

A	B	C	D	E	F	G	H	I	J	K	L
Map ID	Planning Corridor	Planning Corridor Limits	2035 RTP Priority	A and B List Projects	A and B List Benefits	Multimodal (e.g., bicycle, pedestrian, regional bus, intercity bus, etc.)	Economic Vitality (e.g., agriculture, recreation/tourism, freight, energy, and others)	Other (e.g., scenic byways, other corridor designations or special characteristics)	TPR Input to Date	Public Input	Priority for 2040 RTP
1	SH 9	US 50 north to US 24 (Hartsel)	Low				<ul style="list-style-type: none"> • Uranium transport • Uranium mining potential – workers and trucking 			TBD	
2	SH 9	US 24 (Hartsel) north to Breckenridge	High	Add shoulders & safety improvements	Safety, Bike/Pedestrian & Capacity	<ul style="list-style-type: none"> • Bikes - bring money, tourists, ski etc. 	<ul style="list-style-type: none"> • Stoplights to break traffic • Tourist, truck traffic from quarries 	<ul style="list-style-type: none"> • Safety, trans mountain pass 	Expensive right of way needs; challenging terrain <ul style="list-style-type: none"> • Shoulders 	TBD	
3	US 24	Trout Creek Pass east to Lake George	Medium						Analyze detour options; coordinate with Park County Traffic Management Plan; bridge repairs needed east of Hartsel, add signal at SH-9 junction.	TBD	
4	US 24	Lake George east to SH 67 (Woodland Park)	High			<ul style="list-style-type: none"> • USA Pro Challenge route (cycling) 			Repair bridge east of Divide and improve approach	TBD	
5	US 24	Elbert Rd. east to I-70 (Limon)	High	Add turn and passing lanes	Safety, Operations & Bike/Pedestrian	<ul style="list-style-type: none"> • No multimodal access, listed as future improvements needed in a Bike plan, on the County Parks and Trails master plan as a proposed primary facility 	<ul style="list-style-type: none"> • Agriculture, freight traffic from points east to south, listed a struck route in local plan and National Truck Route, Meadow Lake Airport access, Falcon community access 	<ul style="list-style-type: none"> • EPC's highest priority for improvements to state roads in CFR, narrow to no shoulders, few or no passing lanes, few or no turn lanes at intersections, listed on the National Highways System, undivided highway with a speed limit of 65. In CFR, it is classified from an expressway to a regional highway, higher crash rates on our rural highways. 	Conduct safety study/PEL, prioritize safety improvements; potential projects include bridge replacement, resurfacing, turning lanes, passing lanes	TBD	

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11	SH 69	US 160 Custer/Huerfano Cnty north to US 50 (Texas Cr)	Medium				<ul style="list-style-type: none"> Tourist, transit, and bicycle traffic 		Westcliffe to Texas Creek - safety and shoulder widening; improve Hillside Bridge at Fremont County boundary	TBD	
12	SH 94	Ellicott east to US 40	Medium			<ul style="list-style-type: none"> No multimodal access, listed as improvements needed in Bike Plan, no pedestrian facilities 	<ul style="list-style-type: none"> Agriculture and military access to Schriever AFB and the Air Force Academy Auxiliary Field 	<ul style="list-style-type: none"> EPC's second highest priority for improvements to state roads in CFR, no/very narrow shoulders, no passing lanes, and no turn lanes at most intersections. Highway speeds are from 50-65, classified as a regional highway, undivided highway with large segments from 32-40 feet pavement width. We are concerned with the higher crash rates on our rural highways. 	Improve pavement conditions, Curtis Road to Ellicott - add passing lanes MP 6 to 17, shoulder widening.	TBD	
13	SH 96	Westcliffe east to I-25 (Pueblo)	Medium			<ul style="list-style-type: none"> Pullouts – better passing lanes for safety 	<ul style="list-style-type: none"> A lot of bicycles and motorcycles ride this route 		McKenzie Junction to Wetmore - safety, shoulder widening, pull outs, and passing lanes, improve pavement east of Wetmore	TBD	

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14	SH 115	US 50 Canon City east to US 50	High			<ul style="list-style-type: none"> Bike safety – we have a growing biking community Route off highway Local route pavement for 115 detour (3rd and 5th Streets) 	<ul style="list-style-type: none"> This is a huge commuter corridor Energy, industry, employee commutes Relocate stoplight at Frasier, traffic circle or “T” intersection at Main/Church Ave. Employment commute Oil extraction and transportation, possible coal mine 	<ul style="list-style-type: none"> A need to improve road between SH 50 and 115, Ash to Reynolds Ave. 	Widen shoulders to improve safety and accommodate bikes from Canon City to Florence to Penrose; widen bridges for multimodal mobility; existing guardrail reduces space available for plows and cyclists between Brookside and Florence; may include off-system improvements <ul style="list-style-type: none"> Safety for bicyclists 	TBD	
15	SH 115	US 50 north to Colo Spgs limit	High	Add passing lanes & improve bike and ped. safety at intersections	Safety, Bike/Pedestrian & Capacity	<ul style="list-style-type: none"> Bike traffic On the County Parks and Trails master plan as a proposed primary facility 	<ul style="list-style-type: none"> Lots of commuters Employee commutes, military, tourism, Federal and State prison traffic Employment commute 	<ul style="list-style-type: none"> There have been many improvements to this road, there are shoulders and passing lanes, capacity and congestion do not seem to be an issue 	Option to extend 4 lanes from Penrose to Colo Spgs, Rock Creek bridge replacement	TBD	
16	SH 120	SH 115 east to US 50	Low				<ul style="list-style-type: none"> Industry, commercial, energy Safety 		Conduct traffic study to better accommodate heavy truck movements, improve pavement conditions <ul style="list-style-type: none"> Resurface asphalt, heavy commercial-industry benefits 	TBD	
17	SH 165	SH 96 (Custer Co) east to I-25 (Pueblo)	Low				<ul style="list-style-type: none"> Commuters, services 			TBD	
18	US 285	US 24 (Antero Jct) north to SH 9 (Fairplay)	High			<ul style="list-style-type: none"> Hate it - no bicycle 	<ul style="list-style-type: none"> Major route needs shoulders 	Scenic Byway	<ul style="list-style-type: none"> Shoulders 	TBD	
19	US 285	Bailey north to Conifer	High						<ul style="list-style-type: none"> Shoulders 	TBD	

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26	N/A	Oak Creek Grade: Silver Cliff to Canon City	Low			<ul style="list-style-type: none"> Good emergency route 			<ul style="list-style-type: none"> Signage at both ends, tourism, backcountry traffic 	TBD	
27	N/A	Tarryall River Rd: Forest Highway 81/Park County Rd. 77	High							TBD	

Column Heading Definitions

Column A - Map ID - Corresponds to the location on the map.

Column B - Planning Corridor - Identifies the highway number.

Column C - Planning Corridor Limits - Identify the termini of the planning corridor within the TPR as defined in 2030 and 2035 plans.

Column D- 2035 RTP Priority - Shows the corridor priority level assigned in the 2035 Plan (High, Medium, and Low).

Column E - A and B List Projects - Identifies the projects on the A & B lists developed by the TPRs in the summer of 2013. Some TPRs also developed C list projects which are also listed.

Column F - A and B List Benefits - Benefits associated with the corridor as identified with the development of the A and B project lists during the summer.

Column G - Multimodal - Identifies transit corridors and technology from the ongoing Statewide Transit Plan. Bike corridor designations are based on improvements identified in the summer 2013 TPR meetings.

Column H - Economic Vitality - Lists specific economic activities on the corridor. Activities include agriculture, recreation/tourism, freight, energy, and others. The energy information is from CDOT's Energy Development and the Transportation System study.

Column I - Other - Includes additional corridor identifiers such scenic byways and other special route designations/information.

Column J - TPR Input to Date - Reflects comments and recommendations received through TPR discussions in the summer 2013 meetings.

Column K- Public Input - Reflects comments and recommendations received through public outreach activities.

Column L -

TBD =To be determined