

A	B	C	D	E	F	G	H	I	J	K	L
Map ID	Planning Corridor	Planning Corridor Limits	2035 RTP Priority	A and B List Projects	A and B List Benefits	Multimodal (e.g., bicycle, pedestrian, regional bus, intercity bus, etc.)	Economic Vitality (e.g., agriculture, recreation/tourism, freight, energy, and others)	Other (e.g., scenic byways, other corridor designations or special characteristics)	TPR Input to Date	Public Input	Priority for 2040 RTP
1	I-70	Glenwood Springs to C-470	High	Improve I-70 Interchanges; Vail Pass climbing lanes; Dowd Junction ramps	Safety, Operations & Capacity	Regional Bus, Bicycle <ul style="list-style-type: none"> • Intercity Bus • Intercity Bus • Intercity Bus • Intercity Bus • Intercity Bus • Intercity Bus • Intercity Bus 	Airport access; links Denver and recreation/ski areas, Freight <ul style="list-style-type: none"> • Tourism • Tourism • Tourism 		Improve curves at Wolcott, Increase access to bike trails; Add pedestrian bridge at exit 105; Add alternate route as detours for Glenwood Canyon and Vail pass <ul style="list-style-type: none"> • Eagle County Airport Interchange • Wolcott Curves • Add lane, capacity EB • Get more cars off road • Events all year long • Provide full-year improved local streets & roads to significantly reduce "detour" lengths when bottle-necks on I-70 (Glenwood Canyon/South Canyon) are closed. • Incident management to deal with I-70 closures-specifically Vail Pass. • Expensive Type 7 barrier on Vail replacement; needs attention from TPR to get funded. • Rockfall Prevention – Glenwood Canyon • Ramp safety improvements • Finish Game Fence • Dowd Junctions, improvement beyond ramps • Scenic too 	TBD	

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1	US-6	Segments from Dotsero to Dowd Junction to I-70 over Loveland Pass	High			<ul style="list-style-type: none"> Bicycle Bicycle, pedestrian, bus Bicycle, bus Bicycle, bus 	Supports I-70 by providing east-west local access for communities <ul style="list-style-type: none"> Recreation Tourism 	<ul style="list-style-type: none"> Hazmat 	Widen to four lanes from Gypsum to Eagle; Improve pavement from Debeque to Mesa County Line; Widen shoulders from Dotsero to Avon; Improve pavement Rifle to Parachute <ul style="list-style-type: none"> Create segments for this corridor based on volume, safety, and terrain US 6-Vail Consistent shoulder and auxiliary lanes Shoulders & Auxiliary lanes Alternate route Need for alternate route due to incidents on I-70 Acts as detour during I-70 incidents Turn lanes in congested areas 	TBD	
2	I-70	DeBeque to Glenwood Springs	High			Regional Bus <ul style="list-style-type: none"> Bicycle, Pedestrian Intercity Bus Intercity Bus Bicycle Intercity Bus Bicycle, Pedestrian 	Energy, Freight <ul style="list-style-type: none"> Tourism, Recreation Energy Freight Tourism, Recreation Tourism, Recreation 	<ul style="list-style-type: none"> Wildlife 	<ul style="list-style-type: none"> PEL or Feasibility Study for South Canyon Capacity and rockfall/debris concerns Pedestrian Bridge at Exit 105 – Newcastle Modernize all interchanges to current standards Extension west to Rifle Employee commuting 	TBD	

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2	US-6	Mesa County Line to Glenwood Springs	High			<ul style="list-style-type: none"> Bicycle Bicycle, Pedestrian 	Supports I-70 by providing east-west local access for communities		<ul style="list-style-type: none"> Will give more security and pleasure to riders 	TBD	
3	SH-9	Fairplay to Breckenridge	High			Regional Bus; Bike	<ul style="list-style-type: none"> Tourism, recreation 	<ul style="list-style-type: none"> Scenic Byway 	<ul style="list-style-type: none"> Construct new road at Iron Springs to connect Breckenridge to Frisco; Add bike path south of Breckenridge and widen shoulders Make Hoosier Pass more user-friendly Will help Fairplay's economy Hoosier pass N. side SB climbing lanes 	TBD	
4	SH-9	Breckenridge to I-70 at Frisco	High	Widening on existing alignment or on new Iron Springs alignment	Safety & Capacity	Regional Bus <ul style="list-style-type: none"> Bicycle Bicycle Bicycle, Pedestrian 	<ul style="list-style-type: none"> Tourism Tourism, recreation 		<ul style="list-style-type: none"> Also make all lanes that start in Breckenridge go to Frisco Bicycle Will help traffic flow Construct new road at Iron Springs to connect Breckenridge to Frisco 	TBD	
5	SH-9	I-70 at Silverthorne to Kremmling	High			<ul style="list-style-type: none"> Intercity Bus 		<ul style="list-style-type: none"> Wildlife 	<ul style="list-style-type: none"> Needs to be straightened Will help economy up SH-9 and may reduce more traffic on Berthoud Pass Safety and Wildlife Crossings 	TBD	

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6	SH-13	Rifle to Meeker	High				Energy, Freight <ul style="list-style-type: none"> • Energy • Energy 		Widen shoulders and add passing lanes from SH 325 to Garfield County Line <ul style="list-style-type: none"> • Will help Meeker's economy • Devolution in Rifle 	TBD	
7	US-24	Dowd Junction to Leadville	Medium	Add passing lanes	Safety, Operations & Capacity	Regional Bus; Bike <ul style="list-style-type: none"> • Bicycle 	<ul style="list-style-type: none"> • Tourism, freight • Recreation 	Scenic Byway <ul style="list-style-type: none"> • Mining museum traffic • Camp Hale, Ski Cooper 	Add alternate route from Leadville to Minturn; Widen shoulders from Minturn to Leadville; Add bike lanes <ul style="list-style-type: none"> • Possible route for "Tennessee Creek Project" 16,000 acres of trees cut and hauled out over 10 years with USFS • I-70 alternative route • Chain up/down stations • Will help Leadville's economy • Road will help both economies • Commuting workforce • Commuter route • Secondary route for I-70 • Heavy commuter population • Alternate route Vail Pass • Critical alternate route 	TBD	
8	US-24	Leadville to Buena Vista	Medium			<ul style="list-style-type: none"> • Bicycle 	<ul style="list-style-type: none"> • Agriculture, recreation, tourism, freight 	<ul style="list-style-type: none"> • Scenic Byway 	Recently added to hazmat route system, noticeable increase in truck traffic <ul style="list-style-type: none"> • Possible route for "Tennessee Creek Project" 16,000 acres of trees cut and hauled out over 10 years with USFS • Needs shoulders 	TBD	

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9	SH-82	Glenwood Springs to Aspen	High	Capacity Improvements	Safety, Capacity, Economic Vitality & Environment	Bus Rapid Transit; Bike <ul style="list-style-type: none"> • Bus Rapid Transit • Bicycle • Local bus service • Bus Rapid Transit • Bicycle • Bus, bicycle • Airport connection • Bicycle • Bicycle, bus rapid transit • Bicycle, local bus connections, intercity bus • Local bus service, bus rapid transit 	Recreation, Tourism, Freight <ul style="list-style-type: none"> • Agriculture • Tourism, high truck traffic, high vehicle traffic for tourism • Local freight 	<ul style="list-style-type: none"> • Scenic Byway • Narrow, beautiful canyons • Wildlife 	<ul style="list-style-type: none"> • Extend BRT (RFTA) to West Glenwood Park & Ride • BRT extension west to Rifle • Brush Creek Road is an important link between Town of Snowmass Village and SH 82 (8,000-15,000 ADT) – scenic byway, commuting, recreational importance • Need alternate route through GWS on viaduct? RFTA Corridor • Workforce commuting • Improvements to overall capacity, mobility and connectivity between SH 82 and local streets will provide a huge benefit to Glenwood Springs • Clarify that “relocate SH 82” appears to be a pre-determination of the “NEPA Study” outcome • IM TPR has strong transit orientation • Finish game fence • Mobility improvements through Glenwood Springs • Eliminate “Relocate SH 82 through Glenwood Springs statement • Finish entrance to Aspen • Mobility improvements through Glenwood Springs 	TBD	

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10	SH-82	Aspen to SH 24 at Twin Lakes	Medium			<ul style="list-style-type: none"> Bicycle 	<ul style="list-style-type: none"> Recreation Tourism (summer only) Recreation Tourism 	Scenic Byway	Improve pavement on Independence Pass <ul style="list-style-type: none"> Especially lane stability and a lane in 1 section Once 82 is lost (falls off on Leadville side) it will be too costly to repair Access to CDOT ROW to create grade-separated bike path Will bring more pedestrians and bicyclists to area 	TBD	
11	SH-91	Leadville to I-70 at Copper Mountain	Medium			Regional Bus <ul style="list-style-type: none"> Bicycle Bicycle Bicycle 	<ul style="list-style-type: none"> Energy, recreation 	Scenic Byway	<ul style="list-style-type: none"> Critical alternate route I-70 Detour Shoulders Shoulders needed for bicycles Possible route for "Tennessee Creek Project" 16,000 acres of trees cut and hauled out over 10 years w/USFS 	TBD	
12	SH-131	Wolcott to Steamboat Springs	Low			<ul style="list-style-type: none"> Bicycle 	<ul style="list-style-type: none"> Tourism Agriculture, recreation 	Scenic Byway	Widen shoulders and add passing lanes from Wolcott to McCoy <ul style="list-style-type: none"> Shoulder widening for cyclists & for US pro cycling challenge Shoulders Needs shoulder 	TBD	

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13	SH-133	Hotchkiss to SH 82 at Carbondale	High			<ul style="list-style-type: none"> Bicycle Local Bus Bicycle Bicycle, Pedestrian, Regional Bus Regional Bus, Bus Rapid Transit, Bicycle, Pedestrian 	Energy <ul style="list-style-type: none"> Tourism Recreation Recreation Freight 	Scenic Byway	Realign McClure Pass away from rockfall zone <ul style="list-style-type: none"> Carbondale to SH-82 high capacity issues Commuting to Aspen/Carbondale Easily closed by weather 		
14	SH-139	Loma to Rangely	Low				Energy	Scenic Byway			
15	SH-300	US 24 at Malta to End	Low			<ul style="list-style-type: none"> Bicycle 	<ul style="list-style-type: none"> Tourism Recreation 		<ul style="list-style-type: none"> Needs crack sealing/repairing (not more chip seal) 		
16	SH-325	SH 13 north of Rifle to End at County Road 217	Low								
<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> SH 82 	<ul style="list-style-type: none"> Brush Creek Road Highway 82 to Snowmass Village 	<ul style="list-style-type: none"> Moderate 			<ul style="list-style-type: none"> Regional Bus, Bicycle 	<ul style="list-style-type: none"> Tourism, Freight 	<ul style="list-style-type: none"> Scenic Byway 	<ul style="list-style-type: none"> N/A – County Road Extend Passing Lane 		

Note: The input from TPR members at the November 13, 2013 meeting are italicized and set apart as bullet lists. In order to demonstrate the magnitude of the comments for each corridor, all of the comments from the meeting participants have been preserved individually rather than summarized. Each bullet item represents a set of comments from one participant.

TBD = to be determined

Column Heading Definitions

- Column A - Map ID - Corresponds to the location on the map.
- Column B - Planning Corridor - Identifies the highway number.
- Column C - Planning Corridor Limits - Identify the termini of the planning corridor within the TPR as defined in 2030 and 2035 plans.
- Column D - 2035 RTP Priority - Shows the corridor priority level assigned in the 2035 Plan (High, Medium, and Low).
- Column E - A and B List Projects - Identifies the projects on the A & B lists developed by the TPRs in the summer of 2013. Some TPRs also developed C list projects which are also listed.
- Column F - A and B List Benefits - Benefits associated with the corridor as identified with the development of the A and B project lists during the summer.
- Column G - Multimodal - Identifies transit corridors and technology from the ongoing Statewide Transit Plan. Bike corridor designations are based on improvements identified in the summer 2013 TPR meetings.

- Column H - Economic Vitality - Lists specific economic activities on the corridor. Activities include agriculture, recreation/tourism, freight, energy, and others. The energy information is from CDOT's Energy Development and the Transportation System study.
- Column I - Other - Includes additional corridor identifiers such scenic byways and other special route designations/information.
- Column J - TPR Input to Date - Reflects comments and recommendations received through TPR discussions in the summer 2013 meetings.
- Column K - Public Input - Reflects comments and recommendations received through public outreach activities.
- Column L – Priority for 2040 RTP – This will be assigned by TPR members at the early 2014 TPR meeting #5.