

EASTERN 2040 REGIONAL TRANSPORTATION PLAN  
CORRIDOR PROFILES

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**CORRIDOR #1: SH 86 RURAL SECTION (PEA7001)**

**Description:** SH 86 from the Town of Kiowa east (MP 23.33) to I-70 (MP 58.99)

The vision for the SH 86 Rural Section corridor is primarily to improve safety as well as to improve system quality and to increase mobility. This corridor serves as local facility, connects to places outside the region, and makes east-west connections east to I-70 in Eastern Colorado. Travel modes now and in the future include passenger vehicle, truck freight, and local public transit. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural and transitioning character of the area while supporting the movement of tourists, freight, commuters and farm-to-market products in and through the corridor.

**Goals**

- Increase travel reliability and improve mobility
- Support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

**Solutions**

Benefit	Strategy
Capacity	Add roadway bypasses
	Construct, improve and maintain the roadway
Safety	Add guardrails
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten curves
	Flatten slopes
System Preservation	Improve visibility/sight lines
	Add surface treatment/overlays
	Bridge repairs/replacement

**CORRIDOR #2: SH 86 URBAN SECTION (PEA7002)**

**Description:** SH 86 from I-25 in Castle Rock (MP 0.56) to the Town of Kiowa (MP 23.33)

The vision for the SH 86 Urban Section corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, connects to places outside the region, serves as a Main Street and makes east-west connections within the South Metro Denver area. This portion of the corridor is transitioning from a rural to urban land use pattern. Travel modes now and in the future include passenger vehicle, local public transit service, truck freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on the urbanization of western Elbert County, passenger traffic volumes are expected to increase significantly, and the corridor is expected to experience congestion in the future. Freight traffic volumes are expected to increase by moderate levels. Overall, these traffic increases will cause significant capacity issues. The communities along the corridor value high levels of mobility, transportation choices, connection to other areas, safety, and system preservation. They depend on agriculture, local commerce and commercial activity for economic activity in the area and want to create a diverse economic base for future job creation. Users of this corridor want to preserve the rural, agricultural, and transitioning residential development character of the area while supporting the movement of tourists, commuters, and agriculture in and through the corridor.

**Goals**

- Increase travel reliability, improve mobility, and support commuter travel
- Support economic development and maintain environment
- Accommodate increasing freight traffic
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
	Construct, improve and maintain the roadway
	Preserve rights of way
Safety	Add guardrails
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten curves
	Flatten slopes
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Expand Transit Service

### CORRIDOR #3: SH 71 SOUTHERN SECTION (PEA7003)

**Description:** SH 71 from US 50 at Rocky Ford (MP 16.15) to I-70 in Limon (MP 100.99)

The vision for the SH 71 Southern Section corridor is primarily to maintain system quality as well as to improve safety and increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the Arkansas Valley area. Travel modes now and in the future include passenger vehicle, local public transit and truck freight. The transportation system in the area primarily serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value safety and system preservation. They depend on agriculture, grain storage and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight, farm-to-market products, and connections to the state prison in Limon in and through the corridor.

#### Goals

- Maintain statewide transportation connections
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Rehabilitate/replace deficient bridges

#### Solutions

Benefit	Strategy
Capacity	Construct, improve and maintain the roadway
Environment	Add drainage improvements
Safety	Add guardrails
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten curves
	Flatten slopes
System Preservation	Improve visibility/sight lines
	Add surface treatment/overlays
	Bridge repairs/replacement
	Reconstruct roadways

## CORRIDOR #4: SH 63 (PEA7004)

**Description:** SH 63 from Anton (US 36) north to Atwood (US 6). (MP 0.00 to MP 56.41)

The vision for the SH 63 corridor is primarily to maintain system quality as well as to improve safety and provide mobility. This corridor serves as a multi-modal local facility and makes north-south connections within the central Washington and southeastern Logan counties area. Travel modes now and in the future include passenger vehicle, truck freight, and local public transit. The transportation system in the area primarily serves towns and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, local commerce and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

### Goals

- Maintain statewide transportation connections
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

### Solutions

<b>Benefit</b>	<b>Strategy</b>
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles where warranted
Environment	Add drainage improvements
Safety	Add/improve shoulders
	Flatten slopes
	Improve geometrics
System Preservation	Add surface treatment/overlays

## CORRIDOR #5: SH 61 (PEA7005)

**Description:** SH 61 from Otis (US 34) north to Sterling (I-76). (MP 0.00 to MP 40.99)

The vision for the SH 61 corridor is primarily to maintain system quality as well as to improve safety and provide mobility. This corridor serves as a multi-modal local facility, connects to places within the region, and makes north-south connections within the northeastern Washington and southeastern Logan counties area. There is a desire to extend the state highway designation from US 34 south to US 36. Travel modes now and in the future include passenger vehicle, truck freight, and local public transit. The transportation system in the area primarily serves destinations inside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, the state prison near Sterling and local commerce for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

### Goals

- Provide and maintain statewide transportation connections
- Support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

### Solutions

<b>Benefit</b>	<b>Strategy</b>
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles where warranted
Environment	Add drainage improvements
Safety	Add/improve shoulders
	Flatten slopes
	Improve geometrics
System Preservation	Add surface treatment/overlays

## CORRIDOR #6: US 6 EASTERN PLAINS (PEA7006)

**Description:** US 6 from I-76 in Brush north of I-76 to Sterling then east to Nebraska. (MP 371.69 to MP 437.28)

The vision for the US 6 Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, connects to places outside the region, serves as a Main Street, and makes east-west connections within the Northeast Colorado to Nebraska area. Travel modes now and in the future include passenger vehicle, rail freight, truck freight, local public transit, oil and gas production and aviation (Holyoke Municipal Airport and Haxtun Municipal Airport). The transportation system in the area primarily serves destinations outside and inside of the corridor. Based on historic and projected population and employment levels, passenger and truck traffic volumes are expected to increase by moderate levels. Recreational reservoir traffic is a key element of the western portion of the corridor. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, local commerce, commercial activity and grain storage for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, farm-to-market products, and recreational users in and through the corridor.

### Goals

- Provide and maintain statewide transportation connections
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Ensure airport facilities meet existing and projected demands

### Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan*
Environment	Add drainage improvements
Freight	Improve railroad crossings
Operations	Study and change speed limits where warranted
Safety	Add signage
	Add turn lanes
	Flatten slopes
	Improve geometrics
System Preservation	Bridge repairs/replacement
	Reconstruct roadways

\* The Colorado Division of Aeronautics develops an Aviation *System Plan* approximately every five years. In this 2011 plan, the performance of the aviation system (airports) is highlighted and resulting facility objectives are measured to see if they are met. For more details see the executive summary of the plan at: [http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan\\_ES/view](http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view). In addition, a 2013 *Economic Impacts Study* of Colorado Airports was developed and highlights jobs, payroll, economic output, and tax revenues generated by airports. For more details on economic impacts of Colorado airports see: <http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>.

## CORRIDOR #7: SH 59 (PEA7007)

**Description:** SH 59 from US 40 in Kit Carson to Cope (US 36) and then Joes to SH 138 in Sedgwick. (MP 0.00 to MP 173.3)

The Vision for the SH 59 corridor is primarily to maintain system quality as well as to improve safety and provide mobility. This corridor serves as a multi-modal local facility, acts as Main Street, and makes north-south connections within central Cheyenne County to western Sedgwick County area. There is a desire to extend the state highway designation from SH 138 north to I-80 in Nebraska. Travel modes now and in the future include passenger vehicle, truck freight, aviation (Yuma Municipal Airport), local public transit, and oil and gas production. The transportation system in the area primarily serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic and freight volumes on this type of facility should increase by moderate levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, local commerce, grain storage and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

### Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Ensure airport facility meets existing and projected demands

### Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan*
Capacity	Construct, improve and maintain the roadway
Environment	Add drainage improvements
Safety	Add guardrails
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten curves
	Flatten slopes
System Preservation	Improve visibility/sight lines
	Add surface treatment/overlays
	Bridge repairs/replacement

\* The Colorado Division of Aeronautics develops an Aviation *System Plan* approximately every five years. In this 2011 plan, the performance of the aviation system (airports) is highlighted and resulting facility objectives are measured to see if they are met. For more details see the executive summary of the plan at: [http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan\\_ES/view](http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view). In addition, a 2013 *Economic Impacts Study* of Colorado Airports was developed and highlights jobs, payroll, economic output, and tax revenues generated by airports. For more details on economic impacts of Colorado airports see: <http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>.

**CORRIDOR #8: US 40 (PEA7008)**

**Description:** US 40 from the Town of Kit Carson (MP 446.05) east to Kansas (MP 486.86)

The vision for the US 40 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal facility, connects to places outside the region, and makes east-west connections within the area from Kit Carson to Kansas. The corridor also serves wide-load truck traffic. Travel modes now and in the future include passenger vehicle, rail freight, truck freight, oil and gas production, and local public transit. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger and truck traffic volumes are expected to increase by significant levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, grain storage, local commerce and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

**Goals**

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct, improve and maintain the roadway
Safety	Add accel/decel lanes where warranted
	Add guardrails
	Add turn lanes
	Add/improve shoulders
	Flatten slopes
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement



## **CORRIDOR #9: US 385 HIGH PLAINS HIGHWAY (PEA7009)**

**Description:** US 385 from Cheyenne Wells north to the Nebraska border and US 40 from Kit Carson to Cheyenne Wells (see Corridor #8) is the High Plains Highway. Corridor also includes US 385 from US 50 in Granada to Cheyenne Wells which is not part of the High Plains designation. (MP 95.05 to MP 317.63)

The vision for the US 385 High Plains Highway, except for the segment from Grenada to Cheyenne Wells, is primarily system preservation and safety. The primary investment category for the segment from Granada to Cheyenne Wells is safety. This corridor serves as a multi-modal regional facility, connects to places outside the region, serves as both the Main Street and state-designated hazardous waste route, and makes north-south connections within the eastern plains of Colorado from Oklahoma to Nebraska. Travel modes now and in the future include passenger vehicle, local public transit, aviation (Kit Carson County Airport, Julesburg Municipal Airport, and Wray Municipal Airport), oil and gas production, and truck freight. The transportation system in the area serves both destinations within and outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. Recreational reservoir traffic and oversized loads are key elements of the corridor. The communities along the corridor value safety, high levels of mobility, transportation choices, connections to other areas, system preservation, and economic development. They depend on tourism, agriculture, grain storage, oil and gas production, and renewable energy (such as ethanol and biodiesel production and wind generation), and local commerce, all of which are expected to grow, contributing to the increase in freight traffic. The on-going Eastern Plains Transmission Project, which proposes further development of utility-scale wind farms, has increased freight traffic and oversized loads significantly along the corridor. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, farm-to-market products and recreational users in and through the corridor.

### **Goals**

- Increase travel reliability and improve mobility in order to support economic development, accommodate growth in freight transport, and maintain statewide transportation connections
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Maintain airport facilities in good condition and increase air service availability

**CORRIDOR #9 (CONT'D): US 385 HIGH PLAINS HIGHWAY (PEA7009)**

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Aviation	Develop airport master plans*
	Expand air service
	Meet airport facility objectives in Airport System Plan
Capacity	Add roadway bypasses
	Construct intersection/interchange improvements
	Construct, improve and maintain the roadway
Environment	Add drainage improvements
Safety	Add guardrails
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Provide inter-modal connections

\* The Colorado Division of Aeronautics develops an Aviation *System Plan* approximately every five years. In this 2011 plan, the performance of the aviation system (airports) is highlighted and resulting facility objectives are measured to see if they are met. For more details see the executive summary of the plan at: [http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan\\_ES/view](http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view). In addition, a 2013 *Economic Impacts Study* of Colorado Airports was developed and highlights jobs, payroll, economic output, and tax revenues generated by airports. For more details on economic impacts of Colorado airports see: <http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>.

## CORRIDOR #10: US 287 PORTS TO PLAINS (PEA7010)

**Description:** US 287 from Oklahoma (MP 386.00) north to US 40 in Kit Carson (MP 446.00). US 287 joins US 40 as a dual designation for the next 60 miles to I-70 in Limon. In Limon, US 287 joins I-70 as a dual designation west towards Denver.

The vision for the US 287 Port to Plains corridor is primarily to increase mobility, as well as to maintain system quality and to improve safety. This entire corridor is a portion of the National Ports to Plains Corridor connecting Denver and Laredo, Texas and is part of CDOT's Strategic Investment Program (7th Pot). This crucial rural freight corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections south into Oklahoma. Travel modes now and in the future include passenger vehicle, rail freight, local public transit, and truck freight. The transportation system in the area primarily serves destinations inside and outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes and freight traffic volumes are expected to increase significantly. The significant increase in freight traffic on US 287 / US 40 can be attributed to the highway's designation as the Ports to Plains Freight Corridor. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture, tourism travel, grain storage and freight/commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight, tourists and farm-to-market products in and through the corridor.

### Goals

- Maintain statewide transportation connections
- Preserve the existing transportation system
- Provide information to traveling public
- Reduce fatalities, injuries and property damage crash rate
- Support economic development and accommodate growth in freight transport

### Solutions

Benefit	Strategy
Capacity	Add new interchanges/intersections
	Add roadway bypasses
	Construct intersection/interchange improvements
	Construct, improve and maintain the roadway
Freight	Add rail sidings
	Add truck parking areas
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add general purpose lanes
	Add guardrails
	Add rest areas
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten curves
	Flatten slopes
Improve visibility/sight lines	

**CORRIDOR #11: US 24 ELBERT COUNTY LINE TO LIMON (PEA7011)**

**Description:** US 24 from Elbert County Line (MP 311.07) northeast to I-70 in Limon (MP 380.46)

The vision for the US 24, Colorado Springs to Limon corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor is on the National Highway System and serves as a multi-modal regional facility, provides commuter access, acts as a Main Street and makes east-west connections within the NE El Paso, SE Elbert, and Lincoln Counties. The western portion of the corridor is transitioning from a rural to urban land use pattern. Significant facilities located in the Colorado Springs area affect transportation in the corridor, including the Colorado Springs Airport, the various military installations and numerous tourist attractions. Travel modes now and in the future include passenger vehicle, local public transit, rail freight, truck freight, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. They depend on tourist travel, commercial activity, grain storage and local commerce for economic activity in the area. Users of this corridor want to preserve the rural, agricultural, and transitioning character of the area while supporting the movement of commuters, tourists, and local traffic in and through the corridor.

**Goals**

- Increase travel reliability and improve mobility to support commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Support economic development and maintain environment
- Accommodate increasing freight traffic

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
	Construct, improve and maintain the roadway
	Study corridors
Safety	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten curves
	Flatten slopes
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Expand Transit Service

**CORRIDOR #12: US 24 SIEBERT TO BURLINGTON (PEA7012)**

**Description:** US 24 from I-70 in Seibert (MP 419.31) east to Burlington (MP 457.29)

The vision for the US 24, Siebert to Burlington corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility including local bicycle traffic, acts as Main Street, serves as a parallel facility to the interstate facility for local traffic and makes east-west connections within the central Kit Carson County area. Travel modes now and in the future include passenger vehicle, truck freight, local public transit, and rail freight. The transportation system in the area primarily serves towns and destinations within and outside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value safety and system preservation. They depend on agriculture, I-70 tourism, grain storage and local commerce for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products and local traffic in and through the corridor.

**Goals**

- Support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Environment	Add drainage improvements
Safety	Add accel/decel lanes where warranted
	Add guardrails
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Flatten curves
	Flatten slopes
	Improve geometrics
Improve visibility/sight lines	
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

## CORRIDOR #13: I-76 NORTHEAST COLORADO (PEA7013)

**Description:** I-76 from US 85 in Commerce City (MP 12.5) northeast to Nebraska (MP 183.99)

The vision for the I-76, Northeast Colorado corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is on the National Highway System and National Freight Network and serves as a multi-modal Interstate facility, connects to places outside the region, serves as an important freight connection to Chicago and areas east, and makes east-west connections within the northeast Colorado area. I-76 from Denver to Brush is part of the Heartland Express designation in Colorado. The South Platte River Trail Scenic Byway runs along a portion of this corridor. The western portion of the corridor is transitioning from a rural to urban land use pattern. Travel modes now and in the future include passenger vehicle, local public transit, intercity bus service (Burlington Trailways and Black Hills Arrow Stage), passenger rail, truck freight, and rail freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, high-tech, agriculture, commercial activity, and the state prison at Sterling for economic activity in the area. Users of this corridor want to preserve the rural, agricultural and transitioning residential development character while supporting the movement of tourists, urban commuters, freight, farm-to-market products, recreational users, long distance travel and connections to the state prison in Sterling in and along the corridor.

### Goals

- Maintain statewide transportation connections
- Support economic development and accommodate growth in freight transport
- Provide tourist-friendly travel
- Provide information to traveling public
- Maintain or improve pavement to optimal condition

### Solutions

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
Environment	Add drainage improvements
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add signage
	Flatten slopes
System Preservation	Add surface treatment/overlays
	Reconstruct roadways

## CORRIDOR #14: SH 94 (PEA7014)

**Description:** SH 94 from the east side of Colorado Springs (MP 0.00) to US 40/US 287 (MP 85.99)

The vision for the SH 94 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the urban edge of Colorado Springs area. The western portion of the corridor is transitioning from a rural to urban land use pattern. Significant facilities located in the Colorado Springs area affect transportation in the corridor, including the Colorado Springs Airport, the various military installations and numerous tourist attractions. Travel modes now and in the future include passenger vehicle, truck freight and local public transit. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase by significant levels. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourist travel and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the transitioning area while supporting the movement of tourists, commuters, freight, and farm-to-market products.

### Goals

- Increase travel reliability and improve mobility
- Coordinate transportation and land use decisions and support economic development and maintain environment
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

### Solutions

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct, improve and maintain the roadway
	Preserve rights of way
Operations	Study and change speed limits where warranted
Safety	Add guardrails
	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Flatten curves
	Flatten slopes
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

## **CORRIDOR #15: SH 71 HEARTLAND EXPRESSWAY (PEA7015)**

**Description:** SH 71 from I-70, Limon (MP 102.02) north to Nebraska State Line (MP 232.82)

The vision for the SH 71 Heartland Expressway corridor is primarily to improve mobility, as well as to maintain system quality and safety. This corridor serves as a multi-modal National Highway System facility, provides local access, and makes north-south connections to the Ports to Plains Corridor. SH 71 from Limon to the Nebraska State Line has been designated a “high priority corridor” as part of the Heartland Expressway route in Colorado. Travel modes now and in the future include passenger vehicle, truck freight, rail freight, and local public transit. The transportation system in the area primarily serves towns, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger traffic volumes are expected to increase by moderate levels. However, due to the designation of SH 71 as the Heartland Expressway Corridor and traffic generated from the energy, wind, oil and gas industries, freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourist travel, agriculture, commercial activity and the state prison in Limon for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor.

### **Goals**

- Maintain statewide transportation connections
- Support economic development and maintain environment
- Provide for tourist-friendly travel
- Accommodate growth in freight transport and provide improved freight linkages
- Increase travel reliability and improve mobility through safety improvements

### **Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct, improve and maintain the roadway
Environment	Add drainage improvements
Safety	Add guardrails
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten curves
	Flatten slopes
System Preservation	Improve visibility/sight lines
	Add surface treatment/overlays
	Bridge repairs/replacement



**CORRIDOR #16: SH 113 (PEA7016)**

**Description:** SH 113 between SH 138 near Sterling (MP 0.00) and I-80 in Sidney, Nebraska (MP18.83)

The vision for the SH 113 corridor is to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the Northeast Colorado Plains and connections to Nebraska. Travel modes now and in the future include passenger vehicle, truck and rail freight, and local public transit. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. Tourist traffic to the Cabela’s retail store in Nebraska is a key element of the traffic along this corridor. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourist traffic, agriculture, grain storage and local commerce for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists and farm-to-market products in and through the corridor.

**Goals**

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Improve signing/stripping
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Environment	Add drainage improvements
Safety	Add turn lanes
	Add/improve shoulders
	Flatten slopes
	Improve geometrics
	Install rumble strips in high accident areas
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

**CORRIDOR #17: SH 138 (PEA7017)**

**Description:** SH 138 from SH 6 in Sterling (MP 0.00) northeast to I-80 in Nebraska (MP 59.82)

The vision for the SH 138 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, serves as a Main Street, provides local access, serves as a parallel facility to the interstate for local traffic and makes east-west connections within the Northeast Colorado and Nebraska area. Travel modes now and in the future include passenger vehicle, local public transit, rail freight, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within and outside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. Recreational users and seasonal agriculture traffic is an important element of this corridor. The communities along the corridor value system preservation. They depend on agriculture, local commerce, and I-76 tourism for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourism and farm-to-market products in and through the corridor.

**Goals**

- Increase travel reliability through safety improvements
- Support economic development and maintain environment
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
	Study corridors
Environment	Add drainage improvements
Freight	Improve railroad crossings
Safety	Add/improve shoulders
	Flatten slopes
	Improve geometrics
System Preservation	Add surface treatment/overlays

## CORRIDOR #18: SH 14 PLAINS (PEA7018)

**Description:** SH 14 from I-25 in Fort Collins east (MP 216.83) to I-76 in Sterling (MP 236.92)

The vision for the SH 14 Plains corridor is primarily to increase mobility, as well as maintain system quality and to improve safety. The primary Investment category is System Quality west of the SH 14 intersection with SH 71, and Mobility east of that intersection. Sections of the corridor between the towns of Sterling, Fort Morgan, Grover, and Ault are designated as the Pawnee Pioneer Trails Scenic Byway. This corridor serves as a multi-modal local facility, acts as Main Street, connects to places outside the region, and makes east-west connections from NE Colorado to the Fort Collins/Front Range area. Travel modes now and in the future include passenger vehicle, local public transit, aviation (Sterling Municipal Airport), rail freight, and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase by moderate levels. Recreational user traffic is an important element of this corridor. The communities along the corridor value connections to other areas and system preservation. They depend on agriculture, local commerce and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, agricultural, and transitioning residential development character of the area while supporting the movement of tourists, commuters, freight and farm-to-market products in and through the corridor.

### Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Ensure airport facility meets existing and projected demands

### Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan*
Capacity	Add roadway bypasses (through Sterling)
	Construct intersection/interchange improvements
Environment	Add drainage improvements
Safety	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Flatten curves
	Flatten slopes
System Preservation	Add surface treatment/overlays
	Reconstruct roadways

\* The Colorado Division of Aeronautics develops an Aviation *System Plan* approximately every five years. In this 2011 plan, the performance of the aviation system (airports) is highlighted and resulting facility objectives are measured to see if they are met. For more details see the executive summary of the plan at: [http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan\\_ES/view](http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view). In addition, a 2013 *Economic Impacts Study* of Colorado Airports was developed and highlights jobs, payroll, economic output, and tax revenues generated by airports. For more details on economic impacts of Colorado airports see: <http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>.

Corridor #19: SH 23 (PEA7019)

**Description:** SH 23 from Holyoke east (MP 0.00) to Nebraska (MP 17.83)

The vision for the SH 23 corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Northeast Plains of Colorado to Nebraska area. Travel modes now and in the future include passenger vehicle, local public transit, rail freight and truck freight. The transportation system in the area primarily serves towns and destinations within and outside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value system preservation. They depend on agriculture, grain storage, tourism and local commerce for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of tourists, farm-to-market products in and through the corridor.

**Goals**

- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Preserve the existing transportation system
- Maintain statewide transportation connections

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Environment	Add drainage improvements
Safety	Add/improve shoulders
	Flatten slopes
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

## CORRIDOR #20: I-70 PLAINS (PEA7020)

**Description:** I-70 from E-470 in Denver east (MP289.18) to Kansas (MP 449.51)

The vision for the I-70 Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is on the National Highway System and National Freight Network and serves as a multi-modal Interstate facility, connects to the Front Range and places outside the region, and makes east-west connections within the Eastern Colorado Plains to points west in Colorado and east of Colorado. The Ports to Plains route connecting Denver to Laredo, Texas utilizes I-70 between Denver and Limon (see Corridor #10). Travel modes now and in the future include passenger vehicle, intercity bus service (Greyhound), local public transit service, intercity bus service, truck freight, rail freight, and aviation (Limon Municipal Airport within the Eastern TPR). Significant facilities affecting transportation in the corridor are Denver International Airport, Front Range Airport, the military armory in Watkins, the proposed TransPort intermodal facility and connections with E-470. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourist travel, agriculture, commercial activity, freight distribution, and residential development for economic activity in the area. Users of this corridor want to preserve the rural, agricultural and the transitioning residential area while supporting the movement of tourists, commuters, freight, military, and farm-to-market products in and through the corridor.

### Goals

- Maintain statewide transportation connections
- Support commuter travel and provide for tourist-friendly travel
- Accommodate growth in freight transport via roadway and rail
- Maintain or improve pavement to optimal condition
- Maintain airport facilities in good condition

### Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan*
Capacity	Construct intersection/interchange improvements
Freight	Add rail sidings
	Add truck parking areas
Operations	Improve ITS traveler information, traffic management and incident management
Safety	Add rest areas
	Improve geometrics
System Preservation	Bridge repairs/replacement
	Reconstruct roadways

\* The Colorado Division of Aeronautics develops an Aviation *System Plan* approximately every five years. In this 2011 plan, the performance of the aviation system (airports) is highlighted and resulting facility objectives are measured to see if they are met. For more details see the executive summary of the plan at: [http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan\\_ES/view](http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view). In addition, a 2013 *Economic Impacts Study* of Colorado Airports was developed and highlights jobs, payroll, economic output, and tax revenues generated by airports. For more details on economic impacts of Colorado airports see: <http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>.

## CORRIDOR #21: US 34 EASTERN PLAINS (PEA7021)

**Description:** US 34 from SH 71 in Brush east (MP 180.57) to Nebraska (MP 259.51)

The vision for the US 34 Eastern Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multi-modal facility, acts as Main Street, and makes east-west connections within the Northeast Colorado area. Future travel modes now and in the future include passenger vehicle, passenger rail (Amtrak), public transit, aviation (Colorado Plains Regional Airport and Gebauer Airport), truck freight, and rail freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by moderate levels. The communities along the corridor value high levels of mobility and safety. They depend on agriculture, grain storage, tourism, local commerce, tourists, oil and gas production, ethanol production, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight, tourists and farm-to-market products in and through the corridor.

### Goals

- Maintain statewide transportation connections and accommodate growth in freight transport
- Increase air travel availability
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

### Solutions

<b>Benefit</b>	<b>Strategy</b>
Aviation	Meet airport facility objectives in Airport System Plan
Capacity	Construct intersection/interchange improvements
Environment	Add drainage improvements
Safety	Add turn lanes
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Flatten slopes
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
	Reconstruct roadways
Transit	Expand Transit Service

**CORRIDOR #22: US 36 EASTERN PLAINS (PEA7022)**

**Description:** US 36 from I-70 in Byers east (MP 101.00) to Kansas (MP 224.71)

The vision for the US 36 Eastern Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a multi-modal facility, acts as Main Street, and makes east-west connections within the Northeast Colorado area. Future travel modes now and in the future include passenger vehicle, local public transit, and truck freight. The transportation system in the area primarily serves towns and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase by significant levels. Seasonal agriculture traffic is an important element of this corridor. The communities along the corridor value high levels of system preservation and safety. They depend on agriculture, grain storage, local commerce, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor.

**Goals**

- Maintain or improve pavement to optimal condition
- Eliminate shoulder deficiencies
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rates

**Solutions**

Benefit	Strategy
Safety	Add guardrails
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel) where warranted
	Flatten slopes
	Improve geometrics
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement