

SOUTHEAST 2040 REGIONAL TRANSPORTATION PLAN CORRIDOR PROFILES

CORRIDOR: US 287 (PSE7001)

Description: Colorado-Oklahoma State Line (MP 0.0) to Kiowa-Cheyenne Co. Line (MP 77.63)

The vision for this corridor is primarily to increase the north-south mobility from Laredo, Texas to the Denver metropolitan area and the various communities and facilities along the route as part of the National Ports to Plains Trade Route. The vision is also to improve safety, reliability and to maintain system quality on the corridor. This corridor serves as a multimodal National Highway System facility and is a critical link in the Ports to Plains Corridor which will facilitate interstate and international trade commerce between Mexico and the United States. In addition, this corridor will provide a critical link in the nationwide system of routes which are essential to the nation’s economy, defense and overall mobility.

Since this area of the State depends primarily on agriculture and recreation for economic activity, this route will continue to serve the region’s farm-to-market, energy and tourist transport. With the increase in recreational and business opportunities in the area, there will be a significant increase in need for a facility which can provide mobility and safe transportation for both large trucks and other vehicles utilizing the corridor.

Corridor Priority: High

Goals

- Maintain statewide transportation connections
- Support economic development and maintain environment
- Accommodate growth in freight transport
- Provide information to traveling public
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan
Capacity	Add new interchanges/intersections
	Add roadway bypasses
Freight	Add truck parking areas
Operations	Improve ITS incident response, traveler info & traffic management
	Improve geometrics
Safety	Add passing lanes
	Add rest areas
	Add turn lanes
	Add/improve shoulders
System Preservation	Add surface treatment/overlays
Transit	Provide and expand transit services

CORRIDOR: US 50 (PSE7002)

Description: I-25 in Pueblo (MP 348.84) to Colorado/Kansas State Line (467.583)

The vision for this corridor is primarily to increase the east-west mobility from the Lower Arkansas Valley to the Pueblo metropolitan area and the various communities and facilities along the route, as well as to improve safety, reliability and maintain system quality. This corridor serves as a multimodal National Highway System facility and makes the east-west connection within southeast Colorado including the making the connection to the Ports to Plains route (US 287) to I-25 in the City of Pueblo. This corridor will provide a southern east-west alternative to I-70 for region residents, tourists and freight movements by providing interstate level mobility for southern Colorado. It is a potential route for future interstate bus service.

The transportation system in the area serves towns, cities and destinations within the corridor as well as destinations outside of the corridor. Besides serving major commerce, US 50 is also shared as the Main Street by several local communities along its route. Heavy truck traffic and congestion, therefore, impact safety in these local communities. Based on historic and projected growth in the Region, both passenger and freight traffic volumes are expected to increase particularly with the increase in travel on the Port-to-Plans Route along US 287. This area of the State depends primarily on agriculture for economic activity in the area but there has been and will continue to be a sharp increase in tourism and energy development in the Region. Users of this corridor want to provide the necessary mobility to the Region to ensure continued and increased economic development in the Region while improving the overall transportation safety of the corridor.

Corridor Priority: High

Goals

- Increase travel reliability and improve mobility
- Accommodate growth in freight/truck transport
- Maintain statewide transportation connections
- Support economic development and maintain environmental quality
- Accommodate growth in freight and tourism/recreation volumes
- Increase bus/transit ridership
- Ensure adequate airport facilities to meet projected demands and maintain safe operating conditions

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
	Add/improve shoulders
Capacity	Add new interchanges/intersections
	Add roadway bypasses
	Add general purpose lanes
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add general purpose lanes
	Add medians
	Add passing lanes
	Add/improve shoulders
Transit	Provide and expand transit bus and rail services

CORRIDOR: SH 101 (PSE7003)

Description: Jct US 50 (MP 0.0) to Jct Bent Co. Road K in Toonerville (MP 21.413)

This corridor currently serves as a north-south connection between Pritchett to its junction to US 50 as an alternative route to US 287 in southeast Colorado. The vision for this corridor is to bring it up to a 2-lane paved facility for the entire length as part of the State Highway System to provide this alternative route for intra-regional travel and farm-to-market use.

Corridor Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Ensure that airport facilities are maintained in a safe operating condition while at the same time are adequate to meet the existing and projected demands
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan
Capacity	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add turn lanes
	Add/improve shoulders
	Improve geometrics

CORRIDOR: SH 96 (PSE7004)

Description: Pueblo-Crowley County Line (MP 87.88) to Colorado–Kansas State Line (MP 105.83)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a northern east-west alternative for US 50 within the Region. Travel modes include passenger vehicles, school bus service, farm and wind energy vehicles, truck freight and bicycles. With the continued growth in the Region it is important to support the movement of tourists, farm-to-market products, freight as well as bicycles while ensuring the overall transportation safety and reliability of this corridor.

Corridor Priority: High

Goals

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve the pavement to optimal condition
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
Transit	Provide and expand transit services

CORRIDOR: SH 109 (PSE7005)

Description: Bent-Las Animas County Line (MP 27.52) to Jct 3rd St. in Cheraw (MP 65.768)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor primarily connects the airport to the city of La Junta as well as intra-regional travel for the area around the city of La Junta. With the continued growth in the Region it is important to support the mobility and reliability of this corridor while ensuring the overall transportation safety of this corridor.

Corridor Priority: Medium

Goals

- Accommodate growth in freight transport
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 10 (PSE7006)

Description: Pueblo-Otero County Line (MP 44.0) to Jct US 50 (MP 71.968)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with US 350, to the southern portion of the State and areas south. Travel modes include passenger vehicles, school bus service, farm and wind energy vehicles, and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm-to-market products, and freight while ensuring the overall transportation safety and reliability of this corridor.

Corridor Priority: Medium

Goals

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 71 (PSE7007)

Description: Jct US 350 (MP 0.0) to Crowley-Lincoln County Line (MP 9.1)

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor. This corridor connects to places outside the Region and serves as a north-south alternative for the Region and the State mid-way between I-25 and US 287. Travel modes now and in the future include passenger vehicles, school bus service, farm and energy vehicles, truck and rail freight, and bicycles. With the continued growth in the Region it is important to support the movement of tourists, farm-to-market products and freight while ensuring the overall transportation safety and reliability of this corridor.

Corridor Priority: Medium

Goals

- Preserve the existing transportation system
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Improve visibility/sight lines
Transit	Expand Transit Service

CORRIDOR: SH 89 (PSE7008)

Description: Jct SH 116 (MP 0.0) to Jct US 50 (MP 34.340)

This corridor currently serves as a north-south connection between Lycan and Holly with a primary function as a facility for intra-region, farm-to-market and energy travel. The vision for this corridor is to maintain system quality, reliability and to improve the overall safety of the corridor.

Corridor Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 196 (PSE7009)

Description: Jct US 50 (MP 0.0) to Jct US 385 (MP 35.637)

This corridor currently serves as an east-west corridor with a primary function of intraregional transportation serving the communities along the corridor and their access to US 50 and US 287. The vision of this corridor is to maintain system quality with a focus on improving the overall safety and mobility of this corridor.

Corridor Priority: Medium

Goals

- Reduce fatalities, injuries and property damage crash rate
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 202 (PSE7010)

Description: Jct US 50 (MP 0.0) to Jct Otero County Road 16 (MP 2.999)

This corridor serves as an extension of a primary multi-lane county road in the northeast corner of Otero County connecting this area of the County to US 50 and primarily serves agricultural activity in this limited area. The vision for this corridor is primarily to maintain system quality as well as to improve the overall mobility of the corridor.

Corridor Priority: Medium

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 266 (PSE7011)

Description: Jct US 50 (MP 0.0) to Jct SH 109 (MP 11.516)

The vision for this corridor is to improve safety as well as maintain the system quality and future mobility of this corridor. This east - west corridor (in addition to SH 109) primarily connects the airport to the city of La Junta as well as intra-regional travel for the area around the city of La Junta and Rocky Ford. With the continued growth in the Region it is important to support the mobility of this corridor while ensuring the overall transportation safety of this corridor.

Corridor Priority: Medium

Goals

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

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
Use improved striping paint / beads	
System Preservation	Add surface treatment/overlays

CORRIDOR: US 350 (PSE7012)

Description: Otero-Las Animas County Line (MP 37.35) to Jct US 50 (72.999)

The vision for this corridor is to maintain the system safety as well as the future mobility and reliability of this corridor. This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with SH 10, to the southern portion of the State and areas south. Travel modes include passenger vehicles, school bus service, farm and energy vehicles, bicycle and truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm-to-market products, and freight while ensuring the overall transportation safety of this corridor.

Corridor Priority: Medium

Goals

- Accommodate growth in freight transport
- Preserve the existing transportation system
- Reduce fatalities, injuries and property damage crash rate
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays

CORRIDOR: US 385 (PSE7013)

Description: Jct US 50 (MP 95.055) to Kiowa-Cheyenne County Line (MP 122.87)

The vision for this corridor is to improve safety as well as maintain the system quality and future mobility of this corridor. This corridor connects to places outside the Region and serves as an eastern north-south alternative to US 287 in and outside the Region. Travel modes include passenger vehicles, school bus service, farm vehicles and wide-load truck freight. With the continued growth in the Region it is important to support the movement of tourists, farm-to-market products and freight while ensuring the overall transportation safety of this corridor.

Corridor Priority: Medium

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support farm-to-market economic sustainability
- Expand transit usage

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays
Transit	Provide and expand transit bus and rail services

CORRIDOR: SH 100 (PSE7014)

Description: Jct US 160 (MP 0.0) to Jct Main St. in Vilas (MP 0.419)

This corridor serves as an access point to Vilas. The vision for this corridor is to maintain the existing system quality and safety.

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
Use improved striping paint / beads	
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 116 (PSE7015)

Description: Jct US 287 (MP 0.0) to Colorado-Kansas State Line (MP 32.322)

The vision for this corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region and makes east-west connections within the Region. This corridor primarily serves as a primary farm-to-market, bicycle and freight route for the Region.

Corridor Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR: US 160 (PSE7016)

Description: Baca-Las Animas County Line (MP 431.691) to Colorado-Kansas St Line (MP 496.999)

The vision for this corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region and makes east-west connections within the Region as a southern east-west corridor to US 50. This corridor not only serves the towns and cities along the route but also destinations within and outside the corridor for tourism and as a primary farm-to-market route.

Corridor Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Accommodate growth in freight traffic
- Reduce fatalities, injuries and property damage crash rate
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 167 (PSE7017)

Description: Jct SH 96 (MP 0.0) to Jct Otero County Road JJ (MP 4.860)

This corridor serves as an extension of a primary multi-lane county road which runs across Otero County connecting SH 10 to US 50. It serves as an intermediate north-south route for the eastern part of the County only. The vision for this corridor is primarily to improve the overall safety of the corridor as well as to maintain system quality.

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 183 (PSE7018)

Description: Jct. US 50 (MP 0.0) to Jct Bent County Road HH (MP 0.999)

The vision for this corridor is to maintain system quality as well as to improve safety. This corridor serves as an access point to Fort Lyon and the John Martin Reservoir and is a potential Regional Bus route. The safety and preservation of this corridor will become more critical as tourism and recreational travel continues to grow in this Region.

Corridor Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support tourist-friendly travel
- Improve access to public lands
- Reduce fatalities, injuries and property damage crash rate

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 194 (PSE7019)

Description: Jct SH 109 (MP 0.0) to Jct US 50 (MP 19.997)

The vision for this corridor is to maintain system quality as well as to improve safety. This corridor serves as an alternate east-west route to US 50 between SH 109 and it's junction with US 50 just north of Las Animas. The travel of this corridor serves local intra-regional, freight and tourism travel.

Corridor Priority: Low

Goals

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate
- Support farm-to-market economic sustainability

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR: SH 207 (PSE7020)

Description: Jct US 50 (MP 0.0) to Jct SH 96 (MP 5.935)

The vision for this corridor is primarily to maintain system quality. This corridor primarily serves as a local mobility facility and makes a north-south connection between Manzanola (US 50) and Crowley (SH 96).

Corridor Priority: Low

Goals

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

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Safety	Add passing lanes
	Add signage
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays