

# APPENDIX A

## Planning Participants and Agency Representatives

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01/12/04

## APPENDIX B

**Meeting Minutes**

**Sign-in Sheets**

**Public Involvement and Significant Issues**

## Meeting Minutes

Eastern 2030 Transportation Plan  
Public Open House  
Burlington Scout Center  
July 22, 2003  
Summary of Public Comments

### Airports

- § Need to include in 2030 plan a list of major objectives for each airport in the region and include 2030 operation projections
- § Change Akron Airport name to: Colorado Plains Regional Airport
- § Investigate funding sources for local airport operations
- § Investigate if commuter airport service is feasible in eastern Colorado.
- § Promote further economic development at the region's airports

### Railroads

- § A request was made to correct the number of trains per day in Sedgwick County
- § Limon has two sets of elevators, why is there only one location shown?

### Public Transit

- § A statement was made that public transit to/from DIA is critical
- § Since the Private Sector also provides transit service including Taxi, Limosine services, there was a request to include them in the 2030 plan and on the maps.

### Traffic/Truck Volumes

- § Numerous comments were received to review highway and truck volume data for accuracy.
- § Numerous comments were received that the traffic and truck volumes seem low and to review data with CDOT.

### Accident/Safety Data

- § Look at accident conditions where numerous roads intersect, such as in Sterling, Limon, and Julesburg. Explain through-traffic as well as merging
- § SH 6 - Consider turn lanes or reducing the speed limit east of Holyoke since there have been recent accidents
- § Consider turn lanes at the Fairgrounds in Phillips County
- § SH 63 – some hills along roadway cause sight-distance problems
- § SH 386 - Consider adding passing lanes between Burlington and Holyoke

### **Highway Surface/Shoulder Conditions**

- § Numerous comments were received to update the surface and shoulder maps to reflect recent CDOT projects.
- § Numerous comments were received that shoulders need to be add to highways
- § Several comments were received that roadways need to be maintain so they are in good condition

### **Noxious Weeds**

- § A comment was received that chemical sprayings seemed very late this year.
- § A recommendation was made to enforce timely spraying of weeds.

### **Bicycle/Enhancement Program**

- § A comment was made that there are bicycle issues in towns with highways running through them
- § If bikes are to ride on highway shoulders, they need 6' – 8' shoulders.
- § A request was made to include the Cheyenne Wells walking path @ Medicine Arrow Park on the trail map.
- § A comment was made that that two 2030 Plan objectives contradict one another: "Eliminate enhancement funds as set aside from highway funds." "Use enhancements to extend bike trails."
- § Should enhancement funds continue at the expense of road improvements?
- § Enhancement program has been helpful to develop bicycle loop along Rose Avenue

### **Highway Corridors**

- § A comment was made to prioritize "truck routes"
- § Previous studies recommended US385 as a "Connecting Corridor" between Ports to Plains and Heartland Express

### **Funding**

- § Need additional money to fund improvements
- § A concern was expressed on the ability to fund SH 385 as a federal "significant" highway
- § A concern was expressed that weight limits cannot be raised unless the State is prepared to spend more on building highways



EASTERN 2030 TRANSPORTATION PLAN  
PREFERRED PLAN OPEN HOUSE SUMMARIES  
JANUARY 26-27, 2004  
43 Attendees

HIGHWAY

- § All highways in Eastern Colorado need shoulders
- § SH 71 section from Limon south to Rocky Ford needs shoulders
- § US 385 is currently a 2 lane facility. Would like 4-lanes/widened shoulders and bridges
- § US 6 and Fairview Avenue in Haxtun needs proper entry lanes and finish on north lane
- § Set aside wide load fees in a special fund for US 385 widening (shoulders) and overlays
- § SH 71 north of Last Chance at County Road 19, need School bus turnout and lane for safety
- § Consider more living windbreaks. Work with local youth groups such as FFA.
- § More passing lanes on US 287 near Hugo area.
- § Need turn lanes on US 287 at Boyero near the passing lanes
- § Continue to show the two concrete structures on US 24 in the main list of projects since they will need reconstruction so time in the future.
- § CDOT has just finished an overlay on SH 138 and the county commissioners are receiving comments that the roadway is already rough
- § Due to high truck traffic turning off for sheep feedlot, provide turn lanes at County Road Q off of US 34
- § US 24 Corridor project from Colorado Springs to Limon. The project needs to add right-of-way to accommodate a 4-lane facility at some time in the future. Especially from Colorado Springs to east. It would be much more cost effective to at least purchase right-of-way before development, houses and businesses, are in place.
- § Provide turn lanes on US 34 east of Akron at CR DD for the new Washington County Justice Center and at the new USDA –FSA Bldg. Traffic signs show 65 MPH with no able to safely slow down and turn right or left.
- § US 6 between Haxtun and SH 61 to the main prison gate is going to be a highly traveled road due to commuters from Haxtun.
- § Consider a bypass around Cheyenne Wells for US 385, the High Plains Highway. Include turn lanes, signal light, extend shoulders, and a Bike path.

REGIONAL CORRIDOR VISIONS

- § True vision for the Ports-to-Plains corridor is a 4-lane facility. Due to a lack a funds, the facility is to be a Super 2 highway.
- § Heartland Expressway is envisioned to be a future 4-lane facility.
- § SH 71 Heartland Expressway change primary investment category to Mobility
- § On the Regional Vision Roadways Map, US 385 is highlighted as "Increase Mobility". An important issue in increasing mobility is adding/improving shoulders which is a safety issue. US 385 needs shoulders to improve its mobility.

SAFETY

- § Corner of SH 71 and US 36 at Last Chance- there have been several accidents and deaths
- § Safety lanes on both sides of rail on Highway 59 at Haxtun, finish curb and gutter and sidewalks; remove north rail out of the highway
- § From the figures shown here and on the map of Accident Locations, it looks like there is more than enough traffic for a stoplight at the intersection of US 6 and SH 59.

- § Add stoplight on US 6 and SH 59 intersection based on anticipated traffic, it is a large need

#### PROJECTS

- § L-46: US 385 doesn't intersect Main Street. Either US 34 and Main or US 385 and US 34
- § L-2: On US 385 near ambulance barn and firehouse- add lights that activate when emergency vehicles pullout
- § L-2 or L-20 Add to the description safety signage, turning lanes, and intersection improvements
- § H-39 – The location should be US 6 west side of town, the north lane ends abruptly with nowhere to go.

#### HIGHWAY STUDIES

- § The US 24 Study should be identified as a Corridor Optimization Study including land use discussions, corridor preservation, access planning along with basic engineering information

#### TRAFFIC VOLUMES

- § I question the traffic counts particularly on SH 71 north of Last Chance and on SH 287 south of Kit Carson
- § Do not agree with volumes east of Wray on US 34 and east of Holyoke on US 6

#### AIRPORTS

- § Repair Limon Airport runway, AIP approved
- § Keep Airports viable and active part of the transportation system

#### RAIL

- § Railroad crossing in Akron needs repair – Have talked to railroad to no avail – letter writing campaign to PUC, No answer – Needs repair
- § Railroad crossing in Otis need repair – Have talked to railroad official with no results. Needs repair
- § SH 71 railroad crossing south of Limon is dangerous. Also need to ensure there is bypass route for emergency response
- § Public Benefits Study may dramatically change the need for grade separations on BNSF & UP railroads
- § Consider rail separation project west of Hugo near CR 109 and Genoa Road
- § Burlington has 3 at-grade rail crossings needing improvement: US 385, 15<sup>th</sup> Street and Lincoln Street

#### TRANSIT

- § Provide intercity bus service between Eastern Colorado towns between 2,000 and 5,000 population. Add additional fixed route bus service between towns in Eastern and northeastern Colorado currently not connected by such service.
- § Ensure that intercity bust service is continued from Limon

#### GRAPHICS

- § Change heading on all boards from Agency to Commenting Agency

#### ENHANCEMENTS

- § Investigate potential historical designation for US 40 (Ocean to Ocean Highway). Includes Smoky Hill Trail at east end of Limon
- § Potential enhancement project for Hugo Roundhouse, including restoration and bike/ped trail

- § Encourage US Representatives and Senators to remove enhancement projects from the next transportation bill and use that 10% of transportation dollars for roads and not trails.
- § Potential enhancement project on US 385/US 40 through Cheyenne Wells as well as passing lanes, intersection, signage, and trail
- § Would like to see a Historical Marker put in Hugo at Heins Park. This was to have been done two years ago but the money for US 287/ US 40 did not come through.

#### STATEWIDE PROGRAMS

- § For safety reasons, should look at proper mowing operations, especially after growing season to:
  1. Keep from having accidents with animals
  2. Snow problems
  3. Fires in the spring
- § Biggest concern is that CDOT won't be able to maintain existing highways to necessary condition, let alone be able to afford to widen and maybe need improvements. Our existing highways are rapidly deteriorating due to increased truck traffic over the past 10-15 years, faster than they are being repaired.
- § Commendation to CDOT about the progress in Elbert County over the last 4 years.

#### FUNDING

- § Main concern is the funding. I hope we don't lose out to the larger counties to the west.
- § Would like to see cooperation and working together with local governments, federal government, state and historical systems to accomplish goals and identify funding. Also what grants are available from other sources.

EASTERN 2030 TRANSPORTATION PLAN  
PREFERRED PLAN OPEN HOUSE SUMMARIES  
March 24 - 25, 2004  
27 Attendees

CORRIDOR ALLOCATIONS

- § The agreement at the TPR meeting was that US 385 and SH 71 would be treated equally during resource allocation. That was not done during the Resource Allocation process in Region 1. The two corridors should be balanced at \$2.0M a piece.

HIGHWAY/INTERSECTION

- § The ballpark in Limon that needs the turnouts is south of Limon where the speed limit is 65 mph and where there have been numerous accidents. The field in the north Limon area is on a 35 mph section within town.
- § Line # 19 Constrained Plan - Change the description from US 24; Siebert to Burlington to US 24; Siebert to State Line
- § For US 385 in Cheyenne Wells consider straightening the highway through town or study the need for an over/underpass at the railroad.

RAIL

- § Rail/road crossing improvement is needed in Holyoke.
- § Rail crossing on SH 23 east of Amherst needs to be smoother.
- § Need study for railroad overpass or underpass on US 385 through Cheyenne Wells. Increasing rail traffic leaves all RR crossings closed with no emergency access to the main part of the community.
- § On the Rail projects board, the line for R - 17 project does not show the three projects in Burlington.

AIRPORTS

- § Sterling Airport A-8 – Most important priority is runway extension to 5,200 feet. Would like to discuss a change in priorities. Look at A – 8 and LA – 14.
- § For A-7, the Limon Fiscally Constrained priority # 2 for the runway culvert is underway so this project should have an X in the Fiscal Constrained column
- § For A-3, there are new estimates for Priorities #1 and #2 that total around \$2.3M. Contact Division of Aeronautics to see if they have the information.

CONSTRAINED PLAN

- § Under the Corridor Allocations - Corridor #20 - RPP total is really \$13.6. Also the Regional Plan \*\* amount should be \$8.6 instead of \$2.6. Due to the changes in the Region 1 information, other changes are needed to the table and text.

Sign-in Sheets



Eastern Colorado 2030 Transportation Plan Open House  
07/21/03

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
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Gary Beedy, Lincoln County Comm.	Yes		
Tina Sheridan, Elbert County	Yes		
Quentin Vance, Cheyenne County	Yes		
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Loren Lambert	YES!		
Long White	yes		
Brandy Schaefer	Yes		



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07/21/03

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07/21/03

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# Eastern Colorado 2030 Transportation Plan

## Eastern Colorado 2030 Transportation Plan Open House 07/21/03

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Eastern Colorado 2030 Transportation Plan Open House  
01/26/04

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<i>Sam Hutton</i>	X		<i>CDOT - Reg. 1</i>
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<i>Britch Hayes</i>	X		
<i>Debbie Knudsen</i>	X		<i>Town of Cheyenne Wells</i>
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01/26/04

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Mark Mueller	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CON R-1



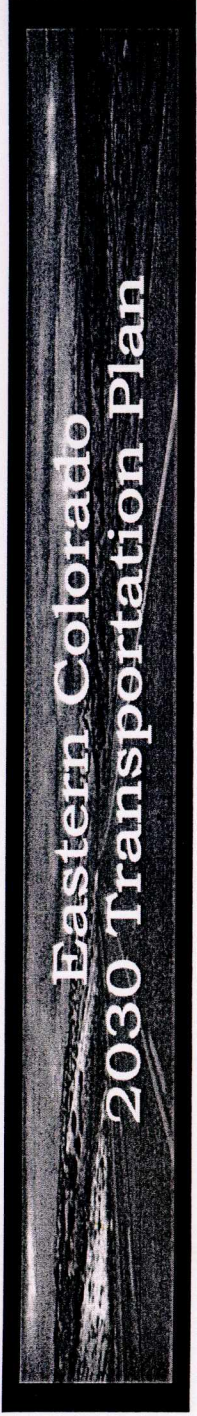
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John F. Huber Ft. Morgan, CO.	Yes		

# Eastern Colorado 2030 Transportation Plan

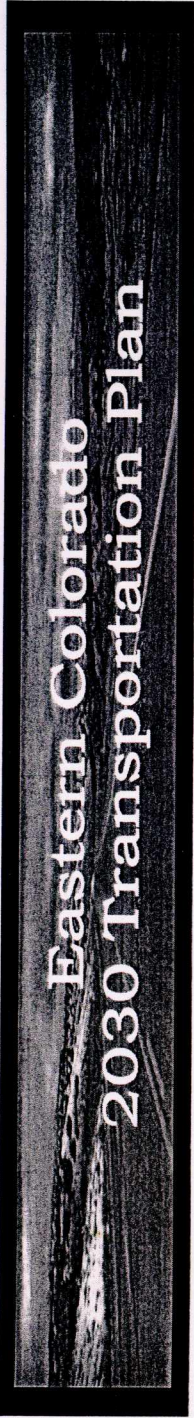
Eastern Colorado 2030 Transportation Plan Open House  
01/26/04

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
	YES	NO	
Liz Mattics	NO		PO Box 4 KIT CARSON, CO 80825
RANDY GRAUBERGER		✓	15376 WOODRUFF WAY PARKER, CO 80134



Eastern Colorado 2030 Transportation Plan Open House  
01/27/04

Name	Are you on our mailing list? YES NO	If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
Tim Davis	NO	Washington County Dist Road Supervisor 557 W. 2nd St Akron, CO wiscocod@pkuniv.net
Dirk Nalotekby	NO	
Dave Thomas	Yes	



Eastern Colorado 2030 Transportation Plan Open House  
01/27/04

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
	YES	NO	
George Michael	Y		
Randy Schafer	Y		
BRUCE JOHNSON		N	150 ASH AKRON CO 80720
Bud Giesemer			P.O. Box 96 - Haxton 80731
WAYNE GIBSON	Y		
Debo Carlstrom	Y		
Stan Elmquist	Y		



Eastern Colorado 2030 Transportation Plan Open House  
01/27/04

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
	YES	NO	
GREG ETZ	YES		315 MAIN ST. STERLING CO 970-522-4018 Fx
LARRY MYERS	YES		
MYRON HOEA	YES		
LARRY WORTH	YES		
DARRENE BOONAPKA	YES		
LEANN ELSCHHARD	YES		
SCOTT ELLISON	YES		
TONY WHELAN	YES		

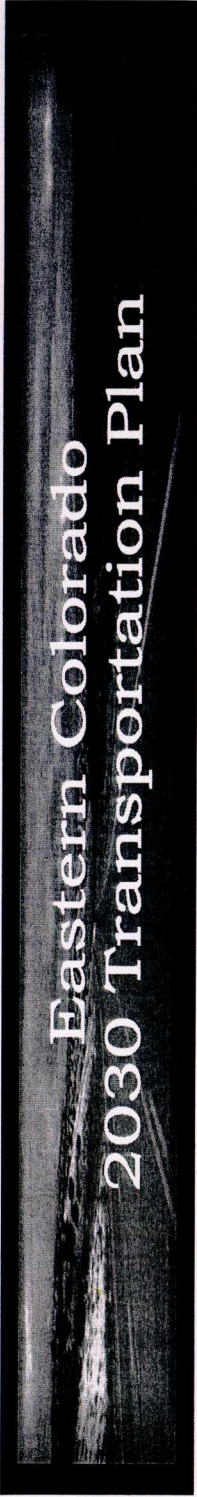




# Eastern Colorado 2030 Transportation Plan

Eastern Colorado 2030 Transportation Plan Open House  
03/24-25/04

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
	YES	NO	
<i>Sony Books</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>Ted Lyang</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>Loreen Lambert</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>Debbie Knudsen</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>Rayette Palmer</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>rayetta 49 @ earthlink.net</i>
<i>Carl Hayer J.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>Jim W. Johnson</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<i>Jan Don</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	



**Eastern Colorado 2030 Transportation Plan Open House**  
**03/24-25/04**

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
	YES	NO	
JOE KIELY	✓		
Jo Downey	✓		
Dave Stone	✓		
Ann Stone	✓		

# Eastern Colorado 2030 Transportation Plan

## Eastern Colorado 2030 Transportation Plan Open House 03/24-25/04

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
	YES	NO	
MYRON HOBA	Y		
LARRY MYERS	Y		
Brenda Hansen	X		County Express
Dave Thomas	X		
Quentin Vance	X		
LARRY WORTH	X		
DWARNE GIBSON			County EXPRESS



**Eastern Colorado 2030 Transportation Plan Open House**  
03/24-25/04

Name	Are you on our mailing list?		If you are not on the mailing list, but would like to be, how do you want to receive information on this project? (Mailing address? E-mail address? Fax number?)
	YES	NO	
Louise MURRAY	X		915 E Gordon St Holyoke CO
Susan Gell	X		32228 County Rd 49 Anheuser, CO 80721 sroll@pete.net
Randy Schafly	X		221 S. Intercean Holyoke, CO 80734 philcoadmin@pete.net
Darlene Hornady	X		NECALC
JOSEPH D. KIDL BASA		X	CITY OF STERLING 421 N 4TH ST STERLING, CO 80751
Deb Carlstrom		X	1094 S. 3rd St. deb.carlstrom@mail.house.gov Sterling, CO 80751 Fax 910-521-8685
Gerald R. Thordyke			
RON EASTIN			COUNTY EXPRESS YUMA DRIVER

# APPENDIX C

## **Constrained Plan Assumptions**

## Constrained Plan Assumptions

The corridors have been prioritized based on corridor scores and weights for mobility, safety, system quality, ability to implement/public support and economic impact criteria

### Corridor Percentage Distributions

- § The Interstates are considered a high priority since they carry the highest volumes including tourists, traffic volumes and truck volumes. Each was given a percentage of 20%
- § SH 71 and US 385 are important interstate facilities so each was given a percentage of 15%
- § US 287 / US 40 is considered a important interstate facility with a 5% allocation in conjunction to its Strategic Project funding
- § Both Region 1 and 4 would like to identify an intersection pool since it is difficult for intersection projects to compete fairly with larger highway projects. The Working Group identified 5% for this pool since the local governments have identified many intersection type projects.
- § US 34 is considered a important regional facility so it was given 10%
- § The remaining two corridors were given the remaining funds.

### CDOT Region Resource Allocations

- § CDOT Region 4 has provided the Eastern TPR a 25-year control total of \$29 million
- § CDOT Region 1 does not provide each TPR a control total. A joint prioritization process is used to select constrained projects. Since no specific control total is provided by Region 1, varying amounts (\$40 M, \$25 M, and \$15) were used in the following scenarios.
- § However, four scenarios were chosen to preliminarily show how funds might be allocated and jointly administered corridors could share in the cost of corridor improvements.

### Scenario 1

- § Assumes \$40 million for CDOT Region 1
- § Assumes \$29 million for CDOT Region 4
- § Corridor funding percentages were first applied to those corridors that only occur in either Region 1 or Region 4. (i.e., I 76 and US 34 in Region 4).
- § Remaining funds distributed to US 385, SH 71 and the new Intersection Pool using ratio of approximately 1.9 to 1.0 (for Region 4 to Region 1) in order to balance the required funding percentages. The ratio was used in an attempt to balance the remaining funds to the Region control totals.
- § The percentages were applied to the combined \$69 million available.
- § This scenario was NOT mileage based.

### Scenario 2

- § Assumes \$25 million for CDOT Region 1
- § Assumes \$29 million for CDOT Region 4
- § Corridor funding percentages were again first applied to those corridors that only occur in either Region 1 or Region 4. (i.e., I 76 and US 34 in Region 4).

- § Funds are distributed to US 385 by 70%/30% to Region 4 and 1 respectively to reflect a split in mileage of 61%/39%. Funds are distributed to SH 71 by 60%/40% to Region 4 and 1 respectively to reflect a split in mileage of 57%/43%.
- § If the actual mileage percentages of 61%/39% and 57%/43% had been used; the control total for Region 1 would have been exceeded.
- § Remaining funds were then distributed to the new Intersection Pool to balance regional control totals.

#### Scenario 3

- § Assumes \$15 million for CDOT Region 1 (this figure is felt to be most realistic)
- § Assumes \$29 million for CDOT Region 4
- § Corridor funding percentages were again first applied to those corridors that only occur in either Region 1 or Region 4. (i.e., I 76 and US 34 in Region 4). At this point the \$15.4 million for the I-70, US 287, US 24 and SH 86 projects already exceeds the \$15 million allocated by Region 1.

Therefore another scenario was developed where each region develops percentages on its own control total; not applying percentages to the combined control total as shown in Scenarios 1 – 3.

#### Scenario 4

- § Assumes \$15 million for CDOT Region 1
- § Assumes \$29 million for CDOT Region 4.
- § Corridor funding percentages were developed for CDOT Regions 1 and 4 independently; each totaling 100%. The control totals (\$15 million for Region 1 and \$29 million for Region 4) are multiplied by the new corridor percentages. In each instance the previous goals were achieved; i.e., Interstates get highest percentage, followed by US 385 and SH 71, then US 287; and the intersection pool and remaining highways getting the lesser amounts.

MOBILITY			SAFETY			SYSTEM QUALITY			ABILITY TO IMPLEMENT/ PUBLIC SUPPORT			ECONOMIC IMPACT				CORRIDOR SCORE	WEIGHT	TOTAL SCORE
1	1	1	3	3	1	3	3	2	1	0	1	1	1	1	23	485	0	
3	2	1	2	3	2	3	2	2	3	3	2	1	1	3	33	675	0	
1	1	1	2	2	1	2	2	1	1	2	1	1	1	1	20	410	0	
1	1	1	1	3	1	1	2	1	1	1	2	1	1	1	19	385	0	
1	1	1	2	2	1	2	1	2	1	0	2	1	1	2	20	400	0	
2	2	2	3	1	2	2	2	1	2	1	1	1	2	3	27	535	0	
1	1	2	2	2	1	2	1	1	2	1	2	1	2	2	23	450	0	
1	1	1	1	2	1	1	1	1	1	2	3	1	1	1	19	380	0	
1	2	3	3	3	1	3	2	3	3	3	2	2	2	3	36	720	0	
2	3	3	1	2	2	2	2	3	3	3	3	3	3	3	38	745	0	
2	1	3	1	3	2	2	1	2	3	2	3	3	2	2	32	625	0	
1	1	1	3	3	2	2	2	1	1	0	2	1	1	2	23	460	0	
3	3	3	1	2	2	2	3	3	3	3	2	3	3	3	39	775	0	
1	1	1	1	2	1	1	2	1	1	0	3	2	1	1	19	375	0	
2	2	3	1	3	1	2	3	3	3	3	2	1	2	3	34	695	0	
2	2	1	1	3	1	1	1	1	1	0	0	2	2	1	19	370	0	
2	1	1	2	2	3	3	1	1	1	1	1	1	1	3	24	475	0	
1	2	2	1	2	1	1	2	1	2	0	2	1	2	1	21	425	0	
1	1	1	1	2	1	1	2	1	1	0	3	1	2	2	20	385	0	
3	3	3	1	1	2	3	2	3	3	3	2	3	3	3	38	755	0	
2	2	3	2	2	3	2	2	1	2	2	2	2	2	2	31	620	0	
1	2	2	1	2	1	1	1	1	1	1	1	1	1	1	18	370	0	



Eastern TPR Corridor Prioritization																																													
REGIONAL CORRIDOR	Current or Projected AADT			Heavily Used Truck Route			Significant Interregional or Interstate Corridor			Accident Rate Higher than the Statewide Average			Substandard shoulder width, curves and intersections			Signalization or other Transportation System Management expected to reduce crashes			Existing transportation infrastructure is deficient			Remaining Service Life is functionally			Corridor has gaps, incomplete and inadequate segments			Public Support			Contains Projects programmed in STIP/Strategic Project, planned or completed studies or within the 2020 Plan			Does not impact environmentally sensitive areas from the projects			Important tourist or recreational route			High volume interstate or interregional facility			Critical to regional economy		
	MOBILITY			SAFETY			SYSTEM QUALITY			ABILITY TO IMPLEMENT/ PUBLIC SUPPORT			ECONOMIC IMPACT																																
1. SH 86, Rural Section	1	1	1	3	3	1	3	3	2	1	0	1	1	1	1																														
2. SH 86 Urban Section	3	2	1	2	2	2	3	2	2	3	3	2	1	1	3																														
3. SH 71, Southern Section	1	1	1	2	2	1	2	2	1	1	2	1	1	1	1																														
4. SH 63	1	1	1	2	2	1	1	2	1	1	1	2	1	1	2																														
5. SH 61	1	1	1	2	2	1	2	1	2	1	0	2	1	1	1																														
6. US 6, Eastern Plains	2	2	2	3	1	2	2	2	1	2	1	1	2	2	3																														
7. SH 59	1	1	1	2	3	1	2	2	1	2	1	2	1	1	2																														
8. US 40, Town of Kit Carson east to Kansas	1	1	1	1	1	1	1	2	1	1	2	2	1	2	2																														
9. US 385, High Plains Corridor Connector	1	2	3	3	2	2	3	2	3	3	3	3	2	3	3																														
10. US 287 Ports to Plains	2	3	3	1	1	2	2	2	3	3	3	3	3	3	3																														
11. US 24, Colorado Springs to Limon	2	1	3	1	2	1	2	1	2	2	2	3	3	2	2																														
12. US 24, Siebert to Burlington	1	1	1	3	2	2	2	2	1	1	0	2	1	1	2																														
13. I-76, Northeast Colorado	3	3	3	1	1	2	3	3	3	3	3	2	3	3	3																														
14. SH 94, El Paso/Lincoln County Line east to US 40/US 287	1	1	1	1	3	1	1	2	1	1	0	3	1	1	1																														
15. SH 71, Heartland Expressway	2	2	3	1	2	2	2	3	3	3	3	2	1	2	3																														
16. SH 113	2	2	1	1	2	1	1	1	1	1	0	1	2	2	2																														
17. SH 138	2	1	1	2	2	2	3	1	1	1	1	1	1	1	2																														
18. SH 14, Fort Collins to Sterling	1	2	2	1	2	1	1	2	1	2	0	2	2	2	2																														
19. SH 23	1	1	1	1	2	1	1	2	1	1	0	2	1	1	2																														
20. I-70, Plains	3	3	3	1	1	2	3	2	3	3	3	2	3	3	3																														
21. US 34, Eastern Plains	2	2	3	2	2	2	2	2	1	2	2	2	2	2	2																														
22. US 36, Eastern Plains	1	2	2	1	1	1	1	2	1	1	1	1	1	1	1																														

	MOBILITY			SAFETY			SYSTEM QUALITY			ABILITY TO IMPLEMENT/ PUBLIC SUPPORT			ECONOMIC IMPACT			Raw Score	WEIGHTED CORRIDOR SCORE	Priority	R1 40m	R4 29m	r1-r4
Intersection Pool																			2	1.45	0.05
13. I-76, Northeast Colorado	3	3	3	1	1	2	3	3	3	3	3	2	3	3	3	39	785	1		13.8	0.2
9. US 385, High Plains Corridor Connector	1	2	3	3	3	2	3	2	3	3	3	3	2	3	3	39	765	2	6	4.35	0.15
20. I-70, Plains	3	3	3	1	1	2	3	2	3	3	3	2	3	3	3	38	760	3	13.8		0.2
10. US 287 Ports to Plains	2	3	3	1	1	2	2	2	3	3	3	3	3	3	3	37	725	4	3.45		0.05
15. SH 71, Heartland Expressway	2	2	3	1	2	2	2	3	3	3	3	2	1	2	3	34	685	5	6	4.35	0.15
21. US 34, Eastern Plains	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2	32	650	6		6.9	0.1
2. SH 86 Urban Section	3	2	1	2	2	2	3	2	2	3	3	2	1	1	3	32	640	7	4.83		0.07
11. US 24, Elbert Cnty Line to Limon	2	1	3	1	2	1	2	1	2	2	2	3	3	2	2	29	565	8	2.07		0.03
6. US 6, Eastern Plains	2	2	2	3	1	2	2	2	1	2	1	1	2	2	3	28	560	9			
1. SH 86, Rural Section	1	1	1	3	3	1	3	3	2	1	0	1	1	1	1	23	490	10	38.15	30.85	
7. SH 59	1	1	1	2	3	1	2	2	1	2	1	2	1	1	2	23	455	11			
18. SH 14, Logan Cnty Line to Sterling	1	2	2	1	2	1	1	2	1	2	0	2	2	2	2	23	455	11t			
17. SH 138	2	1	1	2	2	2	3	1	1	1	1	1	1	1	2	22	450	13			
12. US 24, Siebert to Burlington	1	1	1	3	2	2	2	2	1	1	0	2	1	1	2	22	445	14			
3. SH 71, Southern Section	1	1	1	2	2	1	2	2	1	1	2	1	1	1	1	20	405	15			
16. SH 113	2	2	1	1	2	1	1	1	1	1	0	1	2	2	2	20	400	16			
4. SH 63	1	1	1	2	2	1	1	2	1	1	1	2	1	1	2	20	395	17			
5. SH 61	1	1	1	2	2	1	2	1	2	1	0	2	1	1	1	19	390	18			
8. US 40, Town of Kit Carson east to Kansas	1	1	1	1	1	1	1	2	1	1	2	2	1	2	2	20	385	19			
14. SH 94, El Paso/Lincoln County Line east to US 40/US 287	1	1	1	1	3	1	1	2	1	1	0	3	1	1	1	19	380	20			
22. US 36, Eastern Plains	1	2	2	1	1	1	1	2	1	1	1	1	1	1	1	18	375	21			
19. SH 23	1	1	1	1	2	1	1	2	1	1	0	2	1	1	2	18	360	22			

Draft Eastern TPR Constrained Plan						
(Corridor Scoring assigned using Mobility, Safety , System Quality, Ability to Implement/Public Support, Economic Impact)						
	Vision Cost	Raw Score	WEIGHTED CORRIDOR SCORE	Priority	Assigned Percentages	
<b>Intersection Pool</b>					<b>5</b>	
13. I-76, Northeast Colorado	246,090,000	39	785	1	<b>20</b>	246,090,000
9. US 385, High Plains Corridor Connector	160,227,000 Region 1 - 108,852,376	39	765	2	<b>15</b>	108,852,376
20. I-70, Plains	137,781,741	38	760	3	<b>20</b>	137,781,741
10. US 287 Ports to Plains	29,490,000	37	725	4	<b>5</b>	29,490,000
15. SH 71, Heartland Expressway	32,450,000 Region 1 - 57,969,404	34	685	5	<b>15</b>	57,969,404
21. US 34, Eastern Plains	46,321,000	32	650	6	<b>10</b>	46,321,000
2. SH 86 Urban Section	15,000,000	32	640	7	<b>7</b>	15,000,000
11. US 24, Elbert Cnty Line to Limon	44,104,776	29	565	8	<b>3</b>	44,104,776
6. US 6, Eastern Plains	43,140,000	28	560	9	<b>100%</b>	43,140,000
1. SH 86, Rural Section	21,036,000	23	490	10		21,036,000
7. SH 59	86,650,000	23	455	11t		86,650,000
18. SH 14, Logan Cnty Line to Sterling	11,635,000	23	455	11t		11,635,000
17. SH 138	29,910,000	22	450	13		29,910,000
12. US 24, Siebert to Burlington	18,990,000	22	445	14		18,990,000
3. SH 71, Southern Section	30,675,000	20	405	15		30,675,000
16. SH 113	11,110,000	20	400	16		11,110,000
4. SH 63	28,205,000	20	395	17		28,205,000
5. SH 61	20,495,000	19	390	18		20,495,000
8. US 40, Town of Kit Carson east to Kansas		20	385	19		0
14. SH 94, El Paso/Lincoln County Line east to US 40/US 287	29,608,000	19	380	20		29,608,000
22. US 36, Eastern Plains	55,460,000	18	375	21		55,460,000
19. SH 23	10,520,000	18	360	22		10,520,000
						1,083,043,297

<b>Draft Eastern Constrained Plan - RPP Funding</b>													
Eastern Corridors	Scenario 1 (\$ x millions)					Scenario 2 (\$ x millions)				Scenario 3 (\$ X millions)			
	Priority	Region 1 \$40M	Region 4 \$29M	Assigned Funding Percentage	Corridor Funding	Region 1 \$25M	Region 4 \$29M	Assigned Funding Percentage	Corridor Funding	Region 1 \$15M	Region 4 \$29M	Assigned Funding Percentage	Corridor Funding
<b>Intersection Pool</b>		\$2.25	\$1.20	<b>0.05</b>	3.45	0.43	2.27	<b>0.05</b>	2.70	?	?	<b>0.05</b>	
13. I-76, Northeast Colorado	1	N/A	\$13.80	<b>0.20</b>	13.8	N/A	10.80	<b>0.2</b>	10.80	N/A	8.8	<b>0.2</b>	
9. US 385, High Plains Corridor Connector	2	\$6.80	\$3.55	<b>0.15</b>	10.35	2.43	5.67	<b>0.15</b>	8.10	?	?	<b>0.15</b>	
20. I-70, Plains	3	\$13.80	N/A	<b>0.20</b>	13.8	10.80	N/A	<b>0.2</b>	10.80	8.8	N/A	<b>0.2</b>	
10. US 287 Ports to Plains	4	\$3.45	N/A	<b>0.05</b>	3.45	2.70	N/A	<b>0.05</b>	2.70	2.2	N/A	<b>0.05</b>	
15. SH 71, Heartland Expressway	5	\$6.80	\$3.55	<b>0.15</b>	10.35	3.24	4.86	<b>0.15</b>	8.10	?	?	<b>0.15</b>	
21. US 34, Eastern Plains	6	N/A	\$6.90	<b>0.10</b>	6.9	N/A	5.40	<b>0.1</b>	5.40	N/A	4.9	<b>0.1</b>	
2. SH 86 Urban Section	7	\$4.83	N/A	<b>0.07</b>	4.83	3.78	N/A	<b>0.07</b>	3.78	3.08	N/A	<b>0.07</b>	
11. US 24, Elbert Cnty Line to Limon	8	\$2.07	N/A	<b>0.03</b>	2.07	1.62	N/A	<b>0.03</b>	1.62	1.32	N/A	<b>0.03</b>	
<b>TOTALS</b>		40M	29M	100%	69	25M	29M	100%	54	15.4	13.2	100%	
Eastern Corridors	Scenario 4 (\$ x millions)												
	Priority	Region 1 %	Region 1 \$15M	Region 4 %	Region 4 \$29M								
<b>Intersection Pool</b>		<b>5</b>	\$0.75	<b>5</b>	\$1.45								
13. I-76, Northeast Colorado	1	N/A	N/A	40	\$11.60								
9. US 385, High Plains Corridor Connector	2	20	\$3.00	20	\$5.80								
20. I-70, Plains	3	35	\$5.25	N/A	N/A								
10. US 287 Ports to Plains	4	10	\$1.50	N/A	N/A								
15. SH 71, Heartland Expressway	5	20	\$3.00	20	\$5.80								
21. US 34, Eastern Plains	6	N/A	N/A	15	\$4.35								
2. SH 86 Urban Section	7	7	\$1.05	N/A	N/A								
11. US 24, Elbert Cnty Line to Limon	8	3	\$0.45	N/A	N/A								
<b>TOTALS</b>		<b>100%</b>	15M	<b>100%</b>	29M								

<b>Draft Eastern TPR Constrained Plan</b>					
<b>(Corridor Scoring assigned using Mobility, Safety , System Quality, Ability to Implement/Public Support, Economic Impact)</b>					
	<b>Vision Cost</b>	<b>Raw Score</b>	<b>WEIGHTED CORRIDOR SCORE</b>	<b>Priority</b>	<b>Assigned Percentages</b>
<b>Intersection Pool</b>					<b>5</b>
13. I-76, Northeast Colorado	0	39	785	1	20
9. US 385, High Plains Corridor Connector	0	39	765	2	15
20. I-70, Plains	0	38	760	3	20
10. US 287 Ports to Plains	0	37	725	4	5
15. SH 71, Heartland Expressway	0	34	685	5	15
21. US 34, Eastern Plains	0	32	650	6	10
2. SH 86 Urban Section	0	32	640	7	7
11. US 24, Elbert Cnty Line to Limon	0	29	565	8	3
6. US 6, Eastern Plains	0	28	560	9	100%
1. SH 86, Rural Section	0	23	490	10	
7. SH 59	0	23	455	11t	
18. SH 14, Logan Cnty Line to Sterling	0	23	455	11t	
17. SH 138	0	22	450	13	
12. US 24, Siebert to Burlington	0	22	445	14	
3. SH 71, Southern Section	0	20	405	15	
16. SH 113	0	20	400	16	
4. SH 63	0	20	395	17	
5. SH 61	0	19	390	18	
8. US 40, Town of Kit Carson east to Kansas	0	20	385	19	
14. SH 94, El Paso/Lincoln County Line east to US 40/US 287	0	19	380	20	
22. US 36, Eastern Plains	0	18	375	21	
19. SH 23	0	18	360	22	
					166,821,780