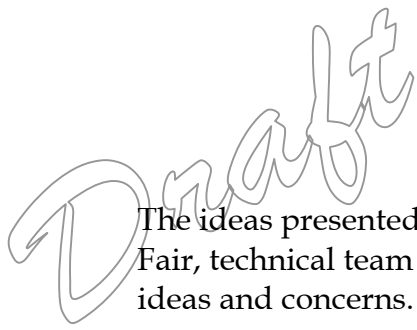


Draft

**North I-25 Study, Pueblo County**

*Criteria Definitions*



## Evaluation Process

The ideas presented to the project team came from citizen meetings, open houses, the State Fair, technical team meetings, web site and project hot line. The comments are sorted into ideas and concerns. The ideas will then be evaluated using criteria formed from stated concerns.

### Rating Ideas

The following questions will be answered using a 3-tiered rating system. Each criterion has a definition and the actual measurement to be used, such as good/fair/poor, high/medium/low, or yes/somewhat/no.

These questions will be answered using the rankings of

Good/High/Yes --- Low for low costs	<input type="radio"/>
Fair/Medium/Somewhat	<input type="radio"/>
Poor/Low/No --- High for high costs	<input type="radio"/>

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### Criteria

The following paragraphs contain brief descriptions of each question and how it is used to evaluate a project concept.

#### *Environmental/Community Values*

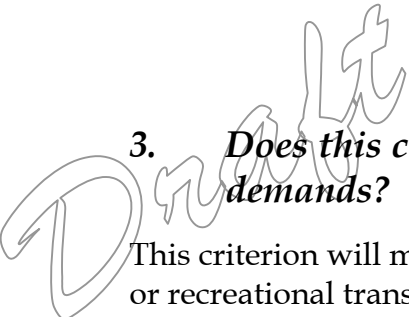
##### **1. *Is this concept consistent with existing and future land use?***

This question addresses a concern that a concept could be in conflict with the existing and/or future land use plans. This criterion measures how proposed concepts might support (be compatible with) or might not support the community's vision and direction of future development.

The measurement will be YES/SOMEWHAT/NO. If the concept fully supports existing and future land uses, then it will be rated with a YES. If the concept has limited benefit to existing and future land use, it will be rated with a SOMEWHAT. And, if no support to existing or future land use can be determined, it will be rated with a NO.

##### **2. *Does this idea improve the aesthetics of the community?***

A frequent concern has been to improve the 'look' of the highway. The measure will be YES/SOMEWHAT/NO. This question provides an opportunity to think about and discuss options for different ideas that would ensure the aesthetics of the community are considered.



**3. *Does this concept consider future or recreational transportation demands?***

This criterion will measure a concept's ability to be flexible or its ability to provide for future or recreational transportation needs.

The measure will be GOOD/FAIR/POOR. Each concept will need to be discussed to understand the issues of expandability, reusability, and support that a concept may affect in accommodating fluctuating or increases in traffic.

**4. *Can this concept be built within the existing right-of-way?***

This question will be answered YES/SOMEWHAT/NO. Each concept will have a defined right-of-way 'footprint', if that is appropriate. Using the 'footprint' an assessment will be made of the right-of-way needs for the concepts.

A YES answer would indicate a concept that can be built within the existing right-of-way. A concept that may take small amounts of right-of-way for the entire length or a few areas where significant right-of-way may be needed, will be rated as SOMEWHAT. A concept that requires all new right-of-way or significant right-of-way along the entire length of the concept will be rated NO.

**5. *Are incremental improvements and benefits possible in this concept?***

The measurement for this criterion will be YES/SOMEWHAT/NO. A YES answer would indicate a concept that can have major parts of it built in advance and also improves mobility. A concept that may have some parts of the project (either major or minor) built but do not necessary improve mobility, will be rated as SOMEWHAT. A concept that must be built entirely in order to be of any benefit to mobility will be rated NO.

**6. *Will this concept have Community Support?***

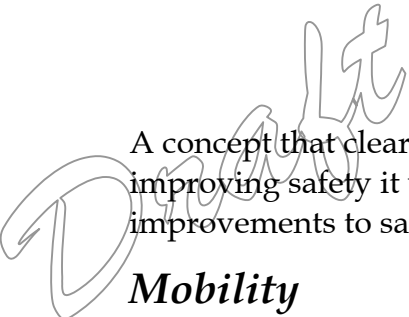
The measurement for this criterion will be YES/SOMEWHAT/NO. This question provides an opportunity to think about and discuss how well the community will support a concept. What may appear to be a reasonable concept may not have the support of the community.

If participants support the concept, then it will be rated with a YES. If only some participants support the concept and/or concerns are recorded about this type of concept, it will be rated as SOMEWHAT. And if no support is found for a concept, it will be rated with a NO.

## ***Safety***

**1. *Does this idea improve safety?***

The YES/SOMEWHAT/NO measurement will be used for this criterion. All concepts will be designed to improve safety. This question asks to what extent a concept can improve safety over the existing condition. Issues that will be considered include: elimination of one-way box culverts currently used as interchanges; the spacing of interchanges; and improved roadway geometry.



A concept that clearly improves safety will be answered YES. If a concept can contribute to improving safety it will be rated SOMEWHAT. A concept that cannot make noticeable improvements to safety, the answer will be NO.

## ***Mobility***

### ***1. Does this concept improve access to adjacent properties and businesses along I-25?***

This question considers access to adjacent properties and businesses along I-25, such as the Pinon Truck Stop and the KOA Campground.

The measure will be HIGH/MEDIUM/LOW. HIGH represents a concept that IMPROVES access to adjacent properties and businesses. A MEDIUM rating would indicate that access to some properties and businesses was indirect, and a LOW rating would be given to a concept that provides only indirect access to adjacent properties and businesses along I-25.

### ***2. Does this concept improve access to regional destinations?***

This question considers access to regional destinations such as Pueblo West, West Pueblo, Lake Pueblo, and University of Southern Colorado.

The measure will be HIGH/MEDIUM/LOW. HIGH represents a concept that IMPROVES access to adjacent regional destinations. A MEDIUM rating would indicate that access to some properties and businesses was indirect, and a LOW rating would be given to a concept that provides only indirect access to adjacent regional destinations.

### ***3. Does this concept improve mobility for large vehicles?***

A frequently expressed concern was difficulty for large vehicles to negotiate some box culverts and underpasses in the study area.

The measure will be HIGH/MEDIUM/LOW. HIGH represents a concept that would improve all the identified underpasses and most box culverts used by large vehicles. A MEDIUM rating would indicate that access through the underpasses and a some box culverts was achieved, and a LOW rating would be given to a concept that did not improve the mobility of large vehicles through underpasses or box culverts.

## ***Implementation***

### ***1. How easy is this to construct?***

Each concept will be reviewed for the common or extraordinary methods of construction that would be needed to make the improvement. This measurement considers the ability to maintain traffic during construction; over and around railroad.

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

disrupted or even stopped. SOMEWHAT could also indicate a concept requiring non-traditional methods of construction but traffic could be maintained at all times during construction. NO will indicate a concept requiring extraordinary methods of construction and would disrupt traffic during construction.

## **2. *What is the comparative cost of this concept?***

A table of construction costs for each type of construction will be prepared. Using this table and reviewing the concepts, an assessment of each concept will be made with the results indicating an overall LOW/MED/HIGH cost for the concept.

The measure will be LOW/MED/HIGH. For this concept LOW represents low costs and is rated with an empty circle; MED represents costs that are reasonable as compared with other concepts; and HIGH represents high costs and will be rated with a filled in circle..

## **3. *Does this concept have institutional/legislative hurdles?***

This concept will address a concern that possible institutional/legislative hurdles may make a concept not feasible if too difficult to overcome.

The measurement for this criteria will be NO/SOMEWHAT/YES to reflect concepts requiring design variances (like raising the roof of a on-way box culvert underpass). NO will indicate that a concept that does not have hurdles to overcome; SOMEWHAT will indicate that a concept that may have a few hurdles, but not monumental enough to eliminate the concept; and YES will indicate that a concept has obstacles too monumental to overcome, thus eliminating the concept as not feasible.