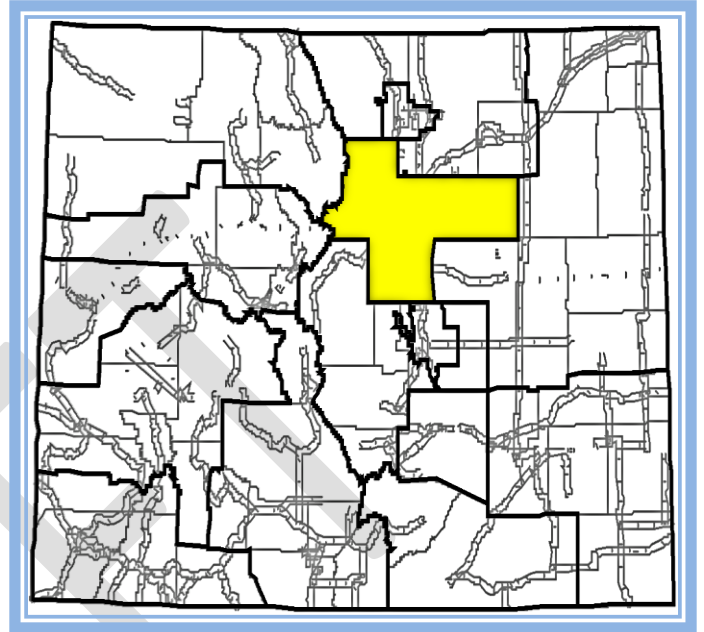


# Denver Regional Council of Governments

Each Metropolitan Planning Organization (MPO) adopted its own process to identify transportation needs and priorities in their areas. For the Denver metropolitan area, the DRCOG Board elected to ask a subgroup of metro mayors and commissioners take on the task of identifying transportation needs and priorities. This subgroup, the Metro Transportation District (or MTD), met monthly over the course of several months to discuss possible projects. At their October 2013 meeting, MTD reached a consensus decision to put forward the draft list of projects\* listed below. These projects have not yet been categorized by priority.



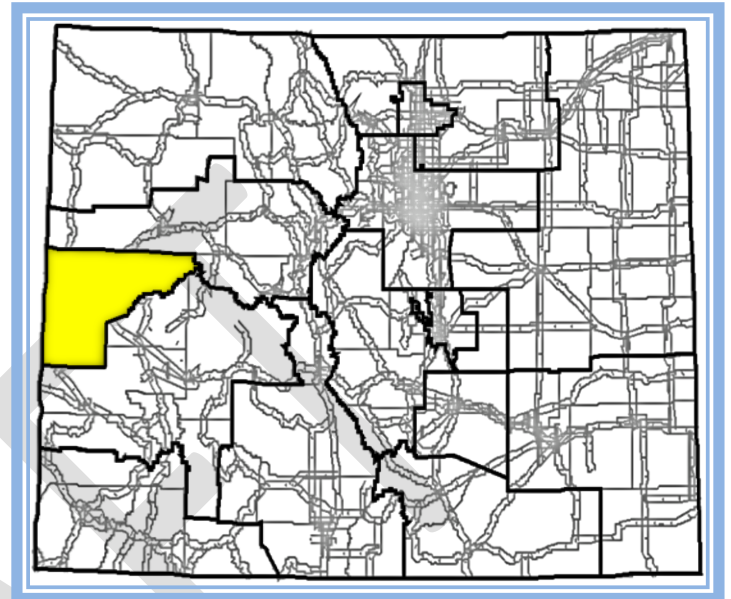
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DRCOG MPO		
Highway Priorities		
Corridor	Project Description <i>(Strikethrough indicates projects funded through RAMP)</i>	Total Allocation
I-25 N	Mobility and operations improvements (PEL study) from US36 to SH7	\$78
<del>I-25 N</del>	<del>Widen and provide continuous managed lane network from 120<sup>th</sup> to SH66.</del>	<del>\$90</del>
SH7	Widening, intersection, bike/ped/transit improvements from I-25 to Boulder. SH7/I-25 interchange	\$178
SH119	Highway elements of est multi-modal corridor through BRT, queue jumps, bus lanes from I-25 to US36.	TBD
US36	Highway elements of extending BRT into Boulder; establish corridor-wide connections	TBD
US-287	Highway elements of creating multi-modal corridor and enhanced BRT	TBD
I-25	Create bi-directional managed lanes	\$200
I-70	Widen and reconstruct highway	\$860
I-70/Kipling	Reconstruct interchange	\$50
SH93	Realign and widen SH93 through Golden.	\$85
US6/Wads	Reconstruct interchange	\$62
C-470	Complete segment 1 from Platte River to Kipling.	\$100
<del>I-25/Arapahoe</del>	<del>Reconstruct the I-25 and Arapahoe Interchange.</del>	<del>\$65</del>
I-270	Provide one additional lane in each direction	\$260
I-270/Vasquez	Reconstruct interchange	\$50
I-25 S	Finish interchange at Alameda, new ramps and bridges	\$27
I-25 S	Reconstruct and widen highway from Santa Fe to 8 <sup>th</sup> Ave.	\$50
I-225	Eliminate bottleneck and weave from I-25 to DTC Blvd.	\$40
I-25 S	Address future congestion due to lane imbalances (Plum Creek to County Line Rd)	\$60
I-70 W	Highway and tunnel widening from Floyd Hill to Idaho Springs	\$300
US285	Grade separate interchange, add bridge and ramps at Pine Junction	\$20
US85	Reconstruct and widen from 2 to 4 lanes from Louviers to Sedalia	\$25
SH86	Concrete reconstruction from Founders Pkwy to Woodlands	\$11
SH42	Intersection, bicycle and ped improvements.	\$17
	<b>Total</b>	<b>\$2,473b</b>

\*Projects identified in this process represent the thoughts and priorities of the MTD committee and are not intended to constitute unanimity among all transportation stakeholders in the region.

# Grand Valley Metropolitan Planning Organization

Each Metropolitan Planning Organization (MPO) adopted its own process to identify transportation needs and priorities in their areas. Grand Valley MPO (GVMPO) staff reviewed the most recent Regional Transportation Plan (RTP) to identify potential projects. Those projects were brought before the Technical Advisory Committee (TAC) on June 12, 2013. Discussion and recommendations from that meeting were brought before the Grand Valley Regional Transportation Committee (GVRTC) on June 24, 2013. After that input, GVMPO worked with CDOT Region 3 engineers to confirm projects and update cost estimates. This information was then brought back to TAC on July 10, 2013 for review, prioritization, and recommendation to GVRTC. GVRTC considered, and adopted the list of projects listed below\* on July 22, 2013.

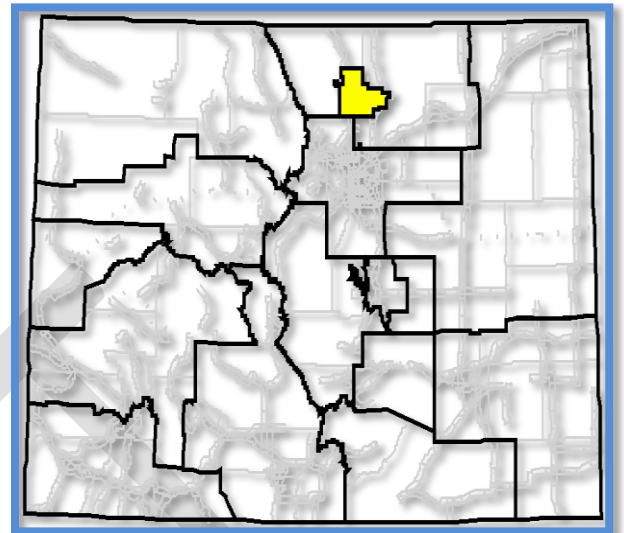


Grand Valley MPO		
Highway Priorities		
Corridor	Project Description	Total Allocation
I-70B	I-70B Widening Construction Phase IV for Construction (Independent Through Grand Avenue)	\$ 18,000,000
I-70	29 Road Interchange	\$ 68,000,000
US 6	Improvements from Clifton to Palisade (Reconstruction with Widening in select areas)	\$ 30,700,000
US 6	Improvements from 15 Road Through Fruita to 20 Road.	\$ 26,000,000
SH 340	Minor shoulder widening (4 ft) where needed from Fruita to Grand Junction	\$ 28,000,000
US 6	North Avenue Urban Improvement/Resurfacing	\$ 13,200,000
SH 330	Minor shoulder widening (4 ft) with Surface Rehabilitation	\$ 28,500,000
<b>Total</b>		<b>\$ 212,400,000</b>

\*Projects identified in this process represent the thoughts and priorities of the Grand Valley MPO committees, councils, and board and are not intended to constitute unanimity among all transportation stakeholders in the region.

# North Front Range Metropolitan Planning Organization

Each Metropolitan Planning Organization adopted its own process to identify transportation needs and priorities in their areas. At the July 2013 meeting of the North Front Range Metropolitan Planning Organization (NFRMPO) Technical Advisory Committee (TAC), members discussed and put together a prioritized non-transit (highway) list for the NFRMPO Planning Council to consider using the funding targets provided by CDOT. To address the Planning Council’s concern that the Transit proposal should also be part of the discussion and recommendation, TAC met with the Transit providers in July 2013 prior to the NFRMPO Council work session to discuss the MPACT64 transit proposal. At their August 1, 2013 meeting, the NFRMPO Planning Council approved advancing the list of priorities listed below\* to MPACT64.

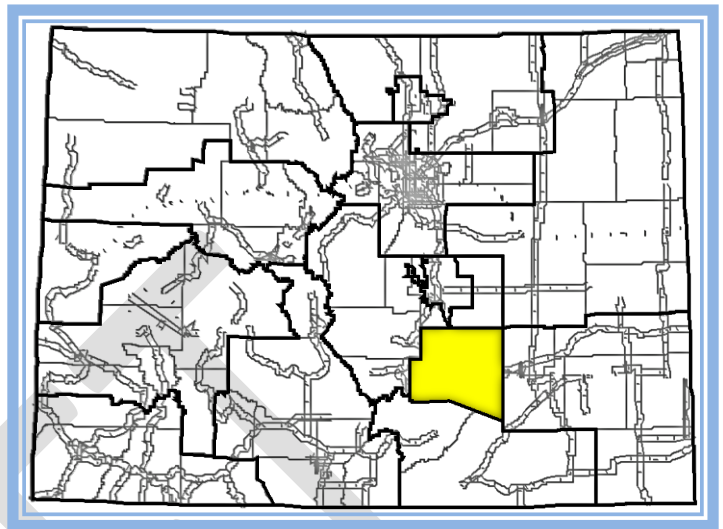


Highway Priorities			
Corridor	Total Allocation	A-List Allocation	B-List Allocation
I-25	\$120 million	\$65 million	\$55 million
US-34	\$50 million	\$35 million	\$15 million
TSM (Transportation Systems Management)	\$30 million	\$15 million	\$15 million
Major Rehabilitation	\$30 million	\$15 million	\$15 million
US-85	\$25 million	\$10 million	\$15 million
US-287	\$25 million	\$10 million	\$15 million
Other Regional Corridor	\$20 million	\$10 million	\$10 million
<b>Total</b>	<b>\$300 million</b>	<b>\$160 million</b>	<b>\$140 million</b>

*\*Projects identified in this process represent the thoughts and priorities of the North Front Range MPO committees, councils, and board and are not intended to constitute unanimity among all transportation stakeholders in the region.*

# Pueblo Area Council of Governments

Each Metropolitan Planning Organization adopted its own process to identify transportation needs and priorities in their areas. The Pueblo Area Council of Governments (PACOG) compiled a preliminary list of projects from the Regional Transportation Plan (RTP) with the assistance of PACOG staff and CDOT Region staff. That list was reviewed and discussed by the Transportation Advisory Committee (TAC) at their July 2013 meeting to determine if there were any new/additional projects to add and to revise overall priorities if necessary. After determining that there were no new projects with greater priority, the list of projects was then taken to a public meeting for additional input. The final list of prioritized projects listed below\* was taken back to TAC for review and final approval on August 1, 2013.

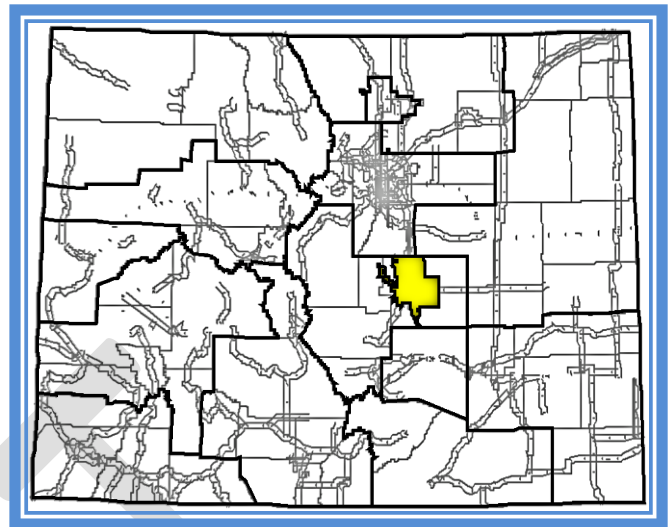


Pueblo Area Council of Governments Highway Priorities		
Corridor	Project Description <i>(Strikethrough indicates projects funded through RAMP)</i>	Total Allocation
I-25	Ilex to 13th	\$ 90,000,000
US 50 (West of Pueblo Blvd. to Wills Blvd.)	Widen EB US 50 to 3 lanes, widen WB US 50 east of BNSF crossing to 3 lanes, build 3 WB lanes at Pueblo Blvd. just north of EB lanes, and convert existing WB lanes to jughandle	\$ 16,200,000
US 50 (West of Purcell Blvd. to west of Pueblo Blvd.)	Widen US 50 to 3 lanes each direction	\$ 9,800,000
US 50 (Pueblo Blvd.)	Construct 3rd NB lane at mainline US 50 intersection and construct a dedicated through lane at jughandle intersection	\$ 600,000
<del>US 50 (Pueblo Blvd.)</del>	<del>Construct jughandle in NW &amp; NE quadrants and construct 3rd SB lane at mainline US 50 intersection</del>	<del>\$ 3,400,000</del>
US 50 (Pueblo Blvd.)	Construct 4th NB & 3rd SB lane at mainline US 50 intersection and continue new NB lane as 2nd through lane past jughandle intersection	\$ 1,000,000
US 50 (Pueblo Blvd.)	Construct jughandle in SW & SE quadrants	\$ 3,700,000
<b>Total</b>		<b>\$ 124,700,000</b>

\*Projects identified in this process represent the thoughts and priorities of the Pueblo Area Council of Governments committees, councils, and board and are not intended to constitute unanimity among all transportation stakeholders in the region.

# Pikes Peak Area Council of Governments

Each Metropolitan Planning Organization adopted its own process to identify transportation needs and priorities in their areas. The Pikes Peak Area Council of Governments (PPACG) held two discussions with the Transportation Advisory Committee (TAC) to examine existing projects in the Regional Transportation Plan (RTP), the costs of each, and then prioritized those that would move forward with additional funding. TAC initially discussed the project list on June 20, 2013 and sent their recommendation to the PPACG Board of Directors (BOD). After discussions with the BOD, the project list went back to TAC for further discussion and revision. The final prioritized project list went back to the BOD for adoption on August 14, 2013.



Pikes Peak Area Council of Governments' committees and board identified a number of important corridors and potential projects during their iterative process. The list below reflects their discussion.\*

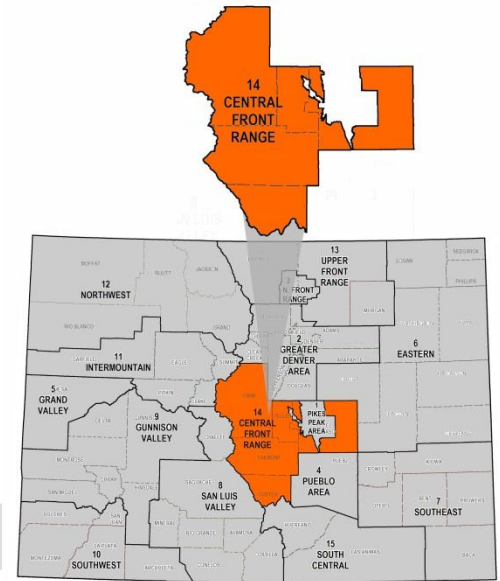
Pikes Peak Area Council of Governments Highway Priorities		
Corridor	Project Description <i>(Strikethrough indicates projects funded through RAMP)</i>	Total Allocation
I-25	Cimarron Interchange	\$ 55,000,000
I-25	<del>Fillmore Interchange</del>	<del>\$ 13,000,000</del>
US 24	US24 widen to and interchange at 8th	\$ 60,000,000
SH 83	Powers South Widening	\$ 9,000,000
SH 83	Powers Stewart Interchange	\$ 40,000,000
SH 83	Powers Extension I-25 to SH83	\$ 100,000,000
SH 83	<del>Powers / Old Ranch Interchange</del>	<del>\$ 9,000,000</del>
US 24	US24 / Meridian Realignment	\$ 8,400,000
US 24	US24 widening 8th St. to 21st	\$ 30,000,000
US 24	Colorado Ave Business Route Devolution Project	\$ 9,000,000
US 24	US24 widening - Falcon Highway to Ellicott Highway	\$ 27,000,000
SH 83	Powers Central Freeway, Various Intersection Improvements from Research to Constitution	\$ 126,000,000
<b>Total</b>		<b>\$ 486,400,000</b>

\*Projects identified in this process represent the thoughts and priorities of the Pikes Peak Area Council of Governments committees, councils, and board and are not intended to constitute unanimity among all transportation stakeholders in the region.

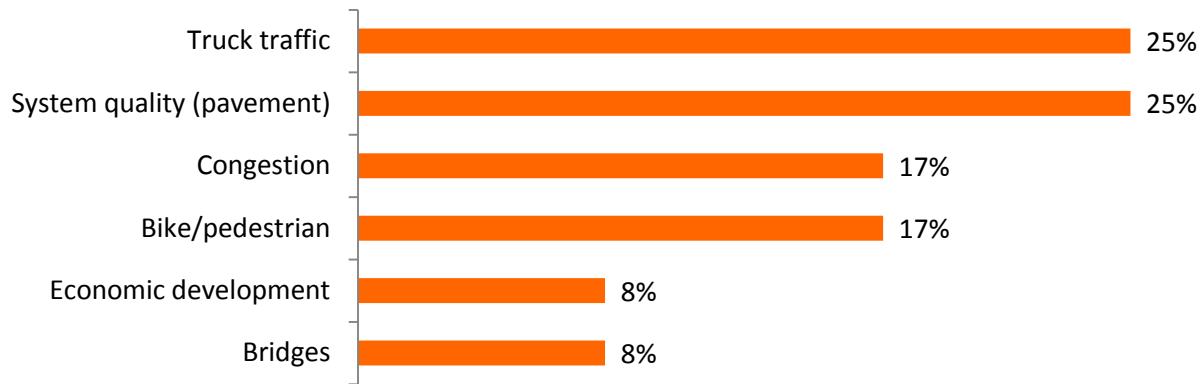


# Central Front Range Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Central Front Range TPR?



The significant improvements identified in the Central Front Range TPR were adding passing lanes, shoulders and safety improvements from Salida to Canon City on US-50 and improving safety and accommodating bicycle traffic from Canon City to Penrose on SH-115.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather than specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Central Front Range TPR Meeting #2 Priorities

Central Front Range TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

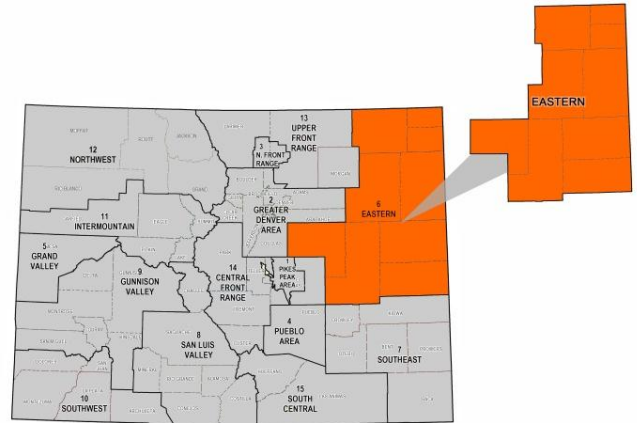
Central Front Range	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$50 million)</b>					
	US-50	Add passing lanes in priority locations (prioritize eastbound lane)	Salida to Canon City	\$25	Safety, Operations & Capacity
	SH-67	Move signal and improve drainage at SH-115 intersection; Traffic safety & multi-modal improvements on the Arkansas River bridge to accommodate bicycle & pedestrian mobility	SH 67/SH 115 Intersection; Arkansas River Bridge	\$7	Operations, Environment, Bike/Pedestrian & Safety
	SH-115	General safety improvements (bicycle and pedestrian safety at intersections, add passing lanes)	Canon City to Colorado Springs	\$18	Safety, Bike/Pedestrian & Capacity
<b>A total</b>				\$50	
<b>B-List (Planning Range: \$50 million)</b>					
	SH-9	Add shoulders, safety improvements	Breckenridge to Alma	\$18	Safety, Bike/Pedestrian & Capacity
	US-24	Add turning lanes/ passing lanes	Elbert Road to the El Paso county line	\$32	Safety, Operations & Bike/Pedestrian
<b>B total</b>				\$50	

\*Projects identified in this process represent the thoughts and priorities of the members in attendance and are not intended to constitute unanimity among all transportation stakeholders in the region.

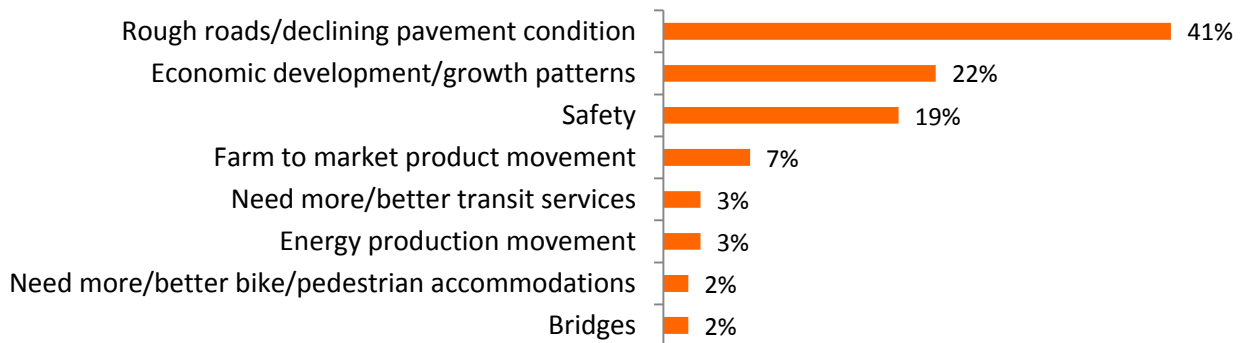


# Eastern Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Eastern TPR?



The significant improvements identified in the Eastern TPR were adding passing lanes and shoulders on US 385 north of Cheyenne Wells in Holyoke; Super 2 construction on US 385, US 40/287, and US 71; and SH 23 reconstruction from Holyoke to the state line.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more ‘real’, CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather than specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Eastern TPR Meeting #2 Priorities

Eastern Front Range TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

Eastern	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$110 million)</b>					
	US-385	Improve intersections; Add passing lanes, & shoulders	TBD	\$50	Safety, Capacity, Bike/Pedestrian, Operations & System Preservation
	I-76	Pavement Improvements	TBD	\$30	System Preservation & Safety
	SH-23	Pavement Improvements	MP 0 – MP 17.5	\$10	System Preservation & Safety
	SH-71	Improvements	TBD	\$30	Safety, Capacity & System Preservation
<b>A total</b>				\$120	
<b>B-List (Planning Range: \$110 million)</b>					
	SH-59	Improve safety and pavement	TBD	\$10	System Preservation & Safety
	I-70	Improve pavement	TBD	\$35	System Preservation
	SH-86	Passing lanes & shoulders	TBD	\$15	Safety, Bike/Pedestrian & Operations
	US-63	Improve safety and pavement	TBD	\$15	Safety & System Preservation
	US-34	Add passing lanes & shoulders, improve Intersections	TBD	\$15	Safety, Bike/Pedestrian & Operations
	SH-14	Improve pavement & straighten S curve	TBD	\$10	System Preservation & Safety
<b>B total</b>				\$100	

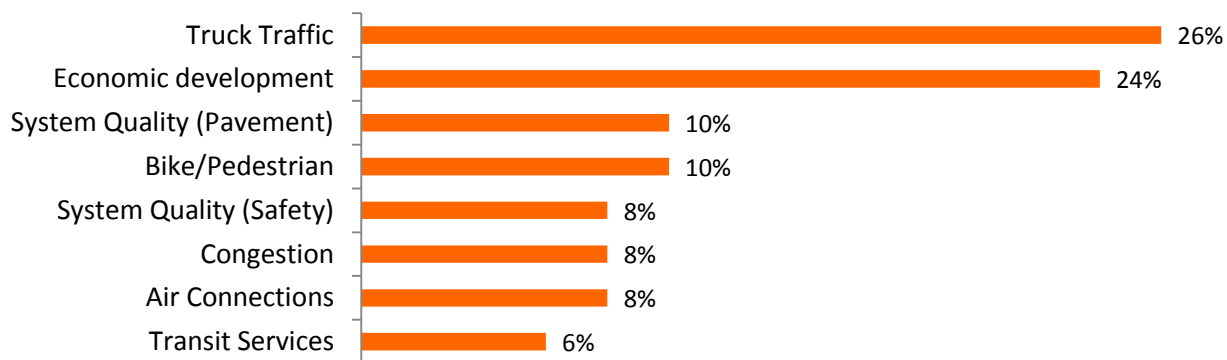
\*Projects identified in this process represent the thoughts and priorities of the members in attendance and are not intended to constitute unanimity among all transportation stakeholders in the region.

# Gunnison Valley Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. meetings served to begin development of the Statewide and to respond to an MPACT64 request for a list of state project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Gunnison Valley TPR?



The significant improvements identified in the Gunnison Valley TPR were improvements to US-50 north of Blue Canyon, in Delta, and through Gunnison; widening US-62 through Ridgway; and adding shoulders and passing lanes on US-550.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Gunnison Valley TPR Meeting #2 Priorities

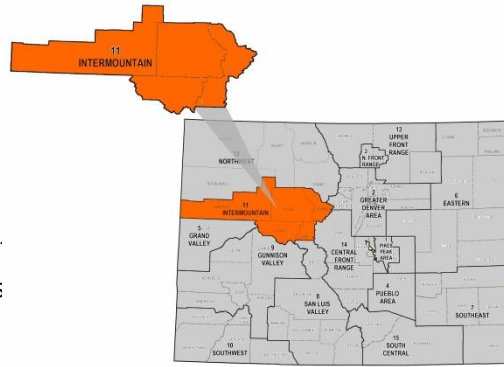
Gunnison Valley TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

Gunnison Valley	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$60 million)</b>					
	US-50	Continue safety & preservation projects	Through Blue Canyon	\$30	Safety & System Preservation
	US-550	Add/widen shoulders and wildlife mitigation (fencing, animal underpasses)	Between river & Colona MP 113 to MP 115.5	\$15	Safety, Environment & Bike/Pedestrian
	SH-92	Address safety	Rogers Mesa	\$15	Safety
	SH-62	Widen to three lanes	Through Ridgway MP 22.0-23.5	\$10	Safety, Capacity & Economic Vitality
<b>A total</b>				\$70	
<b>B-List (Planning Range: \$60 million)</b>					
	SH-65/ SH-92	Intersection/access control; Improvements including changes to adjacent intersections		\$2	Safety, Operations & Capacity
	SH-145	Shoulders & passing lane, address rockfall issues	South of Sawpit	\$21	Safety, Operations & Bike/Pedestrian
	SH-133	Add passing lanes & shoulders, address rockfall issues	Hotchkiss to Paonia	\$20	Safety, Operations & Bike/Pedestrian
	SH-65	Improve access control	MP 0 to MP 14	\$14	Safety & Operations
	SH-135	Add turning lane	Red Lady Road	\$1	Safety, Operations & Capacity
	SH-90	Improve intersection	West Main & Chipeta Dr., Montrose	\$1	Safety, Operations & Capacity
	US-50	Main Street improvements in conjunction with bypass	Through Delta	\$3	Economic Vitality, Operations & Safety
<b>B total</b>				\$62	

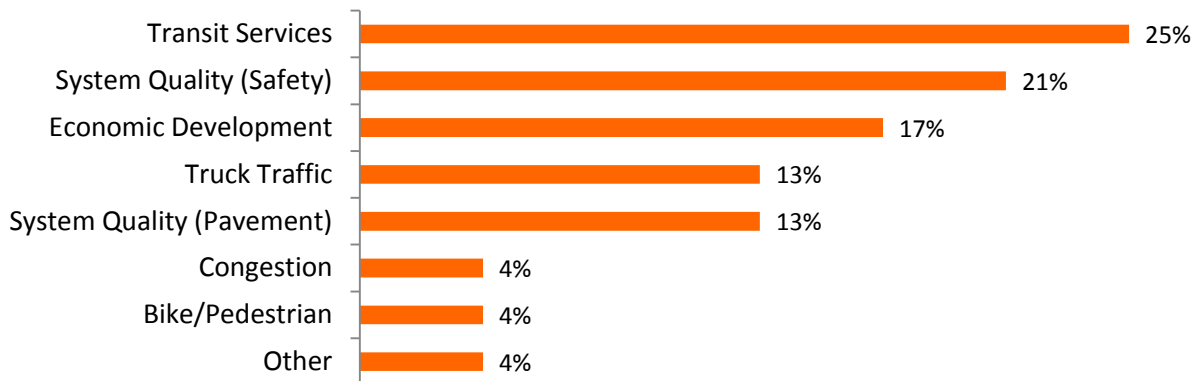
\*Projects identified in this process represent the thoughts and priorities of the members in attendance and are not intended to constitute unanimity among all transportation stakeholders in the region.

# Intermountain Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Intermountain TPR?



The significant improvements identified in the Intermountain TPR were congestion relief to SH-82; improvements to I-70; widening shoulders and adding passing lanes on SH-131; widening shoulders, adding passing lanes and bike lanes to US-24; and widening US-6.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather than specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Intermountain TPR Meeting #2 Priorities

Intermountain TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

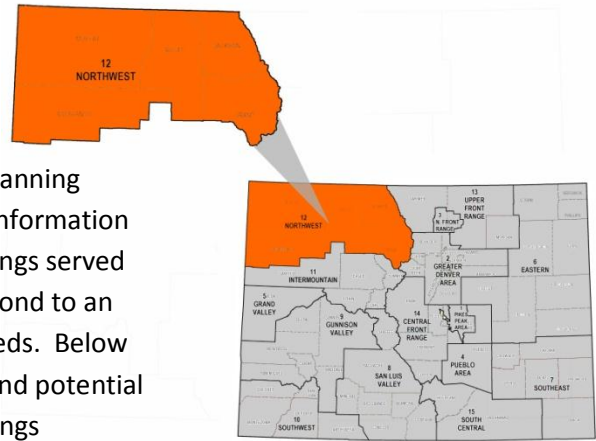
Intermountain	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$100-110 million)</b>					
	I-70	Improve I-70 interchanges	Intermountain TPR	\$30	Safety, Operations & Capacity
	SH-82	Capacity improvements	Glenwood Springs	\$30	Safety, Capacity, Economic Vitality & Environment
	I-70	EB and WB on/off ramp geometry	Dowd Junction	\$18	Safety, Operations & Capacity
	SH-9	Alignment or on-existing align per ROD	Iron Springs	\$18	Safety & Capacity
	SH-24	Add NB and SB passing lanes in two locations	Between Minturn and Leadville	\$20	Safety, Operations & Capacity
<b>A total</b>				\$116	
<b>B-List (Planning Range: \$100-110 million)</b>					
	I-70	Vail Pass Climb Lanes	TBD	\$130-150	Safety, Operations & Capacity
<b>B total</b>				\$130-150	

\*Projects identified in this process represent the thoughts and priorities of the members in attendance and are not intended to constitute unanimity among all transportation stakeholders in the region.

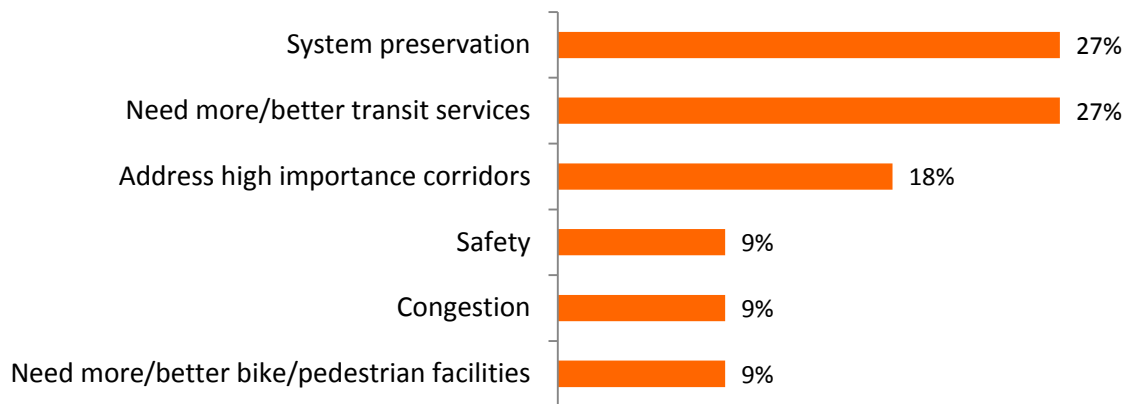


# Northwest Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Northwest TPR?



The significant improvements identified in the Northwest TPR were improving safety by widening shoulders, building wildlife crossings and improving pavement on SH-9; and adding shoulders and passing lanes, improving pavement, and improving the Steamboat intersection on US 40.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather than specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Northwest TPR Meeting #2 Priorities

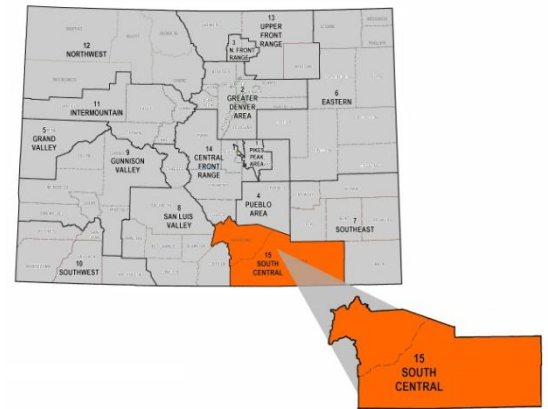
Northwest TPR members identified a number of important corridors and projects during meeting #2. The list below reflects their discussion. \*

Northwest	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$50 million)</b>					
	SH-9	Widening shoulders, building wildlife crossings & improving pavement	TBD	\$20	Safety, Bike/Pedestrian, Environment & System Preservation
	US-40	Adding shoulders and passing lanes & improving pavement	TBD	\$35	Safety, Bike/Pedestrian, Capacity, Operations & System Preservation
	US-40	Improve intersection	Steamboat Springs: Elk River Rd and Downhill Drive	\$9	Safety, Operations & Capacity
<b>A total</b>				\$64	
<b>B-List (Planning Range: \$50 million)</b>					
	SH-131	Improve roadway	North & south of Oak Creek	\$16	System Preservation, Safety, Capacity & Bike/Pedestrian
	SH-13	Improve roadway	South of Meeker	\$20	System Preservation, Safety, Capacity & Operations
<b>B total</b>				\$36	

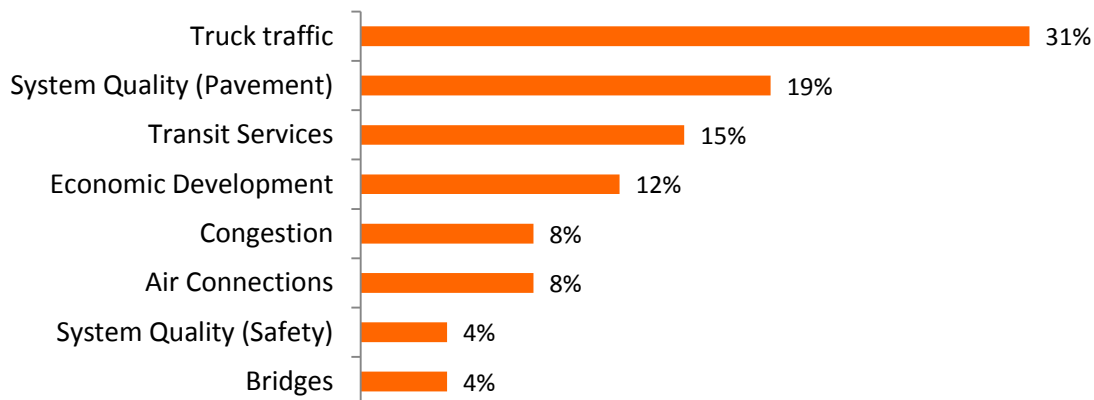
\*Projects identified in this process represent the thoughts and priorities of the members in attendance and are not intended to constitute unanimity among all transportation stakeholders in the region.

# South Central Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the South Central TPR?



The significant improvements identified in the South Central TPR were adding shoulders and resurfacing SH-350; adding shoulders, turn lanes and resurfacing US-160.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## South Central TPR Meeting #2 Priorities

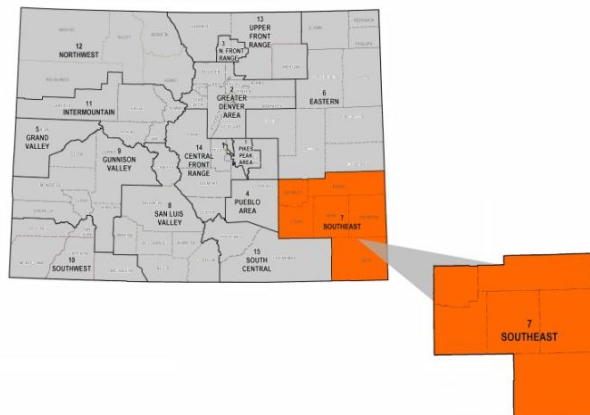
South Central TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

South Central	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$30 million)</b>					
	SH-350	Add shoulders and resurface		\$20	Safety, System Preservation & Bike/Pedestrian
	US-160	Add shoulders & resurface; Resurface; Add turn lanes	From Trinidad east; west of Walsenburg (NHS); at CR450	\$20	Safety, System Preservation, Bike/Pedestrian & Operations
<b>A total</b>				\$40	
<b>B-List (Planning Range: \$30 million)</b>					
	SH-12	Add shoulders	TBD	\$8	Safety, Bike/Pedestrian & Operations
	I-25	New traffic signal; Reconstruct part of frontage road	Exit 11	\$2	Safety, Operations, Capacity, System Preservation & Economic Vitality
	1-25 C	Exit improvements and widen shoulders	Exit 52; Business Route 1-25C from Bridge to Walsenburg	\$5	Safety, Bike/Pedestrian & Operations
	SH-12	Rockfall mitigation at various locations		\$5	Safety
<b>B total</b>				\$20	

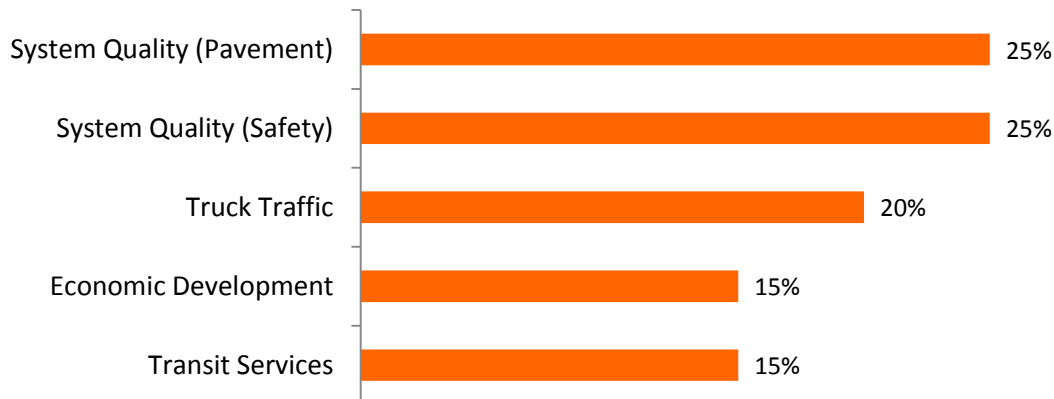
\*Projects identified in this process represent the thoughts and priorities of the members in attendance and are not intended to constitute unanimity among all transportation stakeholders in the region.

# Southeast Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Southeast TPR?



The significant improvements identified in the Southeast TPR were widening to four lanes US-50 from Pueblo to the Kansas state line; and widening the Kit Carson/Junction US 40.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Southeast TPR Meeting #2 Priorities

Southeast TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

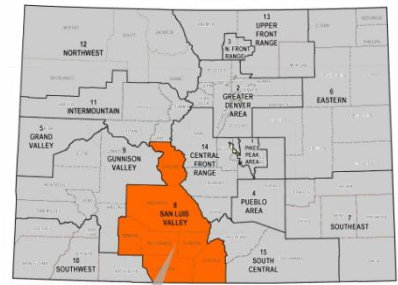
Southeast	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$40-50 million)</b>					
	US-287	Passing lanes	Oklahoma state line to Kit Carson	\$25	Safety, Operations, Capacity & Economic Vitality
	US-50	Combination of passing lanes and 4-laning	Strategic locations from Pueblo to the Kansas state line	\$25	Safety, Capacity, Operations & Economic Vitality
<b>A total</b>				\$50	
<b>B-List (Planning Range: \$40-50 million)</b>					
	US-50 / US-287	Reliever route	Around Lamar	\$60	Economic Vitality & Capacity
<b>B total</b>				\$60	
<b>C-List</b>					
	SH-96	Shoulder improvements		\$20	Safety, Bike/Pedestrian & Capacity
	US-287	Passing lanes	Oklahoma state line to Kit Carson	\$15	Safety, Operations, Capacity & Economic Vitality
	US-50	Combination of passing lanes and 4-laning		\$15	Safety, Capacity, Operations & Economic Vitality
<b>C total</b>				\$50	

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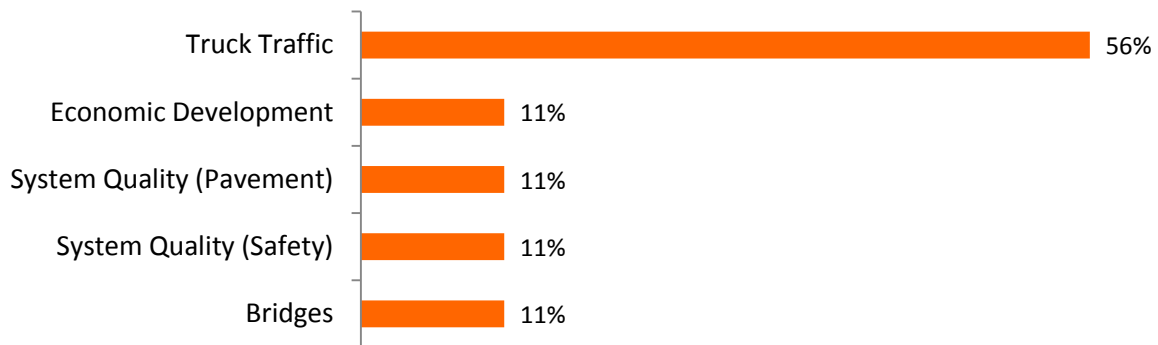


# San Luis Valley Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the San Luis Valley TPR?



The significant improvements identified in the San Luis Valley TPR were improvements to US-160; expanding passing opportunities east of Salida on US-50; and add passing lanes on US-24/US-285 Trout Creek Pass.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather than specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## San Luis Valley TPR Meeting #2 Priorities

San Luis Valley TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

San Luis Valley	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$100-110 million)</b>					
	US 160	Improve Rio Grande Bridge, realign road, bike/pedestrian facilities	US 160 & 4th St to SH 17 (Broadway)	\$15	Safety, Capacity, Bike/Pedestrian & Economic Vitality
	US 160	Expand to 4 lanes and add bike facilities in Alamosa	4.5 miles east to 4-lane section (MP 226-230.5)	\$20	Capacity, Safety, Economic Vitality & Bike/Pedestrian
	US 160	Add signal and reconfigure lanes in Alamosa	SH 17	\$5	Safety, Operations & Economic Vitality
	US 24	Add passing lanes	Trout Creek Pass	\$20	Safety, Bike/Pedestrian & Economic Vitality
<b>A total</b>				\$60	
<b>B-List (Planning Range: \$100-110 million)</b>					
	US 24	Improve congestion; reconstruction and multimodal options	Buena Vista	\$10	Capacity, System Preservation, Bike/Pedestrian & Economic Vitality
	US 50	Add passing opportunities – vehicle turnouts	East of Salida	\$20	Safety, Operations & Capacity
	SH 17	Widen and add shoulders	Alamosa to US 285	\$20	Safety, Capacity, Bike/Pedestrian & Economic Vitality
<b>B total</b>				\$50	
<b>C-List**</b>					
	US 160	Widen and add shoulders	Wolf Creek Pass at Park Creek	\$50	Safety, Capacity, Bike/Pedestrian & Economic Vitality
	US 285	Add turn lanes	Between Buena Vista & Poncha Springs	\$6	Safety, Operations & Capacity
<b>C total</b>				\$56	

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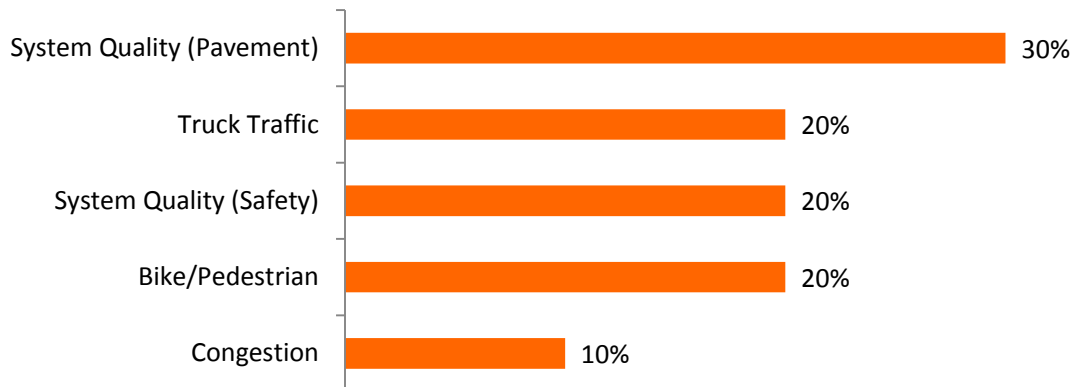
\*\* The C-List projects were identified to keep on reserve in the event B-List projects are funded through the RAMP program.

# Southwest Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Southwest TPR?



The significant improvements identified in the Southwest TPR were improvements on US-160 and US- 550 and completing the US-160/US 550 interchange; and adding passing lanes north of Towoac on US-491.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Southwest TPR Meeting #2 Priorities

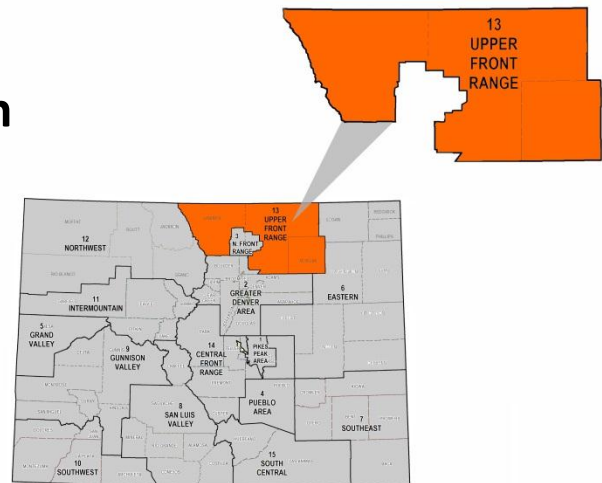
Southwest TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

Southwest	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$40-50 million)</b>					
	US 160	Add passing lanes	Bayfield to Durango	\$15	Safety, Economic Vitality & Operations
	US 550	Widen to four lanes	Durango to NM, CR 302 to CR 219	\$15	Capacity, Safety & Economic Vitality
	US 491	Add passing lanes	North of Towoac	\$15	Safety, Operations & Capacity
	SH 172	Add passing lanes	Elmore's to Ignacio	\$4	Safety, Operations & Capacity
	US 160	Intersection improvements	Aspen Springs area	\$10	Safety, Operations & Economic Vitality
<b>A total</b>				<b>\$59</b>	
<b>B-List (Planning Range: \$40-50 million)</b>					
	US 550/ US 160	Complete Interchange		\$50	Safety, Operations & Economic Vitality
<b>B total</b>				<b>\$50</b>	

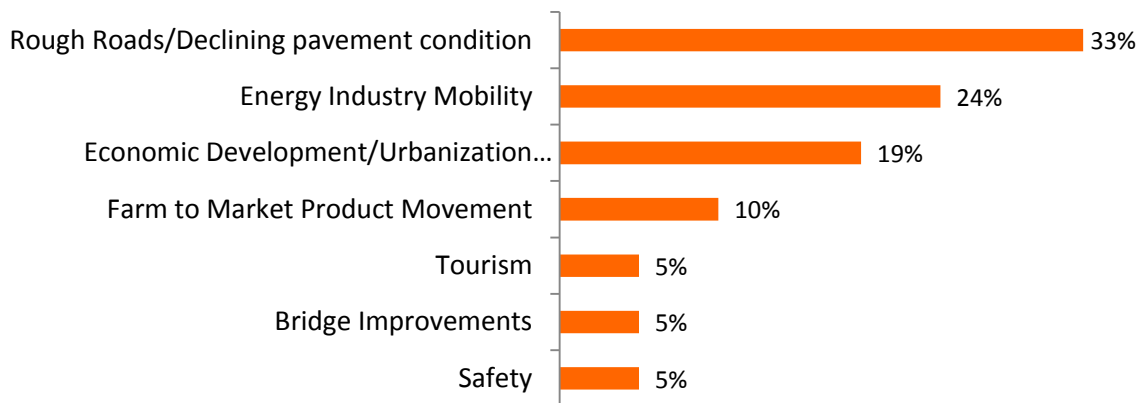
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# Upper Front Range Transportation Planning Region

CDOT conducted two meetings in each Transportation Planning Region (TPR) during May, June, and July 2013 to gather information on TPR transportation needs and priorities. These meetings served to begin development of the Statewide Plan, and to respond to an MPACT64 request for a list of statewide project-level needs. Below is a summary of the issues, transportation investments and potential highway projects that TPR members attending the meetings indicated matter most to them.



## Meeting #1: What issues matter most to the Upper Front Range TPR?



The significant improvements identified in the Upper Front Range TPR were addressing select industrial and commuter needs on US-85; and adding passing lanes and improving safety on US-287.

## Meeting #2: Prioritizing Potential Investments and Projects

Recognizing that there will always be more needs than funds and to help make the discussions more 'real', CDOT established a budgetary planning range for each TPR and asked TPR members to prioritize potential projects within that budget range. Where possible, members prioritized specific projects. However, there were instances where members thought it was more reasonable (or it was only possible) to identify an investment level in a corridor rather specific projects. Those investments and projects – representing the collective thoughts of the TPR – are identified on the reverse side of this page.

## Upper Front Range TPR Meeting #2 Priorities

Upper Front Range TPR members identified a number of important corridors and potential projects during meeting #2. The list below reflects their discussion.\*

Upper Front Range	Corridor	Project Type	Location	Planning Allocation (millions)	Benefits
<b>A-List (Planning Range: \$40-50 million)</b>					
	I-76	Fiber optics and ITS devices; I-76 Management Plan	TBD	\$30	Operations, Safety & Capacity
	US-34	Circulation improvements including a one-way couplet	Estes Park and surrounding local roads	\$4	Operations, Safety, Capacity & Economic Vitality
	US-85	Safety Improvements		\$21	Safety
<b>A total</b>				\$55	
<b>B-List (Planning Range: \$40-50 million)</b>					
	I-76	Fiber optics and ITS devices; I-76 Management Plan	TBD	\$40	Operations, Safety & Capacity
	US-287	Passing lanes & other safety Improvements		\$20	Safety, Operations & Capacity
<b>B total</b>				\$60	

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