



**the
New Pueblo Freeway**

Interchange Criteria Definitions

DRAFT

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.

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