<table>
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<tr>
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<tbody>
<tr>
<td>1</td>
<td>SH-10</td>
<td>I-25 / US-160 in Walsenburg to Huerfano / Las Animas County line</td>
<td>Medium</td>
<td>--</td>
<td>--</td>
<td>Agriculture, freight, hazmat Farm, agriculture, tourism, freight, energy, energy (wind farm), livestock</td>
<td>Agriculture, tourism, freight, energy, tourism, agriculture, energy, energy (wind farm), livestock</td>
<td>Hazmat route, Hazmat route, hazmat route, passenger route to Kansas</td>
<td>Widen shoulders; poor pavement conditions in areas; decrease in truck traffic due to recent designation of US-160 and US-350 as hazmat routes</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>SH-12</td>
<td>US 160 (La Veta) to I-25 (Trinidad)</td>
<td>High</td>
<td>Mitigate rock fall &amp; add shoulders</td>
<td>Safety</td>
<td>Bicycle, Bicycle, Bicycle, Bicycle facilities, Ride Across America, Bicycle, Bicycle events, motorcycle rides</td>
<td>Tourism, recreation, tourism, tourism, tourism, Freight, agriculture, energy, tourism, energy, recreation</td>
<td>Tourism, energy, recreation, important for recreation, tourism, agriculture, freight, tourism, recreation</td>
<td>Scenic Byway, Hazmat, wildlife, Improve sight distances at CR-67.3 in Jansen</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>I-25</td>
<td>New Mexico State line to Pueblo County Line</td>
<td>High</td>
<td>New traffic signal, reconstruct frontage road</td>
<td>Safety, Operations, Capacity, System Preservation &amp; Economic Vitality</td>
<td>Regional Bus, Intercity Bus, Intercity Bus</td>
<td>Recreation, tourism, Tourism into Colorado, truck traffic – economy, accessibility – fires, Agriculture, recreation, freight, energy, Major north/south artery, crosses entire state, essential to commerce, Tourism, freight, energy, Gateway to the state</td>
<td>Need a compressed natural gas (CNG) station, Major transportation route</td>
<td>Improvements support wind energy traffic at SH-10; economic development and local circulation considerations through Trinidad</td>
<td>TBD</td>
<td>Rockfall mitigation needed</td>
</tr>
<tr>
<td>4</td>
<td>I-25</td>
<td>Business Route (Aguilar)</td>
<td>Low</td>
<td>--</td>
<td>--</td>
<td>Bicycle?</td>
<td>Agriculture</td>
<td></td>
<td></td>
<td>TBD</td>
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| 5      | I-25              | Business Loop (Walsenburg) | High              | Improve exit 52 and widen shoulders | Safety, Bike/Pedestrian & Operations | • Bicycle, pedestrian (in town) | • Agriculture, recreation, freight  
• Energy, freight, agriculture, recreation, crossroads, livestock  
• Tourism, recreation, access to US-160, freight | • Commercial zones  
• Trains through town impact traffic on US-160 and I-25 business | Add signal at ambulance building  
• Signal at ambulance building is no longer necessary  
• Trains through town stop traffic, high congestion in downtown, east/west truck traffic | TBD |  |
| 6      | SH-69             | I-25 Business in Walsenburg north to Custer County Line | Low               | --                   | --                   | • Agriculture, recreation, freight  
• Supports economic vitality as a transportation route to other regions  
• Tourism (thru-route), recreation (access) | • Wildlife | Tourist route to Salida  
• Needs widened shoulders, not built for heavy truck traffic  
• Should be medium priority, has economic benefit | TBD |  |
| 7      | SH-109            | US 160 north to Bent County Line | Low               | --                   | --                   | • Agriculture, freight  
• Agriculture, freight, energy, trucking (cattle & hay)  
• Agriculture | • Comanche National Grasslands, wildlife | Increase pedestrian access to VA hospital  
• Create pedestrian access from VA hospital to Lathrop State Park  
• Bicycle fatality – Ride the Rockies | TBD |  |
| 8      | US-160            | La Veta Pass east to UPRR (Walsenburg) | Medium            | Shoulders, resurfacing & turn lanes | Safety, System Preservation, Bike/Pedestrian & Operations | • Bicycle | • Tourism  
• Freight, recreation, tourism  
• Tourism, recreation (access) | Scenic Byway | Railroad creates congestion, more pedestrian crossings needed  
• Safety, Bike/Pedestrian & Operations benefits | TBD |  |
| 9      | US-160            | Business Loop (Walsenburg) | High              | --                   | --                   | • Bicycle, pedestrian (in town) | • Freight, recreation  
• Tourism, recreation (access) | Rail |  |  |
## Regional Priority Corridor Worksheet
### South Central Transportation Planning Region

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
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</tr>
<tr>
<td>10</td>
<td>US-160</td>
<td>I-25 (Trinidad) east to Baca County Line</td>
<td>Medium</td>
<td>Shoulders, resurfacing &amp; turn lanes</td>
<td>--</td>
<td>• Bicycle (Race Across America)</td>
<td>• Freight, agriculture, recreation</td>
<td>• Hazmat, Santa Fe Trail, wildlife</td>
<td>Recently added to hazmat route system, noticeable increase in truck traffic</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>SH-239</td>
<td>US 160 (Trinidad) to Rd. E (Trinidad)</td>
<td>Low</td>
<td>--</td>
<td>--</td>
<td>• Bicycle</td>
<td>• Agriculture</td>
<td>Should be medium priority; high traffic and congestion at 3:00 PM and lunch time</td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>SH-350</td>
<td>US 160 (Beshoar Jct) north to Otero County Line</td>
<td>Medium</td>
<td>Add shoulders and resurface</td>
<td>Safety, System Preservation &amp; Bike/Pedestrian</td>
<td>• Bicycle, regional bus to La Junta (?), Amtrak passenger rail</td>
<td>• Agriculture, freight</td>
<td>Limited improvements in 30-40 years; recently added to hazmat route system, noticeable increase in truck traffic</td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>SH-389</td>
<td>CO/NM state line north to US 160</td>
<td>Low</td>
<td>--</td>
<td>--</td>
<td>• Agriculture, freight, tourism</td>
<td>• Illegal trucks</td>
<td>More traffic, worsening condition, should be high priority</td>
<td>TBD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>N/A</td>
<td>County Road 18.3: SH 12 at Trinidad Lake State Park east</td>
<td>Low</td>
<td>--</td>
<td>--</td>
<td>• Pedestrian, bicycle</td>
<td>• Recreation, tourism</td>
<td>TBD</td>
<td></td>
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**Note:** The input from TPR members at the October 23, 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*
### Regional Priority Corridor Worksheet
#### South Central Transportation Planning Region

#### 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.