



COLORADO
Department of Transportation

Appendix B: PACE Results

April 2026





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Introduction

The Priority Active Connections Explorer (PACE) was developed as a supporting component of the ATP to help CDOT and its planning partners use data to identify and compare locations on the state highway system for active transportation improvements. The tool relies on 14 data inputs, found on page 63 of the plan document, to “score” active transportation need across the entire state highway system in one-mile increments. Each data input is associated with one of the four ATP goals, and the total PACE score is a composite of each individual goal score.

This appendix presents the 10 highest-scoring highway segments in each of CDOT’s Transportation Planning Regions based on the PACE methodology, including the breakdown of PACE scores by goal component for each of the segments. Each of the four goal scores - Safety, Equity, Mobility Choice, and Connected Communities – has a maximum possible score of 1, equating to a maximum possible total PACE score of 4. The goal scores can be interpreted as follows based on their respective data inputs:

- A high Safety score means that there is a high concentration of crashes involving vulnerable road users and/or a high level of traffic stress
- A high Equity score means that there is a high proportion of individuals in the vicinity of the roadway segment who are disproportionately impacted and/or face mobility barriers
- A high Mobility Choice score indicates there are gaps in the pedestrian networks, bicycle routes, or both, and/or high demand for active transportation
- A high Connected Communities score means that the segment in question has relatively high access to schools, recreation, and transit, and/or is through a relatively dense area

Central Front Range TPR

Table 1 and Figure 1 show the ten highest-scoring PACE segments in the Central Front Range TPR. They are distributed across Fremont, Teller, and Custer counties, primarily in and around the communities of Canon City, Cripple Creek, Florence, and Westcliffe. One of the segments in this TPR, Highway 50 near Canon City, is within the top 100 scoring segments statewide.

Table 1. Top 10 PACE Segments, Central Front Range TPR

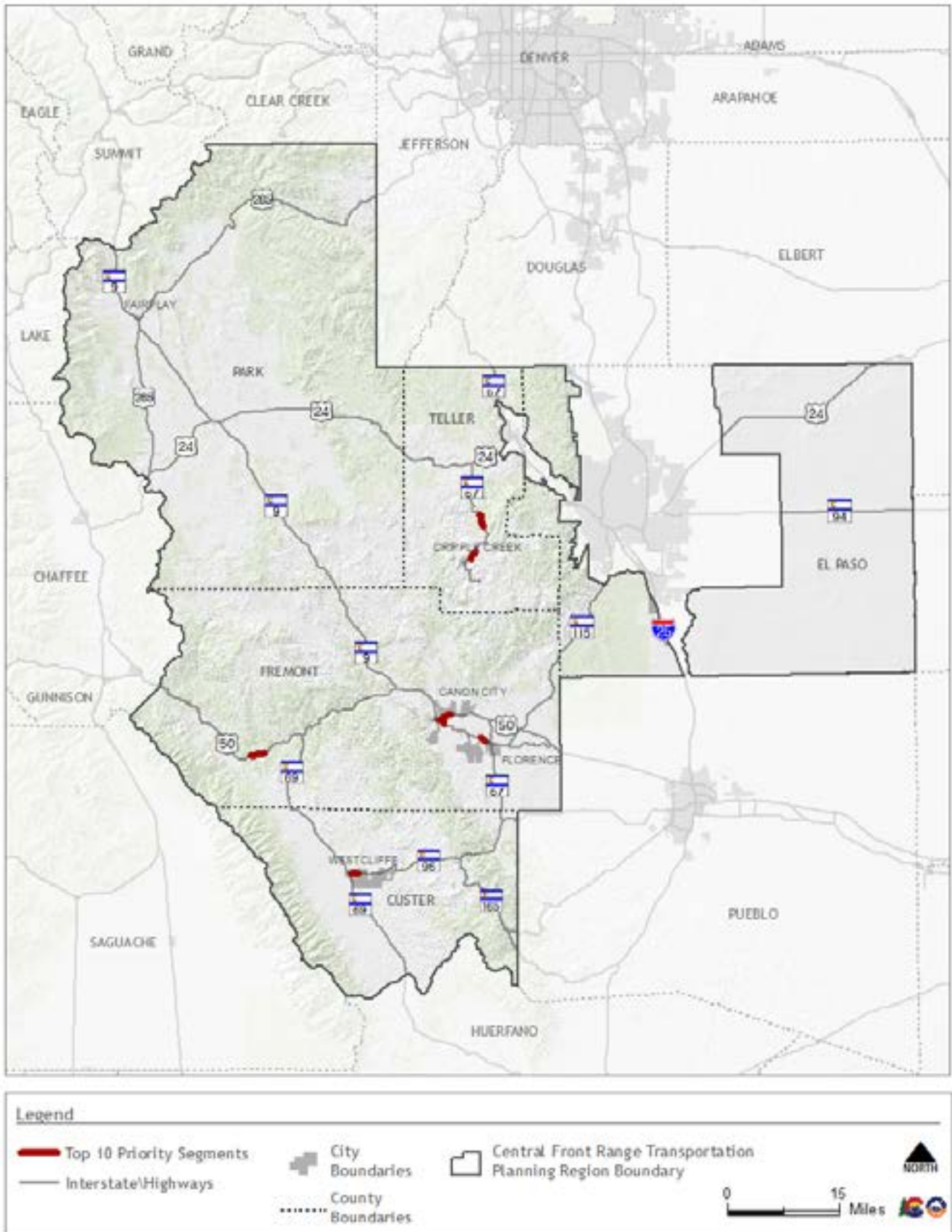
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
050A	278	279	Fremont	2.43	1	70
050A	279	280	Fremont	1.80	2	422
115A	0	1	Fremont	1.77	3	450
096A	0	1	Custer	1.76	4	452
050A	244	245	Fremont	1.76	5	462
050A	245	246	Fremont	1.75	6	466
067F	60	61	Teller	1.70	7	535
067F	59	60	Teller	1.70	8	537
067F	53	54	Teller	1.61	9	697
115A	7	8	Fremont	1.61	10	698

Table 2 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). In the Central Front Range TPR, the highest scoring categories for segments in the top 10 are Equity and Connected Communities.

Table 2. Top 10 PACE Segments Score Details, Central Front Range TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
050A	278	279	0.38	0.64	0.45	0.96
050A	279	280	0.37	0.45	0.43	0.55
115A	0	1	0.36	0.45	0.22	0.73
096A	0	1	0.35	0.55	0.27	0.60
050A	244	245	0.35	0.55	0.26	0.60
050A	245	246	0.35	0.55	0.26	0.60
067F	60	61	0.35	0.55	0.41	0.40
067F	59	60	0.35	0.55	0.41	0.40
067F	53	54	0.35	0.64	0.22	0.41
115A	7	8	0.35	0.55	0.30	0.42

Figure 1. Top 10 PACE Segments, Central Front Range TPR



Eastern TPR

Table 3 and Figure 2 show the ten highest-scoring PACE segments in the Eastern TPR. They are distributed across five counties, in and around the communities of Holyoke, Julesburg, Seibert, Sterling, and Yuma. Five of the top ten Eastern TPR segments are in Sterling.

Table 3. Top 10 PACE Segments, Eastern TPR

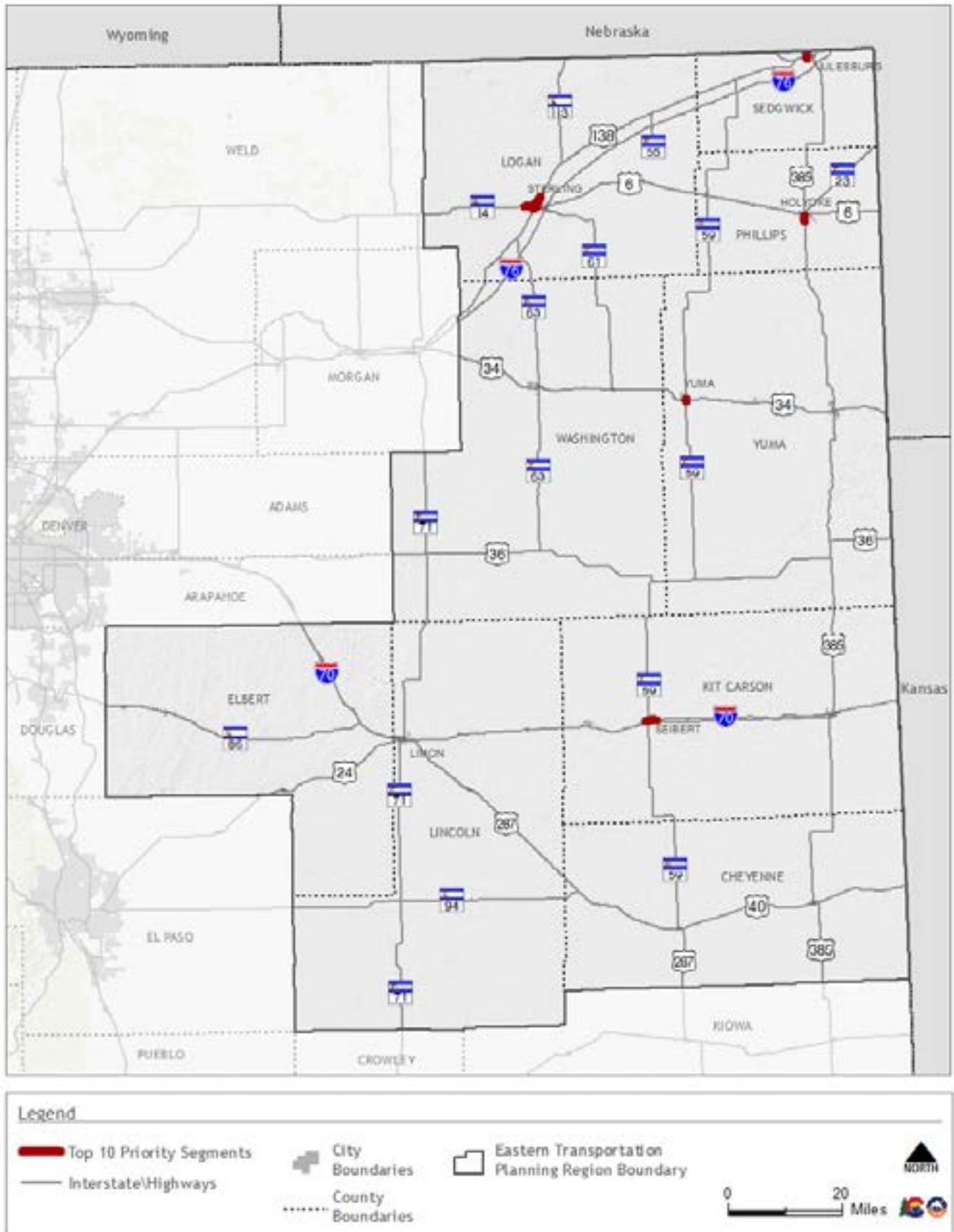
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
014C	236	237	Logan	2.03	1	253
138A	0	1	Logan	1.80	2	420
385D	278	279	Phillips	1.73	3	504
006J	404	405	Logan	1.63	4	660
014C	235	236	Logan	1.60	5	720
011A	0	1	Sedgwick	1.60	6	730
024B	422	423	Kit Carson	1.51	7	885
024B	423	424	Kit Carson	1.51	8	885
138A	1	2	Logan	1.51	9	895
059B	106	107	Yuma	1.48	10	985

Table 4 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). In the Eastern TPR, the highest scoring categories of the PACE score are Mobility Choice and Connected Communities.

Table 4. Top 10 PACE Segments Score Details, Eastern TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
014C	236	237	0.35	0.45	0.48	0.74
138A	0	1	0.35	0.27	0.45	0.72
385D	278	279	0.35	0.55	0.41	0.43
006J	404	405	0.35	0.45	0.27	0.55
014C	235	236	0.35	0.36	0.23	0.66
011A	0	1	0.35	0.55	0.50	0.20
024B	422	423	0.35	0.36	0.40	0.40
024B	423	424	0.35	0.36	0.40	0.40
138A	1	2	0.35	0.27	0.25	0.63
059B	106	107	0.35	0.55	0.37	0.22

Figure 2. Top 10 PACE Segments, Eastern TPR



Grand Valley TPR

Table 5 and Figure 3 show the ten highest-scoring PACE segments in the Grand Valley TPR. They are all located in and around the Grand Junction metro area, four along Highway 6. Three of the segments in this TPR are within the top 100 scoring segments statewide.

Table 5. Top 10 PACE Segments, Grand Valley TPR

Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
006B	31	32	Mesa	2.63	1	34
006B	30	31	Mesa	2.61	2	42
070B	9	10	Mesa	2.41	3	80
006B	32	33	Mesa	2.29	4	110
006B	33	34	Mesa	2.20	5	155
070B	5	6	Mesa	2.19	6	156
141B	160	161	Mesa	2.10	7	203
050A	33	34	Mesa	2.09	8	211
340A	0	1	Mesa	2.08	9	218
006A	20	21	Mesa	1.96	10	283

Table 6 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). In the Grand Valley TPR, the highest scoring categories are Connected Communities and Mobility Choice scores. Two segments, route 006B from MP 31 to 32 and route 070B from MP 5 to 6, received scores of 1.00 in the Connected Communities category, the maximum score possible. This indicates that these segments have high levels of access and have the capability to support active transportation well.

Table 6. Top 10 PACE Segments Score Details, Grand Valley TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
006B	31	32	0.38	0.55	0.71	1.00
006B	30	31	0.70	0.64	0.29	0.99
070B	9	10	0.35	0.64	0.50	0.92
006B	32	33	0.37	0.64	0.48	0.80
006B	33	34	0.41	0.45	0.54	0.79
070B	5	6	0.36	0.55	0.29	1.00
141B	160	161	0.36	0.91	0.11	0.72
050A	33	34	0.36	0.64	0.39	0.70
340A	0	1	0.35	0.55	0.29	0.89
006A	20	21	0.35	0.64	0.27	0.70

Greater Denver Area TPR

Table 7 and Figure 4 show the ten highest scoring PACE segments in the Greater Denver Area TPR. They are all primarily within Denver, with one on the Denver/Aurora border and two in Longmont. Six are located along Highway 40. All of the top ten segments in this TPR are within the top twenty scoring segments statewide, and five are within the top ten segments statewide.

Table 7. Top 10 PACE Segments, Greater Denver Area TPR

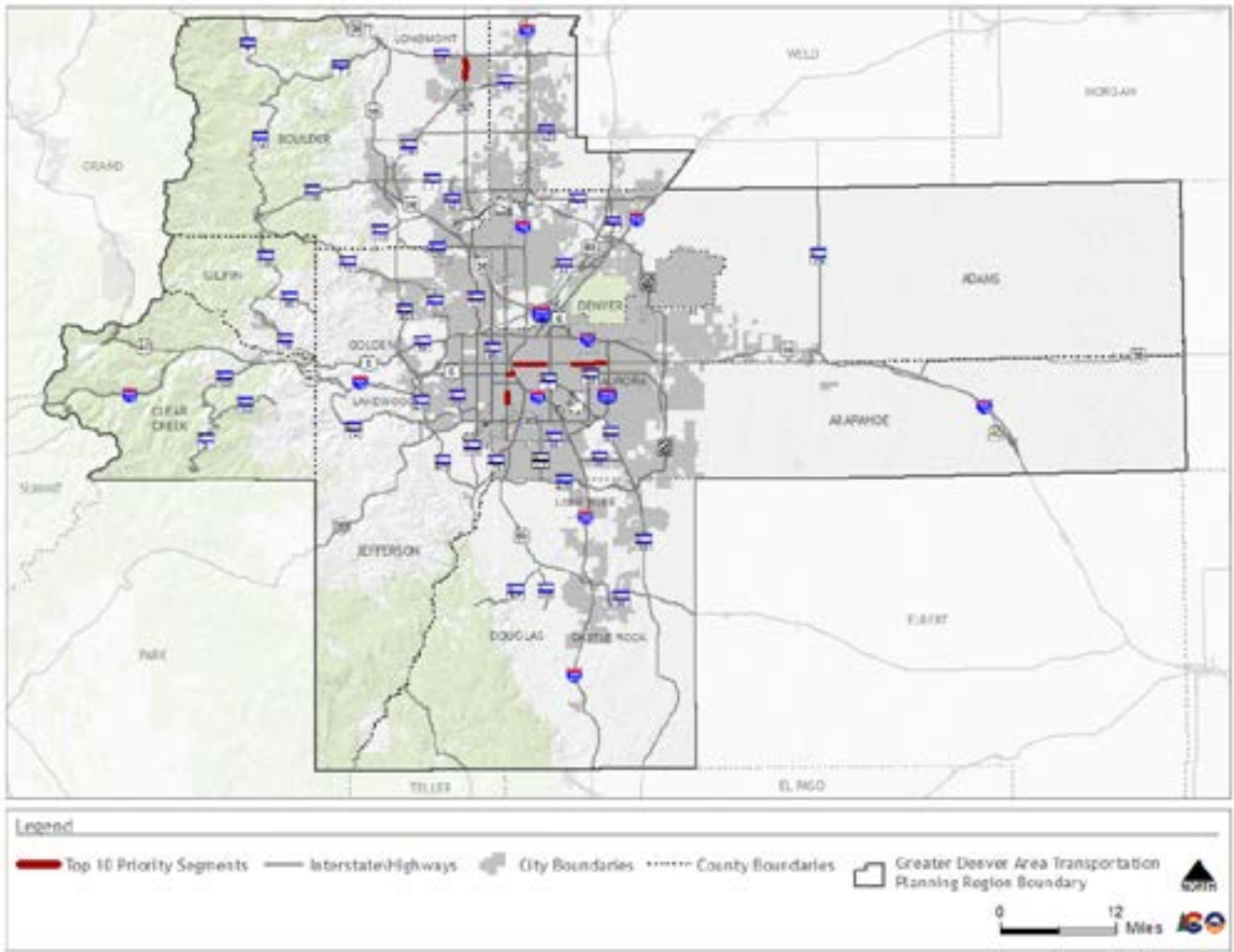
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
040C	304	305	Arapahoe	3.28	1	1
287C	317	318	Boulder	3.27	2	2
040C	303	304	Denver	3.04	3	3
088A	3	4	Denver	2.97	4	9
040C	298	299	Denver	2.92	5	10
287C	316	317	Boulder	2.90	6	12
040C	299	300	Denver	2.89	7	14
040C	297	298	Denver	2.83	8	16
006G	284	284	Denver	2.81	9	18
040C	305	306	Arapahoe	2.79	10	20

Table 8 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). As stated previously, all of the segments in the top ten for the Greater Denver Area TPR are within the top twenty scoring segments statewide. As such, scores are high in all categories of the PACE scoring framework. The category with the highest scores is Connected Communities, with eight out of the top ten segments receiving a score of 1.00, the highest score possible. Another high-scoring segment is Route 040C, from MP 303 to 304, which received a safety score of 1.00, the highest possible score.

Table 8. Top 10 PACE Segments Score Details, Greater Denver Area TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
040C	304	305	0.93	0.91	0.44	1.00
287C	317	318	0.83	0.82	0.62	1.00
040C	303	304	1.00	0.73	0.31	1.00
088A	3	4	0.86	0.91	0.40	0.80
040C	298	299	0.83	0.64	0.46	1.00
287C	316	317	0.87	0.55	0.49	1.00
040C	299	300	0.89	0.27	0.72	1.00
040C	297	298	0.37	0.73	0.73	1.00
006G	284	284	0.36	0.91	0.76	0.79
040C	305	306	0.75	0.82	0.22	1.00

Figure 4. Top 10 PACE Segments, Greater Denver Area TPR



Gunnison Valley TPR

Table 9 and Figure 5 show the ten highest-scoring PACE segments in the Gunnison Valley Area TPR. They are distributed across Delta, Gunnison, and Montrose counties, in and around the communities of Delta, Gunnison, and Montrose. Five are located along Highway 50. Two of the segments in this TPR are within the top 50 scoring segments statewide, and one – Highway 550 near the Niagara Road intersection – is within the top 15.

Table 9. Top 10 PACE Segments, Gunnison Valley TPR

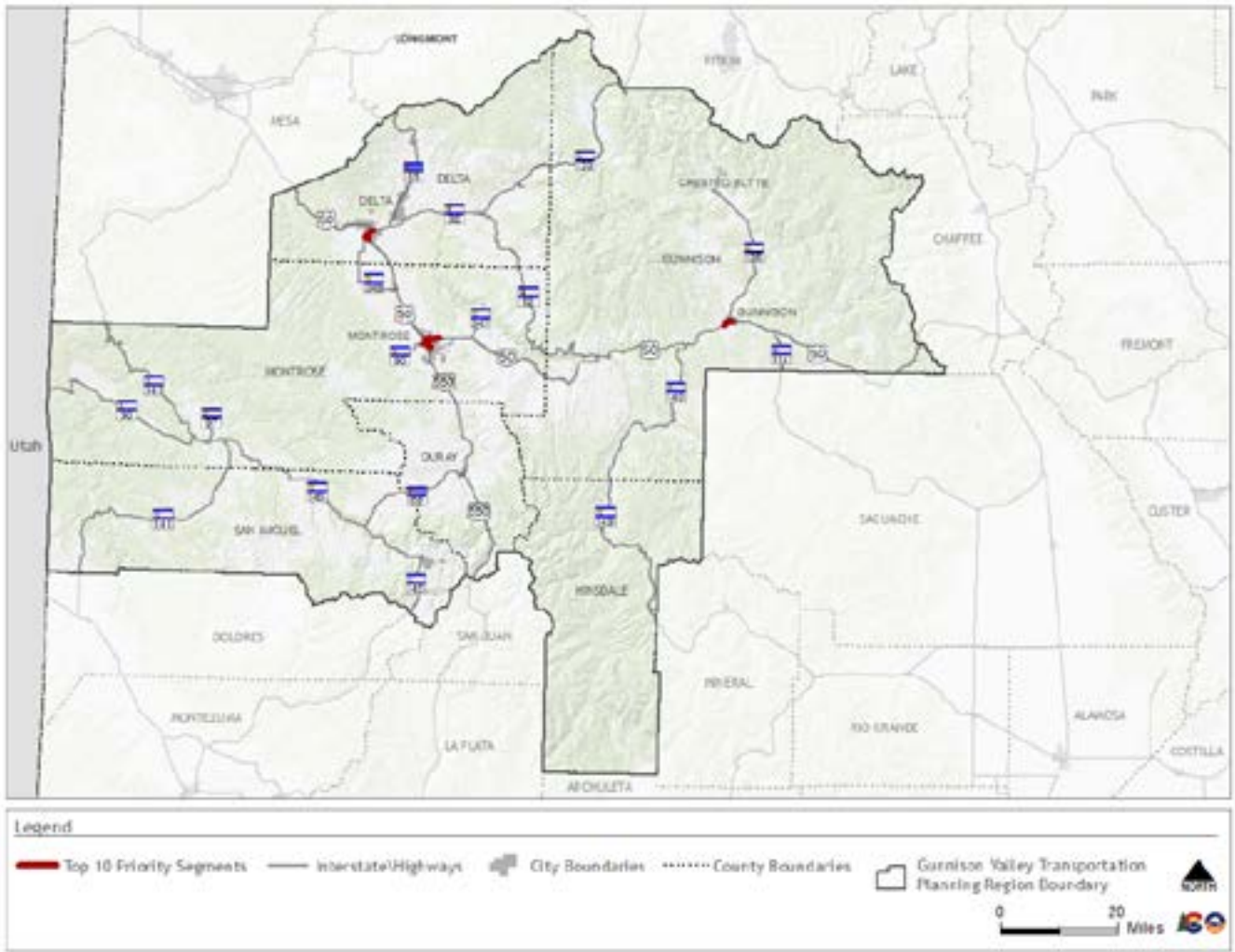
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
550B	128	129	Montrose	2.89	1	13
550B	129	130	Montrose	2.61	2	44
050A	93	94	Montrose	2.21	3	150
348A	0	1	Delta	1.93	4	299
050A	71	72	Delta	1.91	5	307
050A	157	158	Gunnison	1.91	6	308
090B	89	90	Montrose	1.90	7	315
050A	156	157	Gunnison	1.89	8	328
092A	0	1	Delta	1.88	9	337
050A	94	95	Montrose	1.87	10	344

Table 10 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The highest scoring categories for the Gunnison Valley TPR are Connected Communities and Equity. Higher scores in the other categories are also prevalent for the top two segments in this TPR, Route 550B from MP 128 to 129 and MP 129 to 130.

Table 10. Top 10 PACE Segments Score Details, Gunnison Valley TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
550B	128	129	0.74	0.55	0.61	0.99
550B	129	130	0.74	0.73	0.18	0.97
050A	93	94	0.35	0.91	0.25	0.70
348A	0	1	0.35	0.64	0.08	0.87
050A	71	72	0.36	0.55	0.12	0.89
050A	157	158	0.35	0.45	0.18	0.93
090B	89	90	0.37	0.55	0.25	0.73
050A	156	157	0.36	0.55	0.11	0.88
092A	0	1	0.35	0.64	0.00	0.89
050A	94	95	0.35	0.73	0.13	0.66

Figure 5. Top 10 PACE Segments, Gunnison Valley TPR



Intermountain TPR

Table 11 and Figure 6 show the ten highest-scoring PACE segments in the Intermountain Area TPR. They are distributed in and around the communities of Avon, New Castle, Glenwood Springs, Leadville, and Rifle. One of the segments in this TPR, Highway 13 through Rile, is within the top 120 scoring segments statewide.

Table 11. Top 10 PACE Segments, Intermountain TPR

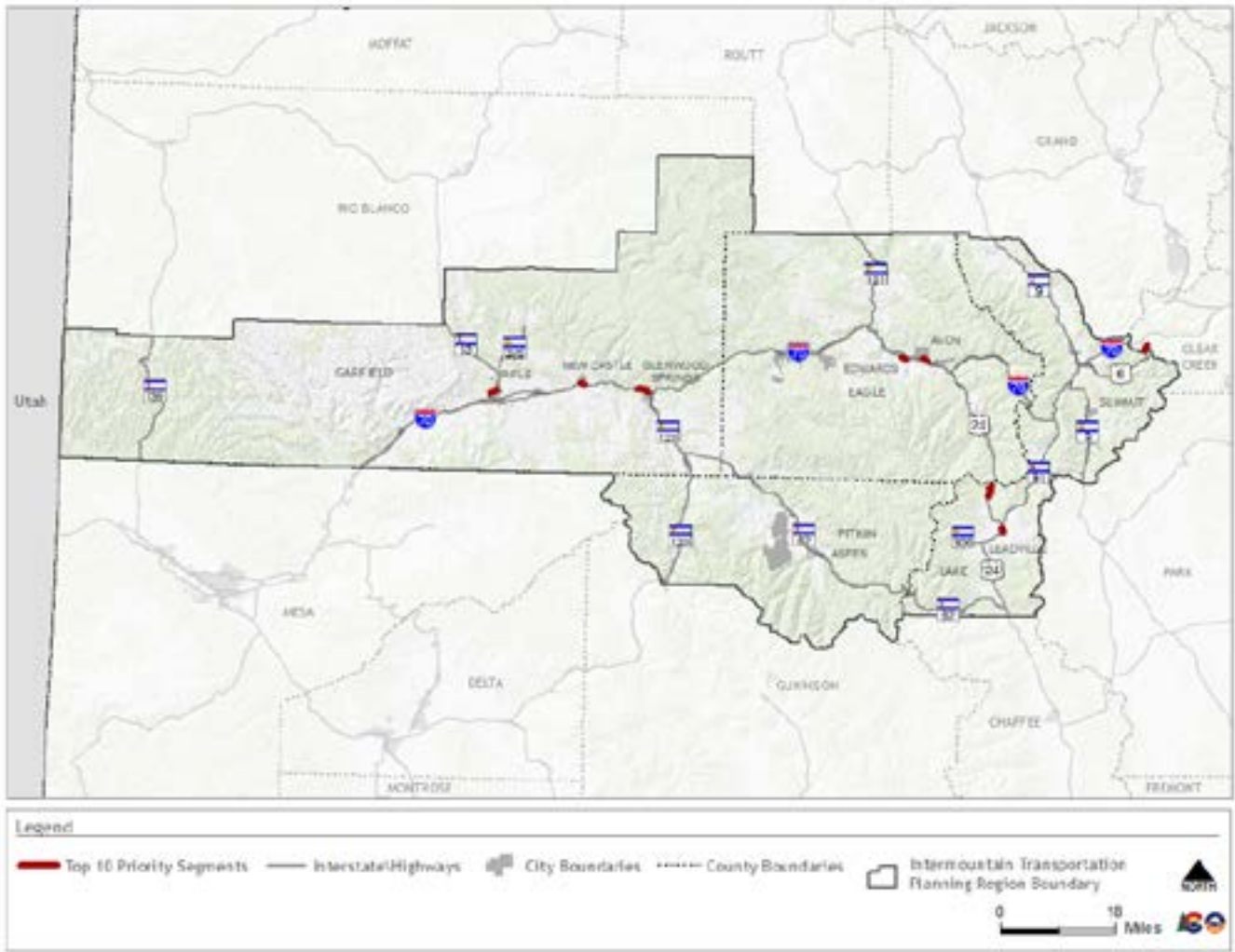
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
013A	2	3	Garfield	2.29	1	109
006F	225	226	Summit	1.96	2	282
006E	166	167	Eagle	1.91	3	303
070A	115	116	Garfield	1.90	4	313
024A	168	169	Lake	1.90	5	320
024A	167	168	Lake	1.88	6	330
024A	175	176	Lake	1.87	7	342
070A	114	115	Garfield	1.86	8	351
070A	166	167	Eagle	1.85	9	362
006D	106	107	Garfield	1.85	10	363

Table 12 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The highest scoring categories for the Intermountain TPR are Connected Communities and Mobility Choice.

Table 12. Top 10 PACE Segments Score Details, Intermountain TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
013A	2	3	0.35	0.55	0.51	0.88
006F	225	226	0.35	0.45	0.76	0.40
006E	166	167	0.09	0.36	0.77	0.69
070A	115	116	0.35	0.73	0.20	0.63
024A	168	169	0.35	0.45	0.70	0.40
024A	167	168	0.35	0.45	0.68	0.40
024A	175	176	0.35	0.45	0.19	0.87
070A	114	115	0.35	0.55	0.32	0.65
070A	166	167	0.35	0.36	0.43	0.70
006D	106	107	0.35	0.36	0.30	0.84

Figure 6. Top 10 PACE Segments, Intermountain TPR



North Front Range TPR

Table 13 and Figure 6 show the ten highest scoring PACE segments in the North Front Range TPR. They are all located within Weld County along the eastern edge of Greeley. Seven of the segments in this TPR are within the top 50 scoring segments statewide, and two are within the top ten.

Table 13. Top 10 PACE Segments, North Front Range TPR

Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
085G	0	1	Weld	3.01	1	4
034D	10	11	Weld	2.96	2	7
034A	112	113	Weld	2.89	3	11
034Z	0	1	Weld	2.68	4	27
034D	9	10	Weld	2.64	5	32
034A	111	112	Weld	2.61	6	37
085L	266	267	Weld	2.61	7	39
085C	265	266	Weld	2.51	8	54
085L	267	268	Weld	2.49	9	58
034D	8	9	Weld	2.47	10	61

Table 14 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). With many of the segments in this TPR ranking within the top 50 scoring segments statewide, scores are higher in many of the categories. The highest scoring PACE categories for the North Front Range TPR are Connected Communities and Equity. Five out of ten segments received a 1.00 Connected Communities score, and three out of ten segments received a 1.00 Equity score, the maximum scores for each category.

Table 14. Top 10 PACE Segments Score Details, North Front Range TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
085G	0	1	0.35	1.00	0.66	1.00
034D	10	11	0.39	0.91	0.65	1.00
034A	112	113	0.36	0.82	0.71	1.00
034Z	0	1	0.09	1.00	0.58	1.00
034D	9	10	0.12	1.00	0.52	1.00
034A	111	112	0.38	0.73	0.71	0.80
085L	266	267	0.39	0.91	0.52	0.79
085C	265	266	0.40	0.82	0.34	0.95
085L	267	268	0.36	0.82	0.35	0.96
034D	8	9	0.15	0.82	0.71	0.80

Northwest TPR

Table 15 and Figure 6 show the ten highest scoring PACE segments in the Northwest TPR. They are distributed across Moffat, Routt, and Grand counties, in and around the communities of Craig, Hayden, Winter Park, and Steamboat Springs. Eight are located along Highway 40.

Table 15. Top 10 PACE Segments, Northwest TPR

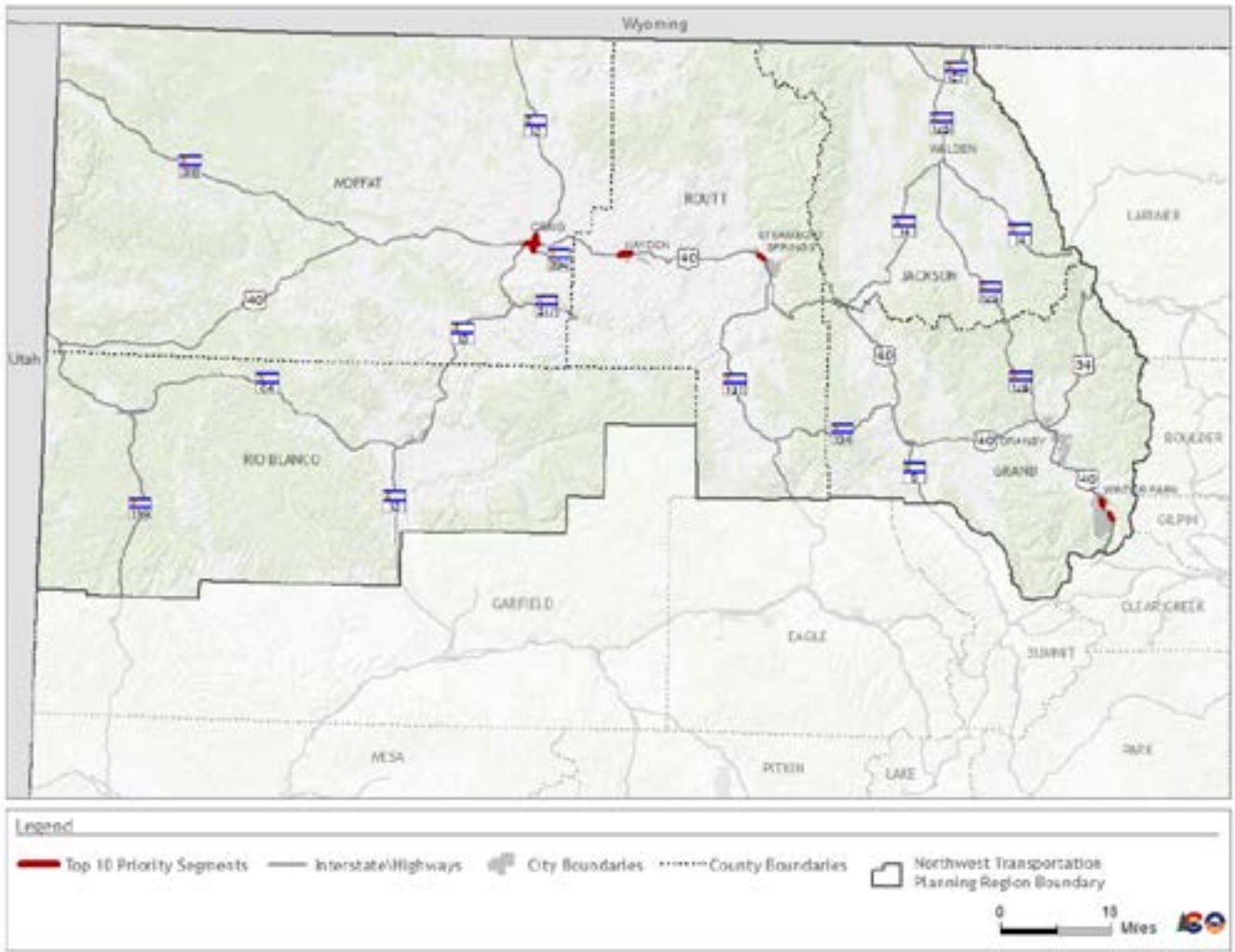
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
040A	90	91	Moffat	1.92	1	300
040Z	0	1	Moffat	1.69	2	550
394A	0	1	Moffat	1.59	3	738
040A	131	132	Routt	1.58	4	742
040A	232	233	Grand	1.56	5	782
040A	107	108	Routt	1.54	6	830
013B	90	91	Moffat	1.51	7	893
040A	89	90	Moffat	1.51	8	896
040A	106	107	Routt	1.50	9	900
040A	229	230	Grand	1.50	10	909

Table 16 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The highest scoring categories in the Northwest TPR are Connected Communities and Equity. Overall, scores in the Northwest TPR are relatively low, as is reflected in the relatively low overall statewide rankings for the top ten segments in the TPR.

Table 16. Top 10 PACE Segments Score Details, Northwest TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
040A	90	91	0.35	0.55	0.32	0.71
040Z	0	1	0.35	0.55	0.09	0.71
394A	0	1	0.35	0.55	0.21	0.49
040A	131	132	0.09	0.45	0.35	0.68
040A	232	233	0.35	0.36	0.25	0.60
040A	107	108	0.26	0.45	0.02	0.81
013B	90	91	0.35	0.45	0.22	0.49
040A	89	90	0.35	0.55	0.12	0.49
040A	106	107	0.17	0.45	0.26	0.61
040A	229	230	0.35	0.45	0.10	0.60

Figure 8. Top 10 PACE Segments, Northwest TPR



Pikes Peak Area TPR

Table 17 and Figure 9 show the ten highest scoring PACE segments in the Pikes Peak Area TPR. They are all located in and around Colorado Springs, with three each along Highway 24 and Highway 115. Six of the segments in this TPR are within the top 100 scoring segments statewide, and one – Highway 115 south of I-25 – is within the top ten.

Table 17. Top 10 PACE Segments, Pikes Peak Area TPR

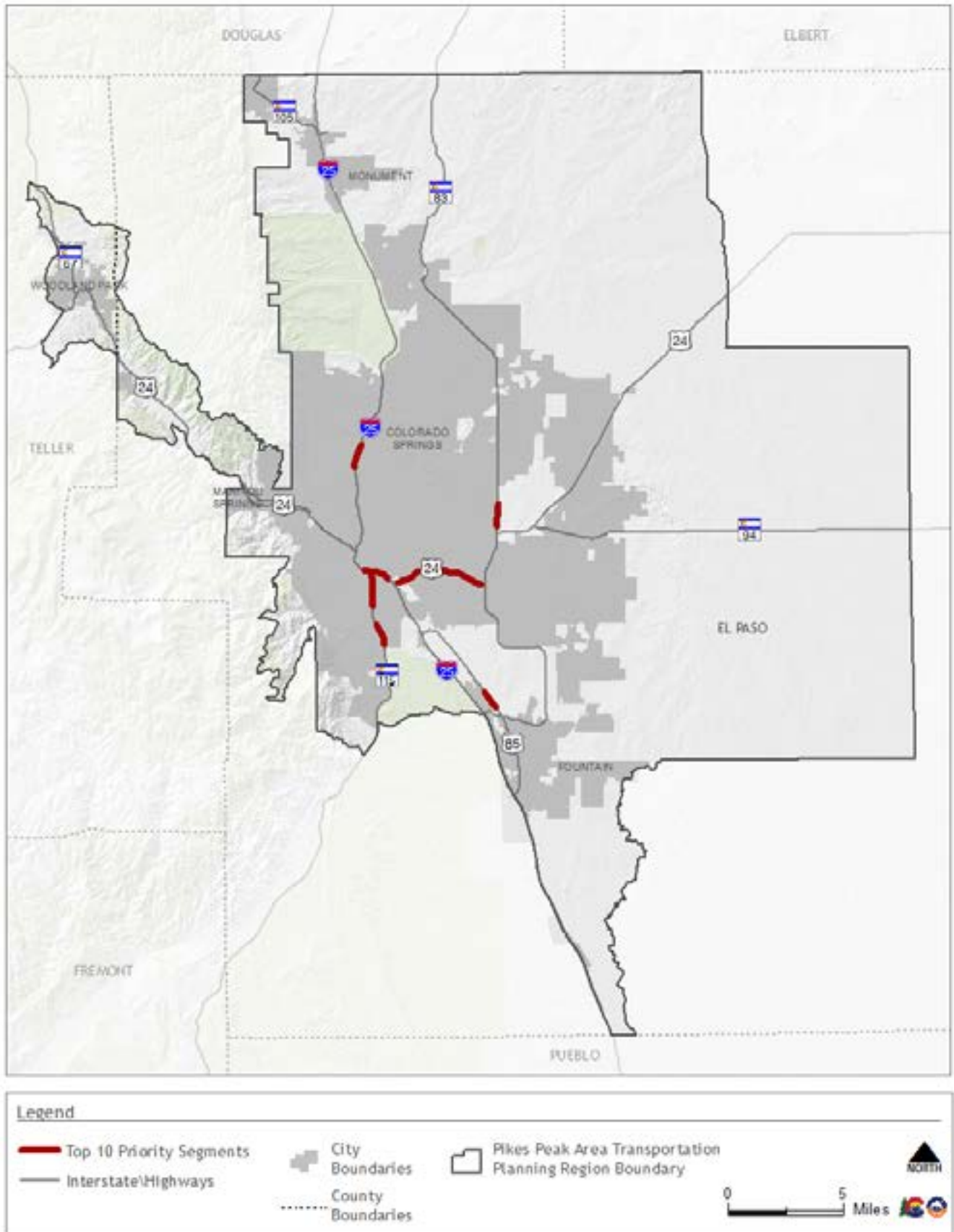
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
115A	47	47	El Paso	2.97	1	8
024H	307	308	El Paso	2.51	2	56
021B	142	143	El Paso	2.48	3	60
025A	145	146	El Paso	2.47	4	62
024H	306	307	El Paso	2.41	5	77
115A	44	45	El Paso	2.32	6	99
085A	132	133	El Paso	2.29	7	107
024H	304	305	El Paso	2.27	8	115
025A	139	140	El Paso	2.21	9	141
115A	46	47	El Paso	2.20	10	154

Table 18 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The highest scoring PACE categories for the Pikes Peak Area TPR are Connected Communities and Equity.

Table 18. Top 10 PACE Segments Score Details, Pikes Peak Area TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
115A	47	47	0.85	0.82	0.55	0.76
024H	307	308	0.71	0.73	0.27	0.80
021B	142	143	0.37	0.64	0.71	0.77
025A	145	146	0.09	0.82	0.76	0.80
024H	306	307	0.38	0.73	0.51	0.80
115A	44	45	0.28	0.55	0.69	0.80
085A	132	133	0.36	0.73	0.48	0.73
024H	304	305	0.36	0.91	0.27	0.73
025A	139	140	0.12	0.73	0.57	0.79
115A	46	47	0.38	0.73	0.29	0.80

Figure 9. Top 10 PACE Segments, Pikes Peak Area TPR



Pueblo Area TPR

Table 19 and Figure 10 show the ten highest-scoring PACE segments in the Pueblo Area TPR. They are all located in and around Pueblo, with three each along Highway 50, Highway 96, and I-25. All of the top ten segments in this TPR are within the top 100 scoring segments statewide, and three are within the top 20.

Table 19. Top 10 PACE Segments, Pueblo Area TPR

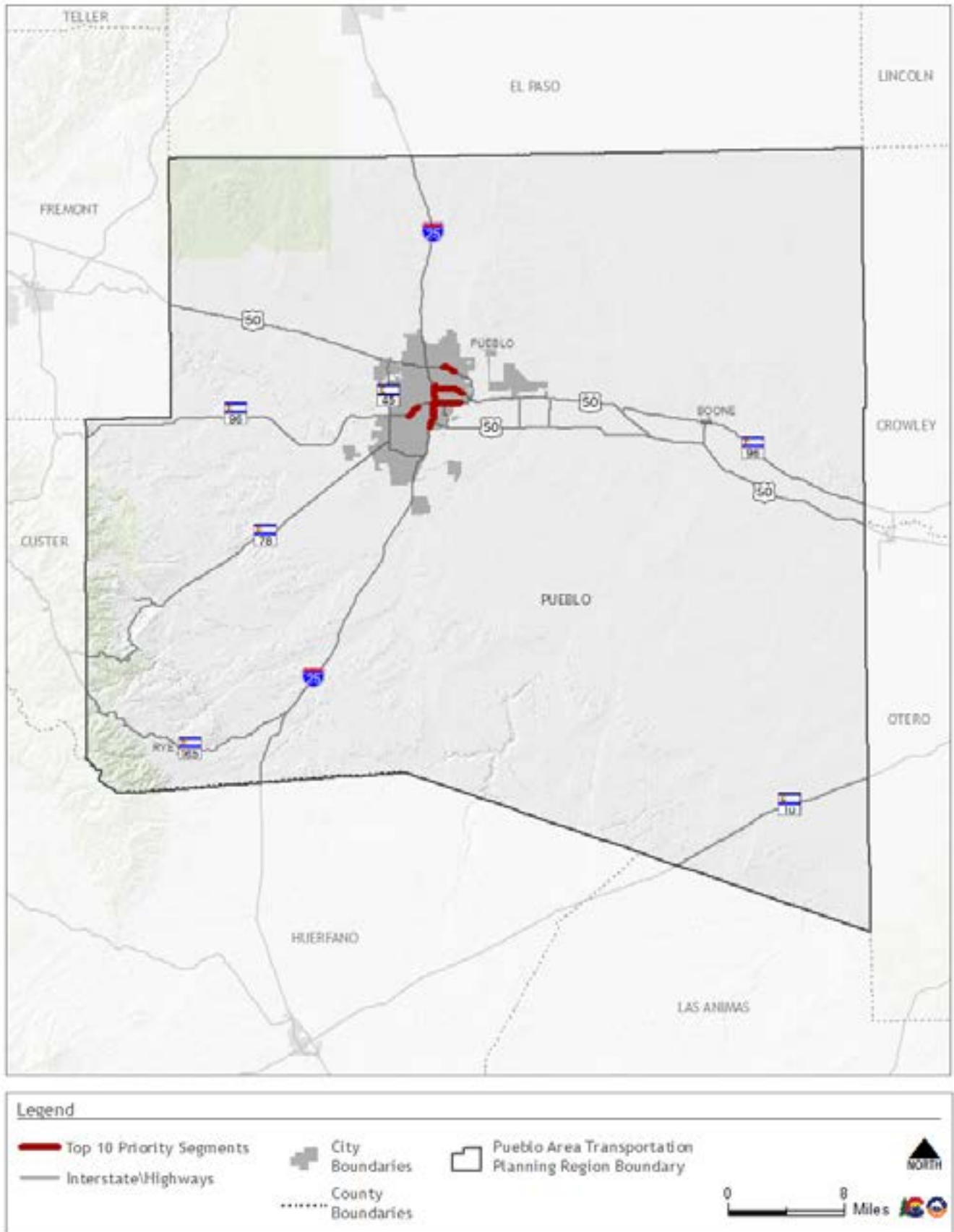
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
025A	98	99	Pueblo	2.84	1	15
050B	316	317	Pueblo	2.82	2	17
025A	99	100	Pueblo	2.79	3	19
025A	97	98	Pueblo	2.52	4	52
096A	56	57	Pueblo	2.49	5	57
096A	57	58	Pueblo	2.46	6	64
050C	0	1	Pueblo	2.45	7	65
047A	1	2	Pueblo	2.43	8	69
096A	54	55	Pueblo	2.37	9	89
050B	317	318	Pueblo	2.36	10	93

Table 20 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The highest scoring PACE categories in the Pueblo Area TPR are Connected Communities and Equity. Three out of ten segments received a Connected Communities score of 1.00, the highest score possible in a category. The higher scores in other PACE categories, including Equity, contribute to all ten of these segments ranking in the top 100 statewide.

Table 20. Top 10 PACE Segments Score Details, Pueblo Area TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
025A	98	99	0.35	0.73	0.77	1.00
050B	316	317	0.40	0.91	0.71	0.80
025A	99	100	0.35	0.91	0.73	0.80
025A	97	98	0.35	0.73	0.73	0.72
096A	56	57	0.39	0.73	0.37	1.00
096A	57	58	0.48	0.91	0.34	0.72
050C	0	1	0.37	0.73	0.36	1.00
047A	1	2	0.26	0.73	0.71	0.73
096A	54	55	0.42	0.73	0.46	0.76
050B	317	318	0.38	0.91	0.32	0.76

Figure 10. Top 10 PACE Segments, Pueblo Area TPR



San Luis Valley TPR

Table 21 and Figure 11 show the ten highest-scoring PACE segments in the San Luis Valley TPR. They are distributed across Alamosa, Chaffee, and Rio Grande counties, in and around the communities of Alamosa, Buena Vista, Del Norte, Monte Vista, and Salida. Five of the segments are along Highway 160.

Table 21. Top 10 PACE Segments, San Luis Valley TPR

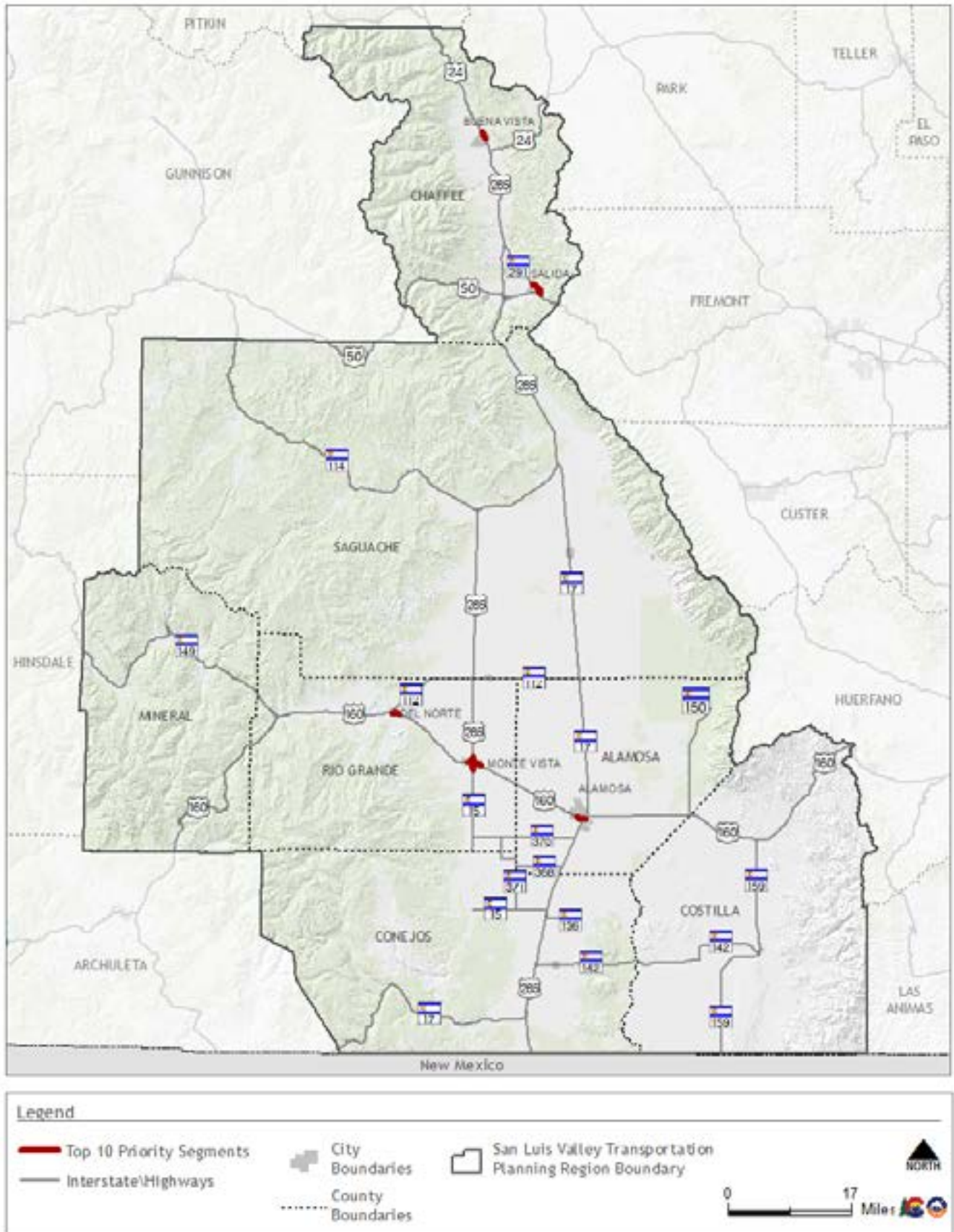
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
160A	232	233	Alamosa	2.11	1	201
291A	1	2	Chaffee	2.01	2	257
291A	0	1	Chaffee	2.00	3	262
160A	215	216	Rio Grande	2.00	4	263
160Z	0	1	Alamosa	1.94	5	293
024A	210	211	Chaffee	1.90	6	316
015A	0	1	Rio Grande	1.87	7	339
160A	202	203	Rio Grande	1.84	8	373
160A	216	217	Rio Grande	1.83	9	383
285B	51	52	Rio Grande	1.83	10	384

Table 22 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The highest scoring PACE category for the San Luis Valley TPR is Connected Communities. The other scoring categories have relatively lower scores, as is reflected in the statewide rankings of the segments in this TPR.

Table 22. Top 10 PACE Segments Score Details, San Luis Valley TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
160A	232	233	0.35	0.55	0.47	0.74
291A	1	2	0.27	0.64	0.22	0.88
291A	0	1	0.35	0.55	0.42	0.69
160A	215	216	0.36	0.64	0.16	0.85
160Z	0	1	0.37	0.45	0.21	0.91
024A	210	211	0.36	0.45	0.24	0.85
015A	0	1	0.35	0.64	0.05	0.84
160A	202	203	0.36	0.64	0.02	0.82
160A	216	217	0.35	0.55	0.09	0.85
285B	51	52	0.35	0.64	0.00	0.84

Figure 11. Top 10 PACE Segments, San Luis Valley TPR



South Central TPR

Table 23 and Figure 12 show the ten highest-scoring PACE segments in the South Central TPR. They are primarily distributed in and around the communities of Trinidad and Walsenburg and along the bend in Highway 12 south of Monument Park. Two of the segments in this TPR are within the top 200 scoring segments statewide.

Table 23. Top 10 PACE Segments, South Central TPR

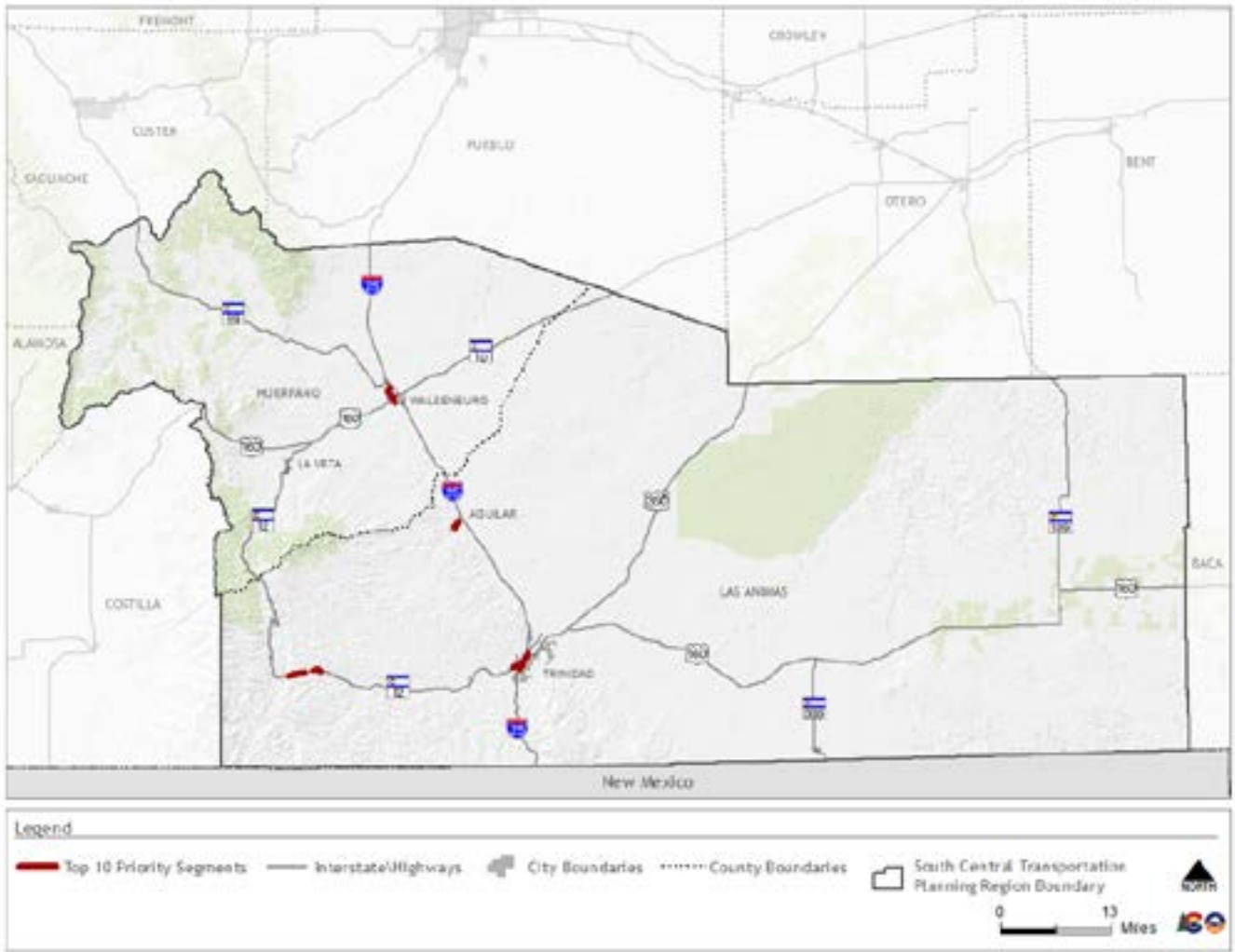
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
025A	13	14	Las Animas	2.18	1	165
012A	70	71	Las Animas	2.14	2	178
025A	14	15	Las Animas	1.98	3	276
025C	1	2	Huerfano	1.76	4	446
025B	1	2	Las Animas	1.70	5	541
025C	2	3	Huerfano	1.66	6	606
012A	69	70	Las Animas	1.55	7	803
012A	42	43	Las Animas	1.55	8	811
012A	40	41	Las Animas	1.55	9	813
012A	39	40	Las Animas	1.55	10	814

Table 24 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The highest scoring PACE categories in the South Central TPR are Connected Communities and Equity. While there are a few higher-ranking segments in this TPR, the majority of the segments in the TPR’s top ten rank relatively low statewide, as is reflected by the PACE score details.

Table 24. Top 10 PACE Segments Score Details, South Central TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
025A	13	14	0.36	0.64	0.52	0.67
012A	70	71	0.35	0.64	0.50	0.66
025A	14	15	0.36	0.64	0.33	0.66
025C	1	2	0.26	0.64	0.26	0.61
025B	1	2	0.35	0.55	0.41	0.40
025C	2	3	0.35	0.64	0.26	0.41
012A	69	70	0.35	0.45	0.32	0.43
012A	42	43	0.35	0.45	0.54	0.20
012A	40	41	0.35	0.45	0.54	0.20
012A	39	40	0.35	0.45	0.54	0.20

Figure 12. Top 10 PACE Segments, South Central TPR



Southeast TPR

Table 25 and Figure 13 show the ten highest-scoring PACE segments in the Southeast TPR. They are distributed across Otero and Prowers counties, in and around the communities of La Junta, Lamar, and Rocky Ford. Four of the segments are along Highway 50. Three of the segments in this TPR are within the top 200 scoring segments statewide.

Table 25. Top 10 PACE Segments, Southeast TPR

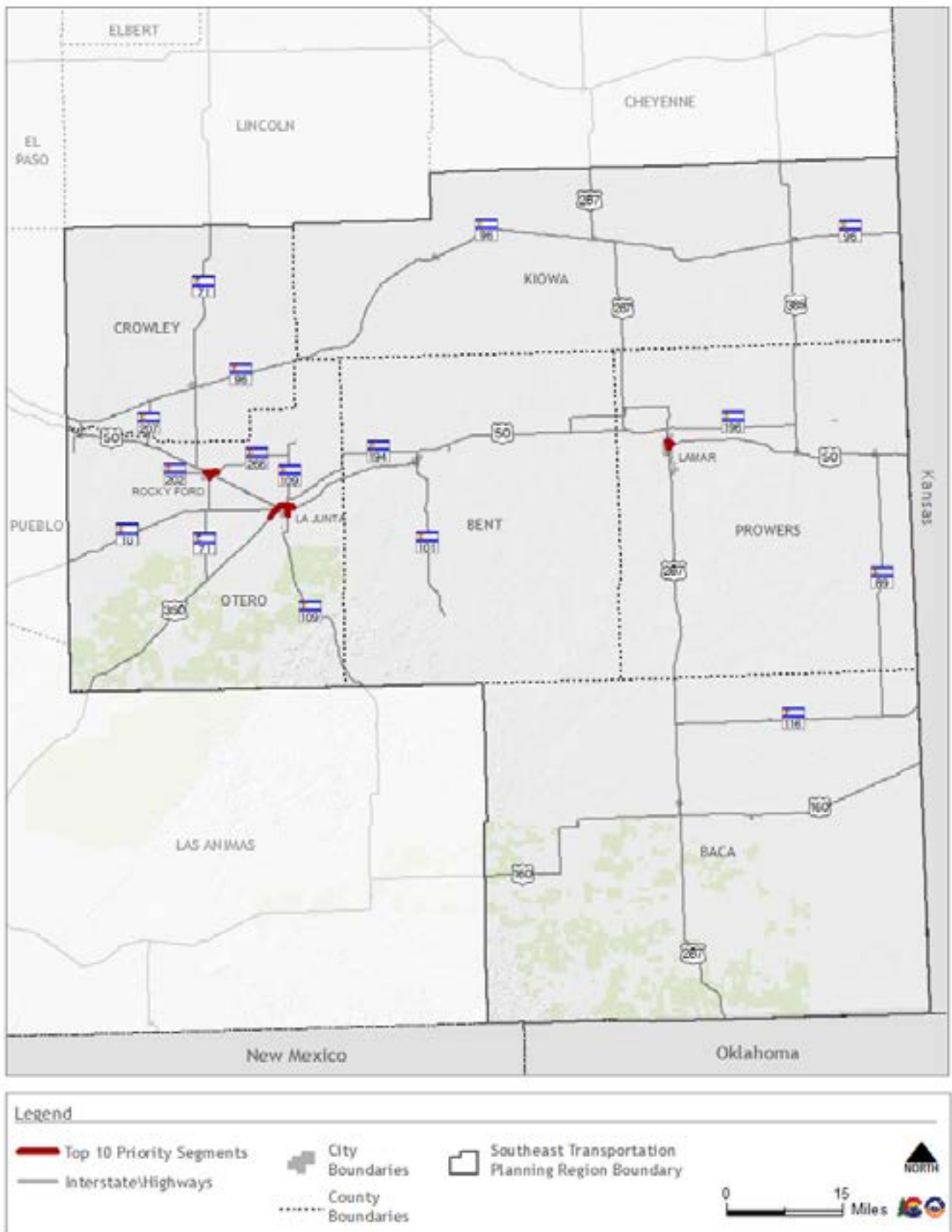
Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
287A	77	78	Prowers	2.30	1	104
109A	55	56	Otero	2.28	2	112
050B	435	436	Prowers	2.12	3	195
350A	71	72	Otero	2.10	4	204
050B	368	369	Otero	2.00	5	265
266A	0	1	Otero	1.85	6	364
350A	72	73	Otero	1.85	7	367
050B	379	380	Otero	1.85	8	368
050B	380	381	Otero	1.84	9	376
071B	14	15	Otero	1.79	10	424

Table 26 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The top-scoring PACE categories in the Southeast TPR are Connected Communities and Equity.

Table 26. Top 10 PACE Segments Score Details, Southeast TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
287A	77	78	0.36	0.73	0.51	0.71
109A	55	56	0.35	0.73	0.53	0.67
050B	435	436	0.37	0.73	0.34	0.69
350A	71	72	0.35	0.73	0.62	0.41
050B	368	369	0.35	0.73	0.27	0.65
266A	0	1	0.35	0.82	0.24	0.44
350A	72	73	0.36	0.73	0.34	0.42
050B	379	380	0.35	0.73	0.10	0.67
050B	380	381	0.35	0.64	0.40	0.45
071B	14	15	0.35	0.73	0.27	0.45

Figure 13. Top 10 PACE Segments, Southeast TPR



Southwest TPR

Table 27 and Figure 14 show the ten highest-scoring PACE segments in the Southwest TPR. They are distributed across La Plata and Montezuma counties, in and around the communities of Cortez and Durango. Four of the segments are along Highway 160. Two of the segments in this TPR are within the top 50 scoring segments statewide, and one - Highway 160 west of Highway 145 in Cortez - is within the top five.

Table 27. Top 10 PACE Segments, Southwest TPR

Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
160A	39	40	Montezuma	3.01	1	5
160A	38	39	Montezuma	2.67	2	31
550B	22	23	La Plata	2.11	3	208
160A	37	38	Montezuma	2.03	4	251
003A	2	2	La Plata	1.98	5	274
491B	26	27	Montezuma	1.93	6	295
550B	23	24	La Plata	1.92	7	305
160A	40	41	Montezuma	1.72	8	512
003A	1	2	La Plata	1.69	9	555
491C	0	0	Montezuma	1.66	10	598

Table 28 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The top-scoring PACE categories in the Southwest TPR are Equity and Connected Communities. A few segments, Route 160A from MP 39 to MP 40 and Route 160A from MP 38 to MP 39, have relatively high scores in all categories, as reflected in their statewide rankings of 5 and 31, respectively.

Table 28. Top 10 PACE Segments Score Details, Southwest TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
160A	39	40	0.70	0.73	0.71	0.87
160A	38	39	0.71	0.82	0.41	0.73
550B	22	23	0.74	0.18	0.42	0.77
160A	37	38	0.35	0.91	0.30	0.48
003A	2	2	0.35	0.27	0.49	0.87
491B	26	27	0.35	0.82	0.29	0.48
550B	23	24	0.36	0.09	0.77	0.70
160A	40	41	0.35	0.73	0.01	0.63
003A	1	2	0.35	0.18	0.48	0.68
491C	0	0	0.35	0.82	0.01	0.49

Upper Front Range TPR

Table 29 and Figure 15 show the ten highest-scoring PACE segments in the Upper Front Range TPR. They are distributed across Morgan, Larimer, and Weld counties, in and around the communities of Fort Morgan, Estes Park, Brush, and Fort Lupton. Six of the segments are along Highway 34. Two of the segments in this TPR are within the top 200 scoring segments statewide, and one – Highway 34 near Fort Morgan – is in the top 100.

Table 29. Top 10 PACE Segments, Upper Front Range TPR

Route	Starting Milepost	Ending Milepost	County	PACE Score	TPR Rank	Overall Rank
034B	163	164	Morgan	2.49	1	59
052B	86	87	Morgan	2.23	2	139
034B	164	165	Morgan	1.93	3	296
052B	87	88	Morgan	1.84	4	374
034A	57	58	Larimer	1.82	5	399
036A	2	3	Larimer	1.79	6	423
034B	162	163	Morgan	1.76	7	459
034B	171	172	Morgan	1.71	8	522
085E	0	1	Weld	1.71	9	525
034A	48	49	Larimer	1.70	10	539

Table 30 shows scoring details for each segment by PACE score component (Safety, Equity, Mobility Choice, and Connected Communities). The top-scoring PACE categories in the Upper Front Range TPR include Connected Communities and Equity.

Table 30. Top 10 PACE Segments Score Details, Upper Front Range TPR

Route	Starting Milepost	Ending Milepost	Safety Score	Equity Score	Mobility Choice Score	Connected Communities Score
034B	163	164	0.37	0.82	0.54	0.76
052B	86	87	0.40	0.55	0.36	0.92
034B	164	165	0.35	0.73	0.42	0.44
052B	87	88	0.35	0.64	0.39	0.46
034A	57	58	0.35	0.45	0.61	0.40
036A	2	3	0.35	0.45	0.59	0.40
034B	162	163	0.35	0.55	0.12	0.74
034B	171	172	0.35	0.45	0.23	0.68
085E	0	1	0.36	0.73	0.20	0.41
034A	48	49	0.35	0.45	0.70	0.20

Figure 15. Top 10 PACE Segments, Upper Front Range TPR

