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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	SH 9	US 50 north to US 24 (Hartsel)	Low				 Uranium transport Uranium mining potential workers and trucking 			TBD	
2	SH 9	US 24 (Hartsel) north to Breckenridge	High	Add shoulders & safety improvements	Safety, Bike/Pedestrian & Capacity	 Bikes - bring money, tourists, ski etc. 	 Stoplights to break traffic Tourist, truck traffic from quarries 	 Safety, trans mountain pass 	Expensive right of way needs; challenging terrain • Shoulders	TBD	
3	US 24	Trout Creek Pass east to Lake George	Medium						Analyze detour options; coordinate with Park County Traffic Management Plan; bridge repairs needed east of Hartsel, add signal at SH-9 junction.	TBD	
4	US 24	Lake George east to SH 67 (Woodland Park)	High			USA Pro Challenge route (cycling)			Repair bridge east of Divide and improve approach	TBD	
5	US 24	Elbert Rd. east to I-70 (Limon)	High	Add turn and passing lanes	Safety, Operations & Bike/Pedestrian	No multimodal access, listed as future improvements needed in a Bike plan, on the County Parks and Trails master plan as a proposed primary facility	Agriculture, freight traffic from points east to south, listed a struck route in local plan and National Truck Route, Meadow Lake Airport access, Falcon community access	• EPC's highest priority for improvements to state roads in CFR, narrow to no shoulders, few or no passing lanes, few or no turn lanes at intersections, listed on the National Highways System, undivided highway with a speed limit of 65. In CFR, it is classified from an expressway to a regional highway, higher crash rates on our rural highways.	Conduct safety study/PEL, prioritize safety improvements; potential projects include bridge replacement, resurfacing, turning lanes, passing lanes	TBD	





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6	US 50	East of Salida east to SH 115 (Canon City)	High	Add passing lanes	Safety, Operations & Capacity	Shoulders for bikes	 Tourism, "Over the River" art installation Passing lanes Energy industry, tourism (Christo project), major truck route (freight) Lack of detour routes, shoulder for bikes Tourism Christo project – both short-term and long-term 	 Growing tourist traffic No detours available 	Prioritize eastbound; strong need through canyon sections, expensive right of way needs, challenging terrain; primarily address safety and snow removal	TBD	
7	US 50	SH 115 (Canon City) east to I- 25 (Pueblo)	Medium				 Employee commutes, tourism, major truck route, energy Employee services 			TBD	
8	SH 67	Wetmore north to US 50	Low	Improve SH 115 intersection & Arkansas River Bridge	Operations, Environment, Bike/Pedestrian & Safety		 Safety at intersections, oil and gas exploration and mineral extraction, design changes needed Employee commute from West Cliff/ Silver Cliff to Canon - COS 		Move signal and improve drainage; make improvements to Arkansas River bridge to accommodate bicycle and pedestrian mobility; add bike path south of Florence to the penitentiary	TBD	
9	SH 67	Victor north to Divide	Medium				Mining traffic – fuel, parts, construction material	Divide to Cripple Creek State POW/MIA Highway (2013)	Cripple Creek to Divide - improve pavement conditions, Safety improvements, conduct illumination study	TBD	
10	SH 67	Woodland Park north to Sedalia	Low							TBD	





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11	SH 69	US 160 Custer/Huerfa no Cnty north to US 50 (Texas Cr)	Medium				Tourist, transit, and bicycle traffic		Westcliffe to Texas Creek - safety and shoulder widening; improve Hillside Bridge at Freemont County boundary	TBD	
12	SH 94	Ellicott east to US 40	Medium			No multimodal access, listed as improvements needed in Bike Plan, no pedestrian facilities	Agriculture and military access to Schriever AFB and the Air Force Academy Auxilary Field	• EPC's second highest priorty for improvments to state roads in CFR, no/very narrow shoulders, no passing lanes, and no turn lanes at most intersections. Highway speeds are from 50-65, classified as a regional highway, undivided highway with large segments from 32-40 feet pavement width. We are concerned with the higher crash rates on our rural highways.	Improve pavement conditions, Curtis Road to Ellicott - add passing lanes MP 6 to 17, shoulder widening.	TBD	
13	SH 96	Westcliffe east to I-25 (Pueblo)	Medium			 Pullouts – better passing lanes for safety 	A lot of bicycles and motorcycles ride this route		McKenzie Junction to Wetmore - safety, shoulder widening, pull outs, and passing lanes, improve pavement east of Wetmore	TBD	





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14	SH 115	US 50 Canon City east to US 50	High			 Bike safety – we have a growing biking community Route off highway Local route pavement for 115 detour (3rd and 5th Streets) 		A need to improve road between SH 50 and 115, Ash to Reynolds Ave.	Widen shoulders to improve safety and accommodate bikes from Canon City to Florence to Penrose; widen bridges for multimodal mobility; existing guardrail reduces space available for plows and cyclists between Brookside and Florence; may include off-system improvements • Safety for bicyclists	TBD	
15	SH 115	US 50 north to Colo Spgs limit	High	Add passing lanes & improve bike and ped. safety at intersections	Safety, Bike/Pedestrian & Capacity	 Bike traffic On the County Parks and Trails master plan as a proposed primary facility 	 Lots of commuters Employee commutes, military, tourism, Federal and State prison traffic Employment commute 	There have been many improvements to this road, there are shoulders and passing lanes, capacity and congestion do not seem to be an issue	Option to extend 4 lanes from Penrose to Colo Spgs, Rock Creek bridge replacement	TBD	
16	SH 120	SH 115 east to US 50	Low				 Industry, commercial, energy Safety 		Conduct traffic study to better accommodate heavy truck movements, improve pavement conditions • Resurface asphalt, heavy commercial-industry benefits	TBD	
17	SH 165	SH 96 (Custer Co) east to I- 25 (Pueblo)	Low				Commuters, services			TBD	
18	US 285	US 24 (Antero Jct) north to SH 9 (Fairplay)	High			Hate it - no bicycle	Major route needs shoulders	Scenic Byway	Shoulders	TBD	
19	US 285	Bailey north to Conifer	High						• Shoulders	TBD	





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20	US 285	SH 9 (Fairplay) north to Bailey	High						Add passing lanes through Fairplay, add bike lanes and widen shoulders south of Fairplay and west of US-285 and US-24, widen bridge at junction of SH-9 to accommodate 4 lanes with attached bike lanes/sidewalk New bridge, South Platte Shoulders, passing lane, maintenance, bike route	TBD	
21	N/A	Copper Gulch Road: SH 69 (Westcliffe) to Canon City	Low				Commute, services			TBD	
22	N/A	Elbert Road: US 24 (Peyton) north to SH 86 (Kiowa)	Low							TBD	
23	N/A	Front Range Intermodal Corridor: (Superslab)	Low			This would be nice	Pueblo to DIA – a nice tourist draw			TBD	
24	N/A	Gold Belt Tour Scenic Byway	Medium			Mountain biking route	 Employment, commuters Commuter route for 1/3rd of mining employees – heavy traffic at shift change Tourism 	Primary route for Teller County development (e.g. CCV mine)		TBD	
25	N/A	Guanella Pass: Forest Rd - US 285 (Grant) to I-70 (Georgetown)	High							TBD	





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26	N/A	Oak Creek Grade: Silver Cliff to Canon City	Low			Good emergency route			Signage at both ends, tourism, backcountry traffic	TBD	
27	N/A	Tarryall River Rd: Forest Highway 81/Park County Rd. 77	High							TBD	

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 -

TBD =To be determined