Community Values

Can environmental impacts be mitigated?

This question addresses one of the project goals stated in the Vision, "... improvements must be accomplished while preserving the environmental, community, and the neighborhood values." This is a difficult question to answer in the absolute, because the ideas may not have a great deal of definition at this time. However, it is valuable to think about the environmental impacts an idea COULD have and if those can be mitigated.

Is this compatible with local goals and objectives?

This question is in response to community concerns about improvements that may work against local plans, for example a community may be planning a park on the north side of a street across from their homes, if an idea would change the street into a freeway then the idea would not be compatible with the local goals. This question will also help in a discussion of what would it take to make an idea compatible with local goals and objectives, thus helping to give definition to compatible ideas.

Does this preserve future transportation mobility options?

The Vision for the New Pueblo Freeway states that improvements must be forward looking to accommodate future travel needs. This question looks at ideas that might serve a need only in the short term. For example, to reduce speed one idea might be to let the street surfaces deteriorated, this idea would work in the short term but is not looking toward the future.

Does this idea improve the aesthetics of the community?

A frequently repeated goal, concern and idea has been to improve the 'look' of the highway. This question provides an opportunity to think about and discuss options for different ideas that would ensure that the aesthetics of the community are considered, as ideas become concepts and eventually strategies.

Mobility

Is this idea compatible with the existing and planned transportation system?

This question addresses a concern that an idea could be in conflict with the existing and planned systems. Existing and planned transportation systems have been developed based on existing land use and planned land use that has been determined to maximize the communities resources and goals. The planned land use patterns in the Transportation Elements of Master Plans has considered the connections and effects land use and transportation facilities have on each other. Therefore this question is asked, so that ideas that would not be compatible with existing plans are eliminated.

Ideas that are not in current plans, but would be compatible with them will be advanced.

Will mobility within the study area be improved?

The goals stated in the Vision for the New Pueblo Freeway include a desire to balance the needs of various trips within the area and to provide access to destinations with the area. These are measures of the mobility of people and goods. This question simply measures if an idea would improve the mobility of the interstate, regional, and local trips to reach their destinations

Safety

Does this idea improve safety?

Again, this question reflects one of the projects goals stated in the Vision, 'I-25 must be a safe facility.' The lack of definition of ideas hampers our ability to answer this question with an absolute. However, for any ideas that clearly can not improve safety in any way, this question will eliminate them or recognize them as amenities and enhancements.

Implementation

Is this a proven technology?

This question helps eliminate ideas that may be too futuristic to be planned now. It recognizes ideas that need more testing to prove the effectiveness. This question is particularly important with transit ideas because unproven technologies are not funded in the same ways as technologies that have been proven in revenue service.

Level 1 – Advance/Eliminate Ideas

<i>Criteria Category</i>	Environmental Community Values				Mobility		Safety	Implementation	Comments
<i>Ideas</i>	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
Super Slab – east of Pueblo	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	<h3 style="margin: 0;">Statewide Program</h3> <p style="margin: 0;">Forward to Responsible Agency</p>
Monorail to Denver	Yes	Yes	Yes	Yes	Yes	No	Yes	No	
High speed train to Denver	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Passenger Rail to Denver	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Use Hwy 71 as an alternate route north from SH50	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Tolls in Denver & Springs to pay for this	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Limit hours trucks can travel	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Hwy 50 should be 4 lanes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Monorail System to Denver. Include tickets packages for events in Denver	Yes	Yes	Yes	Yes	Yes	No	Yes	No	
Maglev to Denver	Yes	Yes	Yes	Yes	Yes	No	Yes	No	
Light Rail – Pueblo to Colo Springs	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Take trucks off I-25	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Make trucks stay in the right lane	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
SH50 to the east needs to have fewer signals	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Dual lefts westbound on Pueblo Blvd at I-25	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
A ramp to get in left lane from Lake Ave	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Add a turn arrow on southbound SH50 at Pueblo Blvd	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Synchronize signals on Northern for better east/west travel	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Signals at Eagleridge and Elizabeth	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Move signal at 1 st Street ramp	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Need signal at Freedom Ford on SH50	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Improve signing for SH50 to the west	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Emergency pull offs	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Rename 50 and/or 47	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	

Level 1 – Advance/Eliminate Ideas

<i>Criteria Category</i>	Environmental Community Values				Mobility		Safety	Implementation	Comments
	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
<i>Ideas</i>									
Catwalks – pedestrian walkways	Yes	Yes	Yes	Yes	Yes	No	No	Yes	<h1 style="margin: 0;">Amenity Feature Goal</h1> <p style="margin: 0;">Advance to Level 2</p>
Use Concrete not asphalt	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
More truck parking areas.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Landscaping treatments	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Increase the ROW	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Improve the drainage	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Better lighting	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Put signs up far enough ahead	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Bike and Pedestrian crossovers	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Pedestrian crossing between 29 th and SH50 – also at SH50 near Baltimore	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Solve drainage problems at 13 th and 29 th	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Fix drainage at I-25 and 15 th Street	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Tollway around the city	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Bike/Ped btwn Runyon & HARP	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Sound wall to protect houses on I-25	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Sound walls along Mineral Palace Park area, then music could be in the park again	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Landscaping – partner with local businesses	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Dress up the views – Museum	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Hide some views – like Rocky Mtn Steel	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Preserve ROW for future transit	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Landscaping – low maintenance – related to the surroundings—trees—wildflowers – use water	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Light intersections and interchanges	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Good signing for destinations and points of interest	Yes	Yes	Yes	Yes	Yes	No	No	Yes	

Level 1 – Advance/Eliminate Ideas

Criteria Category	Environmental		Community Values		Mobility		Safety	Implementation	Comments
	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
Ideas									
Indiana provides access for 3 major employers	Yes	Yes	Yes	Yes	Yes	No	No	Yes	<p>Amenity Feature Goal Advance to Level 2</p>
Replace the I-25 bridge south of 1 st	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	
Elevate I-25 at the south end of town to gain some views of the lakes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Minimize signing for advertising	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Signs should tie to the color scheme with street furniture/street lights. Develop a unique image/color scheme	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Consider storm sewers/drainage when determining the landscaping choices.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Need better lane markings	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Elevate portions of I-25 through town to eliminate barriers.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Lower I-25 through town and eliminate barriers	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Build a viaduct from Abriendo to 1 st Street	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Park-n-Ride at Eagleridge	Yes	Yes	Yes	Yes	Yes	No	No	Yes	
Realign US50 east of I-25 to make it continuous to the east. Rename SH47 as US50.	Yes	Yes	Yes	Yes	Yes	No	No	Yes	



Level 1 – Advance/Eliminate Ideas

<i>Criteria Category</i>	Environmental Community Values				Mobility		Safety	Implementation	Comments
	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
<i>Ideas</i>									
Build a parallel route	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	<h1 style="margin: 0;">Major Concepts</h1> <p style="margin: 0;">Advance to Level 2</p>
Beltway on the east – Bragdon to Stem Beach with no widening to I-25	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Greater access to local streets	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
HOV lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Build alternate routes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Loop around the town	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
8 lanes on I-25 (4 in each direction)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
6 lanes on I-25 (3 in each direction)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Extend Stem Beach to east and connect it up again on the north end of town	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Straighten the curves	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Car pool lanes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Make an alternate route for trucks	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Double deck I-25	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Shift I-25 east between Abriendo & 13 th	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Perimeter Road	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Double deck the interstate	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Bypass on the west	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
4 lanes on I-25 (2 in each direction)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Bring existing up to design standards									
Bypass around Pueblo with limited access	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	

Level 1 – Advance/Eliminate Ideas

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	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
Ideas									
Longer exits on 13 th , 6 th , 1 st , & Indiana	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	<p>* Best Combined w/ Other Ideas Advance to Level 2</p> <p>These ideas might improve mobility and safety at a single location; however, over the study area this increase in mobility and safety will be negligible unless several of these ideas are combined. Each idea will be an element, combined with others, to form a solution.</p>
Improve acceleration and deceleration lanes	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend 13 th to the East from I-25.	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Don't extend 13 th Street to east.	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Frontage Roads	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
One way frontage roads	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Through street between 13 th Street and 29 th Street on the east side of I-25	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Elevate 13 th street	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Eliminate the 1 st Street interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend 1 st street over the Fountain	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
More access between 1 st and 13 th	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Consider 24 th Street	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Connect Abriendo and Santa Fe	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Redo the Abriendo interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Need a bridge to get to Belmont from Eagleridge	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Close the Ilex interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Illinois interchange has ramps that are too short	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Improve Indiana interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Add an interchange at Northern	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Add another interchange between Pueblo Blvd and Stem Beach	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend Dillon Drive south to Pueblo Blvd	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend Northern to east with connection to Santa Fe	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend 24 th to the west to SH45 and connect to SH50B	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	

Level 1 – Advance/Eliminate Ideas


<i>Criteria Category</i> 	Environmental		Community Values		Mobility		Safety	Implementation	Comments
	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
<i>Ideas</i> 									
Add a 9 th Street interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	<p>* Best Combined w/ Other Ideas Advance to Level 2</p> <p>These ideas might improve mobility and safety at a single location; however, over the study area this increase in mobility and safety will be negligible unless several of these ideas are combined. Each idea will be an element, combined with others, to form a solution.</p> <p>* Best Combined w/ Other</p>
Central Avenue northbound ramp need accel length	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Fix the curves at the Belmont interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Improve 24 th Street to Pueblo Blvd	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Close Illinois	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Improve Indiana exit	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Improve the Evans and Indiana 4-way stop	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Provide an alternate route to the Mesa	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Need access to the Bessemer Historic archives	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Need more crossings of the Arkansas	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Make Northern the east/west street west from 50B. Have an interchange at Northern and I-25	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Have an interchange at 13 th and I-25	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Lengthen entrance ramp at 1 st and I-25	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Close 1 st Street interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Build a 24 th Street Interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Don't use 24 th Street as an interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Add an interchange between 29 th and 13 th	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Add a southbound exit from 4 th Street	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Move interchange to 4 th Street	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Fix 6 th Street ramp – it is too sharp	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend 13 th to the west to newly extend Dillon Drive	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend 1 st Street to extended Dillon	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
4 th and 8 th Street as one way pairs	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Widen 4 th as major arterial	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	

Level 1 – Advance/Eliminate Ideas

<i>Criteria Category</i>	Environmental Community Values				Mobility		Safety	Implementation	Comments
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<i>Ideas</i>									
Interchange at 4 th – close 6 th and 1 st	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Split diamond between 1 st /4 th /6 th	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Use Albany on the west									
Use Bradford on the east									
Fix curves at Ilex	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Widen bridges on 50 west to improve the route	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Northern interchange/eliminate Abriendo interchange/close Central	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Overpass/underpass at Abriendo	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Split diamond from Central to Abriendo	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Alternate access to Pepsi and fix Indiana northbound ramp	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Use Overton Road to Colo Springs	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
If close Ilex, check Santa Fe/ Northern/ 1 st Street for truck use	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend Locust to extend Dillon	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Look at traditional interchange at Indiana	Yes	Yes	Yes	Yes	Yes	Yes *	Yes*	Yes	
Extend proposed Purcell to the east to Saint Charles Road	Yes	Yes	Yes	Yes	Yes	Yes *	Yes*	Yes	
Improve Lime Road	Yes	Yes	Yes	Yes	Yes	Yes *	Yes*	Yes	
Extend Dillon south to Burnt Mill Road	Yes	Yes	Yes	Yes	Yes	Yes *	Yes*	Yes	
Elevate I-25 from Indiana to the Arkansas with the goal of eliminating a barrier -- join with park uses – use steel mill land	Yes	Yes	Yes	Yes	Yes	Yes *	Yes*	Yes	
Tunnel I-25 from Indiana to the Mesa District	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Extend Santa Fe south to Pueblo Blvd	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Extend Indiana to east and connect to Santa Fe extended	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	

* **Best Combined w/ Other Ideas**

Level 1 – Advance/Eliminate Ideas

Criteria Category 	Environmental Community Values				Mobility		Safety	Implementation	Comments
	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
Extend Central to east and connect to Santa Fe extended	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	<p>* Best Combined w/ Other Ideas</p>
Connect Eden to Pueblo Blvd with a truck route	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Realign I-25 to the east at Northern	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Improve the interchange at Eagleridge	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Realign I-25 to the east through Rocky Mountain Steel	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Put full interchanges at major east/west arterials	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Keep Frontage Road on west side continuous between Stem Beach and Lake	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Upgrade Stem Beach ramps for accel/decel	Yes	Yes	Yes	Yes	Yes	Yes*	Yes *	Yes	
Extend the proposed Purcell east to an extended Dillon	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Connect 50B with 24 th Street and rename Joe Martinez	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend Santa Fe to Northern and have interchange at Northern and I-25	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Connect Abriendo and Santa Fe with no interchange with I-25	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend Dillon south and overpass I-25 to connect to Santa Fe	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend Erie north to cross river and connect to Dillon	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend eastside Frontage Road to Indiana	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Use Hwy 96 as a city route	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Replace the bridges	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Wider lanes	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	

Level 1 – Advance/Eliminate Ideas

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<i>Ideas</i>									
Widen ramps	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Another route to Pueblo West	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Have deceleration lanes for all ramps	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Ring road around Pueblo	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend Troy south and connect to Aspen Road	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
One way Frontage Road system within Downtown – consider Texas turn arounds	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Extend 13 th to the east and connect it to 12 th and to Troy	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Close Ilex and make Abriendo a full interchange with Santa Fe	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Right offs only at Ilex	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Split diamond from 1 st , 6 th , 8 th , and 13 th	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
Close 1 st interchange	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	
One way Frontage Road from 8 th to 50B on east/west	Yes	Yes	Yes	Yes	Yes	Yes *	Yes *	Yes	

Level 1 – Advance/Eliminate Ideas

<i>Criteria Category</i>	Environmental Community Values				Mobility		Safety	Implementation	Comments
	Can environmental impacts be mitigated?	Can this be compatible with local goals and objectives?	Does this preserve future transportation mobility options?	Does this idea improve the aesthetics of the community?	Can this idea be compatible with the existing or planned transportation system?	Will mobility within the study area be improved?	Does this idea improve safety?	Is this a proven technology?	
<i>Ideas</i>									
Simple clover leaf interchanges	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Eliminate due to impacts of additional land needed.
East west freeway	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Forward to City for inclusion into correct study.
Don't change the Ilex interchange	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Eliminate due to existing safety hazard.
Build a bypass on Troy Avenue	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Eliminate due to impacts of additional land needed.
Bypass on the west—start at Beacon Hill tie to Pueblo Blvd back to I-25	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Eliminate due to impacts of additional and needed.
Install a light at 102	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Complete
Need to fix Pinon underpass	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Forward to north study.
Have the Chamber fix the Welcome sign on the south end of town.	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Complete
Repair potholes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Completed
Do nothing	Yes	Yes	Yes	Yes	No	No	No	Yes	Will be compared to all other alternatives during the environmental analysis.
Need a state-of-the-art truck stop	Yes	No	Yes	Yes	Yes	No	No	Yes	Private development