

Segment improvements not implemented at starting mile marker April 12, 2016

| | | | | | | | | | | | | - | | | | | | | | | | | | | | | | | | | | | | | | | | nd Total |
|---|-----|---------|-----------------|---------|-------|---------|--------|--------|-----|---------|--|-------|---------|----------|---------|-------|---------|-------|--------|----------|--------|-----|--------|-------|--------|--------|-------|--------|-------------------|-----------|---------|--------|-----------|---------|-----------------------------------|----------|-----------------------------------|----------|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ŋ |
| Row Labels | 133 | 140 141 | 142 1 | 146 147 | 155 1 | 157 163 | 166 16 | 67 170 | 171 | 172 173 | 3 176 177 | 7 180 | 181 182 | 190 | 195 201 | L 202 | 203 205 | 206 2 | 07 213 | 214 2 | 15 216 | 217 | 221 22 | 5 226 | 228 23 | 30 232 | 234 2 | 237 23 | 8 239 | 240 2 | 241 24 | 3 244 | 247 7 | 248 25 | 2 253 | 256 2 | :58 259 | |
| Acceleration Deceleration Lanes | | | | | | | 1 | 1 | | _ | 1 1 | 1 | _ | | | 1 | | | | | 4 1 | . 1 | 1 | 1 | | 1 | | | $+\!\!-\!\!\!\!-$ | \sqcup | \bot | + | \sqcup | + | 1 | | $\dashv \dashv$ | 14 |
| Additional Capacity/Safety and Frontage Roads | | | | | 1 | | | 1 | | | | | | | | | 6 | | | 2 | 1 | | | | | | 1 | | | \coprod | 4 | 1 | 1 | _ | $\perp \!\!\! \perp \!\!\! \perp$ | \dashv | \dashv | 14 |
| Adjacent Corridor Improvements | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | \perp | \coprod | _ | \bot | \sqcup | _ | $\perp \perp \downarrow$ | \vdash | $\perp \!\!\! \perp \!\!\! \perp$ | ! |
| Advanced Guideway/Fixed Guideway | | 4 | | | | | | | | | | | | | 1 | | | | | 1 | | | | | | | | | | Щ | | \bot | | _ | | \perp | | f |
| Alternate Route Improvements | | | | | | | | | | | | | | | 4 | | | | | 2 | | | | | | | | | | Ш | \perp | 2 | Ш | \perp | | | Ш | |
| Brake Check Areas | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| Bridge De-icing | | | | | | | | | | | | | | 1 | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| Bus Guideway/Other | | 1 | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | |
| Bus Queue Jump | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | |
| Downieville Port Improvements | | | | | | | | | | | | | | | | | | | | |) | | | | | | 1 | | | | | | | | | | | |
| Dumont Port Improvements | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | 7 |
| Emergency Turn Arounds and Pullouts | 1 | | | | | | | | | | | | | 1 | | | | | | | | | | | | 3 | | | | | | | | | | | | į |
| Interchange Improvements | | 1 1 | 1 | 1 1 | | 1 1 | | 1 | 1 | 1 | 1 1 | 1 | | 1 | 1 : | 1 | 1 1 | | | 1 | 1 | | | | 1 | 1 2 | 1 | 1 | 1 1 | . 1 | 1 | 1 3 | 3 2 | 1 | 1 | 1 | 1 1 | 40 |
| Loveland Pass Maintenance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | \Box | | | 1 |
| Noise | | | | | | | | T | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | 1 |
| Parking (non emergency) | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 1 |
| Privatize Operations or Public Private Partnerships | | | | | | | | | | | | | | | | | 1 | | | 4 | | | | | | | | | | | | | | | \Box | | | ! |
| Reversible Lane | | | | | | | | | | | | | | | | | 5 | | 1 | 2 | | | | | | 1 | | | | | | | | | | | | 1 |
| Run Away Truck Ramps | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Slow Moving Vehicle Lanes | | | | | | | | | | | | | 1 | | | | | 1 | | | | | | 1 | | | | | | | | | | | | | | : |
| Speed Harmonization | | | | | | | | | | | | | | | | | 1 | | 1 | | 2 | | | | | | | | 17 | | | + | | | | | | |
| Traffic Control | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | | | | П | | | | | |
| Traffic Escorts | | | | | | | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | | | | П | | | | | |
| Transit | | | | | | | | | | 47 | | | | | | 1 | | | | | | | | | | | | | 17 | H | | + | \Box | \top | | | | |
| Truck Climb Lanes | | | | | | | | | | | | | | | | | | | | | | | | 1 | | | | | + | | + | | \Box | \top | + | \top | \top | |
| Truck Operations | | | $ \uparrow $ | | | | | | | | \dagger | 1 | | \Box | | | | | | \dashv | | | | | | | | | + | H | + | + | \forall | 十 | + | \top | + | + |
| Truck Restrictions | | | $ \uparrow $ | | | | | 1 | | | | 1 - | | \Box | | | | | | 1 | 1 | | | | | | | | + | H | + | + | \forall | 十 | + | \top | + | + |
| Tunnel Congestion Pricing | | | \vdash | | | | | ╅ | | | | | | | | | | | | 7 | | | | | | 1 | | - | + | 廿 | 十 | + | \forall | 十 | + | o | + | + |
| User Assist Fees | | | \vdash | | | | | | | | | 1 | \top | | | | | | + | \dashv | | | | | | 1 | | | + | 廿 | + | + | \forall | + | + | \dashv | + | + |
| Weather Data | | | $\vdash \vdash$ | | | | | + | | 1 | | | | \vdash | | | | | | \dashv | | + | | + | | | | - | +- | 廿 | + | + | \forall | + | + | \dashv | + | + |
| Wildlife Improvements | | | \vdash | | | | | | | - | + | | | | | | | | | 1 | | | | | | | | - | + | \forall | + | + | \forall | + | + | + | + | + |
| Grand Total | 1 | 6 1 | 1 | 1 1 | 1 | 1 1 | 1 | 2 2 | 1 | 1 1 | 1 1 2 | 2 3 | 1 1 | . 3 | 2 2 |) 1 | 1 14 | 2 | 2 2 | 16 | 10 2 | 1 | 1 | 1 2 | 1 | 0 2 | 4 | 1 | 1 1 | 1 | 1 | 4 3 | 3 3 | 1 | 1 1 | 1 | 1 2 | 1 13 |







Segment improvements implemented at starting mile marker April 12, 2016, 2016

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Grand Total |
|---|---|------|-------|---------------|----------------|---------------|-----------------|----------------|-------|----------|-------|-------|-------|-------|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|------|------|-------------------|-------------------|---------------|
| Row Labels | 1 | 22 1 | 72 17 | 75 17 | 77 1 | 92 10 | 90 1 | 95 2 | OE 20 | 07.2 | 12 21 | 1/ 21 | 5 216 | . 217 | 221 | 226 | 227 | 228 | 220 | 222 | 222 | 224 | 225 | 2/1 | 2/12 | 2/12 | 244 | 246 | ig. |
| Active Traffic Management | | 33 1 | - 1 | 1 | , , | 02 1 | 90 1 | 93 2 | 03 2 | <u> </u> | | | 1 | T 217 | | 220 | | | 1 | <u> </u> | 233 | 234 | 233 | 241 | 242 | 243 | | 240 | 4 |
| Alternate traction devices | | | | _ | 1 | | | | | | | | | | | | | | | | | | | | | -+ | -+ | -+ | 1 |
| Avalanche Protocols | | 1 | | | - | | 1 | | | | | | 1 | | | | | | | | | | | | | -+ | -+ | -+ | |
| Chain Assistance | | _ | | | 3 | | | | | | | | _ | | | | | | | | | | | | | -+ | -+ | -+ | 3 |
| Chain Law | | | | | 2 | | | | | | _ | | | | | | | | | | | | | | | -+ | -+ | -+ | |
| Chain Station enhancements | | | | | 3 | | | | | | | | | | | | | | | | | | | | | -+ | -+ | -+ | |
| Chain Station Separation | | | | | 1 | | | | | | | | | | | | 1 | 1 | | | | | | | | | | | 2 |
| Chain Stations | | | | _ | 4 | | | | | | | 1 | | 1 | | | | | | | | | | | | -+ | -+ | -+ | |
| Close Ports | | | | | Ť | | | | | | | | | | | | | | | | | 1 | 1 | | | -+ | -+ | -+ | 2 |
| Close/Open Loveland Pass (protocols) | | | | | | | | | 2 | | | | | | | | | | | | | | | | | - | -+ | | 2 |
| Communications and Communications Devices | | 2 | | | | | 3 | | - | | | | 4 | | | | | | 2 | | | | | | | -+ | -+ | -+ | 11 |
| Continuous Flow Metering | | - | | | | | | | | 1 | 1 | 1 | _ | | | | | | | | | | | | | - | -+ | - | 3 |
| Detours | | | | | | | | | | | | _ | 1 | | | | | | 1 | | | | | | | - | -+ | - | 2 |
| EJMT Fire Suppression System | | | | | | | | | | | | 3 | | | | | | | | | | | | | | - | -+ | - | - 3 |
| Emergency Parking | | 1 | | | | | . 1 | + | -+ | - | | _ | | 1 | | | | + | | | + | | | | 1 | + | \dashv | \dashv | 2 |
| Emergency Work | | ÷⊢ | | - | + | | + | -+ | | - | + | 1 | 1 | 1 | | | | -+ | -+ | | -+ | | | | | -+ | \longrightarrow | \longrightarrow | 2 |
| Express Ski Bus | | | | | | | | 1 | 4 | | | 4 | _ | + | | | | | | | | | | | | -+ | -+ | -+ | 1 |
| Geometry/Design | | | | | | | | + | | | | | | | | | | - | | - | | | | | | | | \longrightarrow | |
| Hazardous Materials Protocols | | | | | | | | | | | | 3 | | | | | | - | | - | | | | | | | -+ | \longrightarrow | 3 |
| Heavy Tow | | 1 | | \rightarrow | 3 | _ | 1 | \blacksquare | | _ | _ | | 1 | + | | | | | | 1 | | | | | - | | -+ | \longrightarrow | <u></u> |
| ITS Infrastructure | | | | | 3 | 1 | | | | | | | 5 | | | | | | 12 | | | | | | | | -+ | | 21 |
| | | - | 1 | | | _ | _ | | | | | 3 | 5 | | | | | | 12 | - | | | | | | | -+ | | 1 |
| ITS Software Systems | | - | | | | $\overline{}$ | | | - | | | 1 | _ | | | | | | | - | | | | | - | | -+ | | <u>_</u> |
| Lighting | | | | _ | | | _ | | | | | | 1 | - | | | | | | | | | | | | -+ | -+ | + | |
| Media, Reporting and Social Media | | _ | | | | | 2 | | | | , | _ | 2 | - | | | | | _ | | | | | | | -+ | -+ | + | |
| Messaging to the Public | | 2 | | 1 | 4 | \dashv | 1 | | | | | _ | _ | | | | | | 2 | 1 | | | | | - | | -+ | | <u>8</u> |
| Motorist Assist | | | | | 4 | | | | | _ | | | 1 | - | | | | | 1 | 1 | | | | | | | -+ | | |
| Overheight Detection | | _ | | | | | | | | | _ | | | + | | | - | | | | | | | | | | \longrightarrow | | 1 |
| Peak Period Shoulder Lane/Hard Shoulder/Managed Lane | | _ | | | _ | | | | 2 | _ | _ | | 2 | + | | | - | | 10 | | 1 | | | | | 1 | \longrightarrow | | 16 |
| Peal Period Shoulder Lane | | _ | -4- | _ | _ | | | | _ | _ | | _ | _ | | | | | | | - | 1 | | | | | | -+ | \longrightarrow | 1 |
| Portable Message Boards | | | 4 | | _ | _ | | | _ | | | _ | _ | | | | | | 1 | - | | | | | | | -+ | \longrightarrow | $\frac{1}{1}$ |
| Pre-Emptive and/or staged closures and openings | | 6 | | | | | 5 | | _ | | | | 4 | | | _ | | | 1 | - | | | | | | | -+ | | 20 |
| Queue and Warning Systems | | | | | 1 | | V. | | | | | | 1 | | 1 | 1 | 1 | | 1 | | | | | | | 1 | $-\!\!+\!\!$ | 1 | 8 |
| Ramp Meters | | | | | | | | 4 | | 1 | | | | | | | | | 1 | | | | | | | | \longrightarrow | | 6 |
| Reporting Requirements | | | | | _ | | | | | | | | 1 | | | | | | 1 | | | | | | | | \longrightarrow | | 2 |
| Rock Fall | | 1 | _ | | | | 1 | | | | | | 1 | | | 1 | | | | | | | | | | | $-\!\!+\!\!$ | \longrightarrow | 4 |
| Shelters | | | | | | | | | | | | | 1 | | | | | | | | | | | | | | \longrightarrow | | 1 |
| Signing | | A D | | | | | | | | | | | | | | | | | 1 | | | | | | | | \longrightarrow | | 1 |
| Snow Slide Mitigation | | | | | | 1 | | | | | | | 1 | L | | | | | | | | | | | | | \longrightarrow | | 2 |
| TIM | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| TIM Safety and Protocols (Flagging, Landing Zones, Warning Light, etc.) | | 3 | | | | | 1 | | | | | | 1 | | | | | | 1 | | | | | | | | | | 8 |
| TMC Operations/Joint Operations Center | | | | | | | | | | | | 2 | | | | | | | 2 | | | | | | | | | | 4 |
| Tolling and Tolling Equipment | | 4 | | | | | | | | | | | 1 | | | | | | 8 | | | | | | 2 | | | | 11 |
| Traction Law | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | 2 |
| Traffic Incident Management Strategies | | 9 | | | | | 8 | | | | | 7 1 | .0 | | | | | | 13 | 2 | | | | | | | | | 49 |
| Travel Time | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | 1 |
| Tunnel ITS | | | | | | | | | | | _ | 1 | | | | | | | | | | | | | | | | | 1 |
| Tunnel Lighting | | | | | | | | | | | | 1 | | 1 | | | | | | | | | | | 1 | | | | 2 |
| Tunnel Metering | | | | | | | | | | | | 1 | | 1 | | | | | | | | | | | | | | | 1 |
| Tunnel Widening | | | | | | | | | | | 1 | | | 1 | | | | | | | | | | 1 | 7 | | | | 9 |
| Variable Speed Limits | | | 4 | | 1 | | | | | | | | 1 | | | | | | 3 | | | | | | | | | | 10 |
| Grand Total | | 26 | 7 | 2 2 | 25 | 2 2 | 24 | 5 | 4 | 2 | 2 3 | 33 4 | 1 1 | L 1 | 1 | 2 | 1 | 1 | 62 | 4 | 2 | 1 | 1 | 1 | 10 | 2 | 1 | 1 | 265 |







Corridor improvements not implemented April 12, 2016

Corridor improvements implemented April 12, 2016

| Row Labels | Row Labels |
|---|---|
| | Accident Investigation Survey Equipment |
| Access Management | Active Traffic Management |
| Additional Capacity/Safety and Frontage Roads | Alternate traction devices |
| Adjacent Corridor Improvements | Chain Law |
| Advanced Guideway/Fixed Guideway | Chain Stations |
| Air Patrol | Closure Guidelines |
| Allow Longer Combo Vehicles | Closure Traveler Information |
| Alternate Route Improvements | Communications and Communications Devices |
| Bike Path | Emergency Parking Equipment Replacement Strategy |
| Brake Check Areas | Express Ski Bus |
| Bridge De-icing | Generate Revenue |
| Bus Guideway/Other | Hazardous Materials Management |
| Bus on Shoulder | Increase Maintenance Snow and Ice Removal |
| CMCA Coordination | Increased Snow Storage |
| Communications | ITS Infrastructure |
| Communications Liaison With Communities | ITS Software Systems |
| Connected Vehicle Technology | Maintenance Fleet Replacement |
| Dedicated Staffing to I-70 only | Maintenance Mechanics |
| Dummy CCTV | Media, Reporting and Social Media Messaging to the Public |
| Electronic Enforcement | Motorist Assist |
| Emergency Turn Arounds and Pullouts | Park and Ride |
| Increase Enforcement | Portable Message Boards |
| | Pre-Emptive and/or staged closures and openings |
| Interchange Improvements | Queue and Warning Systems |
| Paving and Pavement Repairs | Ramp Meters |
| Predictive Traveler Information | Rest Areas |
| Privatize Operations or Public Private Partnerships | Retention and Resource Sharing |
| Rental Car Options | Shelters |
| Shuttle | Signing and Striping (improved/enhanced) |
| Speed Harmonization | Snow Slide Mitigation |
| Traffic Control | TIM TIME Operations (laint Operations Center |
| Transit | TMC Operations/Joint Operations Center Traffic Incident Management Strategies |
| Truck Climb Lanes | Traffic Incident Management Strategies Training and Manuals |
| Truck Operations | Truck Parking |
| Truck Restrictions | Variable Speed Limits |
| Truck Stops | Weather Information and Equipment |



