

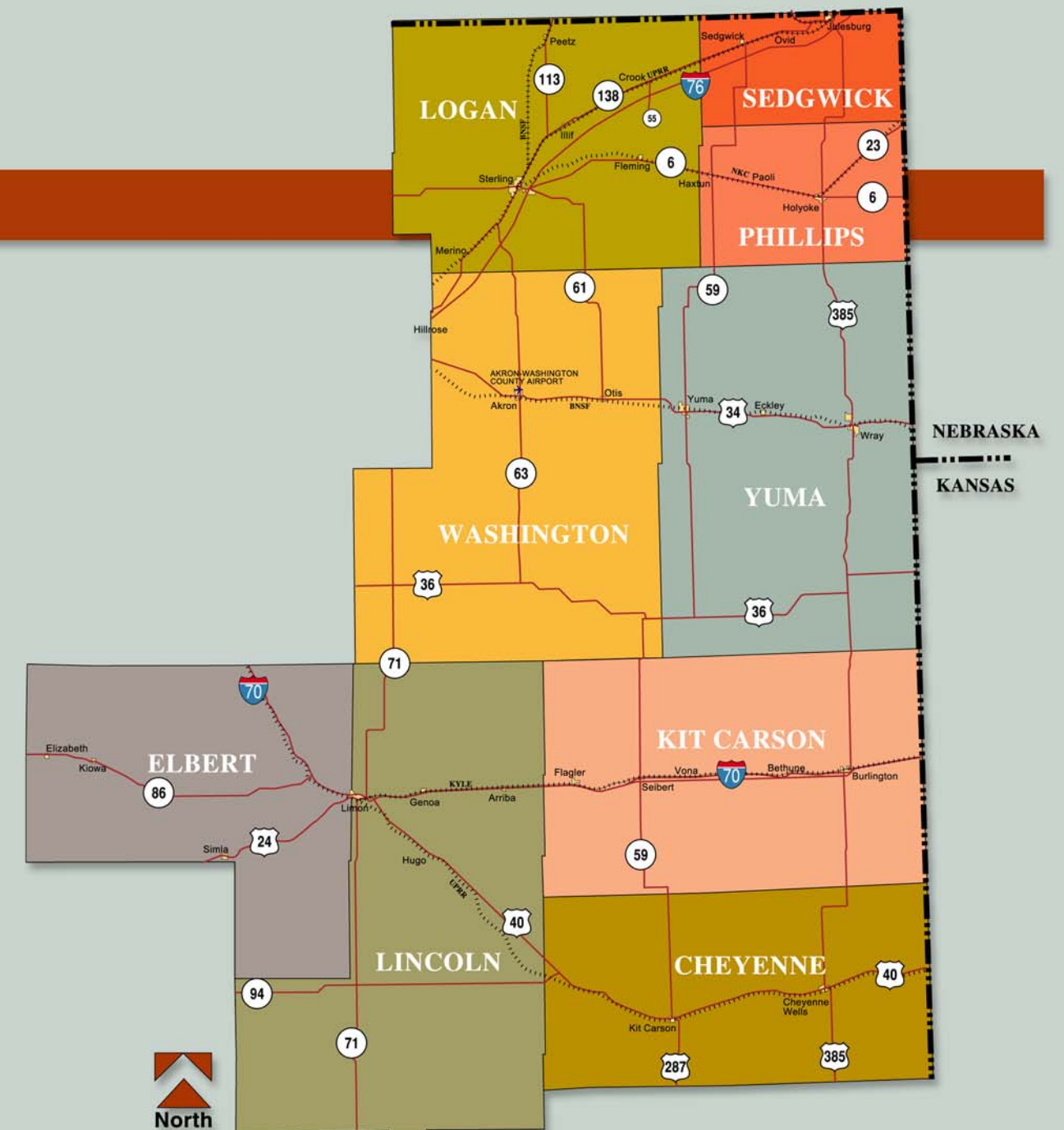


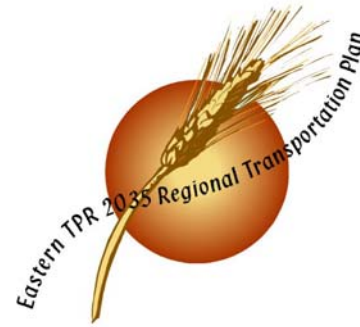
Eastern Transportation Planning Region

Technical Report 2 : Visions and Priorities

2035 Regional
Transportation Plan

May 2007





TECHNICAL REPORT #2 – VISIONS AND PRIORITIES

EASTERN TPR 2035 REGIONAL TRANSPORTATION PLAN

Prepared for:

Eastern Transportation Planning Region

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Technical Report #2 – Visions and Priorities
Eastern TPR 2035 Regional Transportation Plan

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Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

INTRODUCTION

Purpose of this Report

The purpose of this report is to describe the recommended changes to Corridor Visions, Goals, and Strategies as described in the 2030 Regional Transportation Plan (RTP). The recommendations are consistent with the 2035 Resource Allocation and Planning Policies adopted by the Transportation Commission. Together with estimated corridor costs and approved priorities, these recommended Corridor visions, Goals, and Strategies form the 2035 Vision Plan.

A page is included for each corridor in the plan. The top of the page includes the text of the Corridor Vision from the 2030 Plan, with any recommended changes noted in bold. The next section compares the adopted 2030 Primary Investment Category, Priority, Goals, and Strategies to any recommendations for the 2035 update.

The TPR Prioritization Meeting will focus primarily on those corridors with significant changes. All recommendations are draft until approved by the Regional Planning Commission.

Recommended Changes

The corridor visions, goals and strategies for each of the 22 corridors in the Eastern Transportation Planning Region (TPR) have been updated to reflect current trends in the region, current corridor study recommendations, public input, data analysis and direction from the regional planning officials. Based on these source, there are no significant changes recommended to any of the corridors; the changes are all minor and are primarily designed to consolidate similar goals/strategies and provide additional detail about the corridors. Such changes help make the regional transportation plan consistent with the regional and statewide planning process. Significant changes (**in bold**) reflect developments along the corridor between the completion of the 2030 Regional Transportation Plan and the development of the 2035 Plan. Changes from 2030 to 2035 are displayed side by side. The identification number of each Goal or Strategy has been included in parentheses following the recommendation for the 2035 Plan.

2035 Vision Plan Priorities

This section contains a table with a summary of changes to each corridor, including the Priority, Primary Investment Category and updated estimated costs.

Available Goals and Strategies

This section contains the list of Goals and Strategies available for selection. The number of each goal or strategy has been included in parentheses following the recommendation for the 2035 Plan. In most cases, the number of Goals for each corridor is limited to five, while the number of Strategies is limited to ten.

Midterm Implementation Strategy

Several options for Midterm Implementation Strategies are presented herein for consideration at the TPR Prioritization Meeting. These options and draft language will be considered at that time.



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2035 RESOURCE ALLOCATION AND PLANNING POLICIES

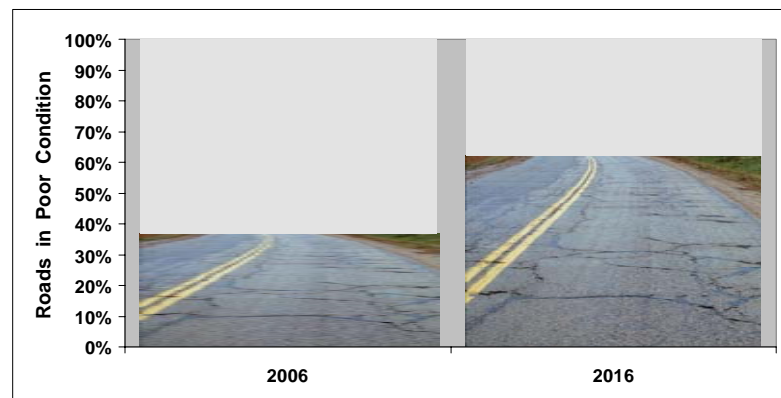
2035 Resource Allocation

Current estimates of funding availability (2035 Resource Allocation) anticipate that CDOT will not achieve a single performance goal after 2010. Colorado's transportation investments are at risk of serious deterioration from a combination of issues has come together requiring that the state identify new ways to fund transportation needs. Revenues are sluggish at both federal and state levels and not able to keep up with dramatic construction cost increases. The future of federal transportation funding is even uncertain. In addition, growth in the use of the system has outpaced growth in system capacity. A combination of strategies will be required to address the shortfall, including optimizing system expenditures and seeking additional revenue options.

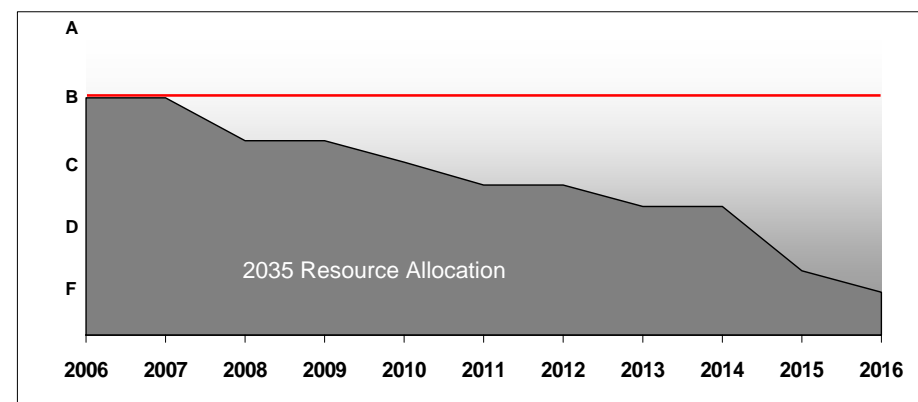
Comparing 2030 and 2035 Resource Allocations - *Less Money for a Longer Plan with Higher Costs:*

	2030 (25 years)	2035 (27 years)
Region 1 Available Resources (all programs)	\$4.2 B	\$4.0 B
Region 1 Regional Priority Program (RPP)	\$98.0 M	\$98.0 M
Region 4 Available Resources (all programs)	\$3.7 B	\$3.24 B
Region 4 Regional Priority Program (RPP)	\$126.2 M	\$101.8 M

With 2035 Resource Allocation, 60 Percent of State Roads are in *Poor* Condition by 2016:



With 2035 Resource Allocation the Maintenance Level of Service in 2016 will be “F”ailing:



2035 Plan Policies

Colorado's planning process calls for a review of planning policies. During 2006, the Commission and STAC reviewed and updated the 2035 Planning Policies. Highlights of the Commission 2035 planning policy that will be reviewed before 2035 Plan adoption follow:

Earmarks: The Commission policy discourages earmarking in principle as it undermines and disrupts the cooperative planning process and the performance-based allocation of resource. The Commission recognizes the need to ensure earmarked projects are consistent with the existing Statewide Transportation Improvement Program and requires sponsoring agencies obtaining earmarks to provide the match for on and off system projects.

Growth in Transportation System: Given declining revenue projections and increasing construction costs, a high priority continues on preservation, enhancement and maintenance of the existing infrastructure. No center line miles will be added to the state system unless funded from sources other than CDOT-administered federal transportation funds or state fuel or registration fees. Other funding sources may include tolls implemented through the Colorado Toll Enterprise or other authority, local or regional transportation authority funds, partnerships and other public and private entities including an exchange of facilities with local governments, strategic project funds or other funds allocated by the General Assembly. All costs for additions of centerline miles to the state highway system, including maintenance, operation and reconstruction, are the responsibility of the financing party.

Support Economic Development: The Commission recognizes that Colorado's transportation system is a valuable resource and a major public and private investment that directly affects the economic health of the state. The Commission supports the enhancement of Colorado's economic competitiveness and sustainability by working through the regional and statewide planning process that is in balance with state, regional and local community economic development goals.

Colorado Toll Enterprise: Key tolling policies incorporated into the 2035 Plan Policies include (1) toll decisions should not reduce Commission resource allocation to regions in which toll facilities are located; (2) toll system definition; (3) integration of other modes into toll systems; (4) funds for long term operations; (5) maintenance and replacement costs; (6) leverage of tolling and federal/state dollars and the effect of tolling on project selection; and (7) assumptions used by market in the financial feasibility/market analysis.

SB97- 001 Strategic Transit Program: The Commission goal is to allocate 10 percent of the anticipated program to increase transit ridership by improving transit connections between communities and critical destinations such as medical services.

Corridor Visions: The Commission supports corridor visions for (1) Interstate, (2) non-Interstate National Highway System and State Highways 13 and 385 and (3) other state highways in the 2035 Statewide Plan.

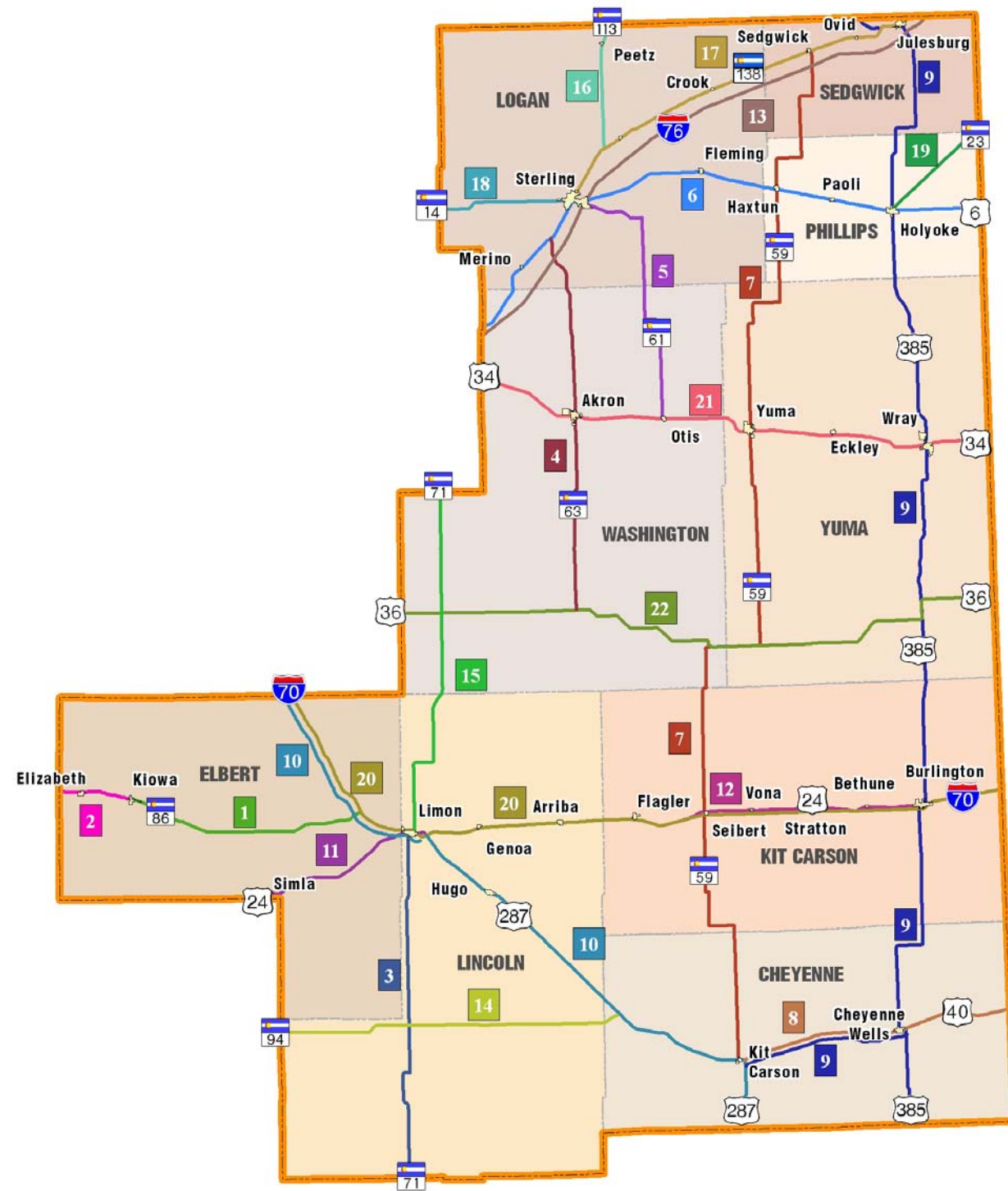
Dispute Resolution: Policy issues not resolved by planning entity and CDOT executive directors/chairs are elevated to governing bodies of the entities and then to the FHWA/FTA for resolution of issues involving interpretation of federal laws/regulations.

Maintenance Incentive Pilot Program: The Commission encourages local ownership of certain state roads that no longer meet the intent of the state highway system and establishes a fund to pay local governments to take over state arterials.

See <http://www.dot.state.co.us/StateWidePlanning/PlansStudies/2035Plan.asp> for the complete policy.



EASTERN TPR CORRIDORS





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Corridor #1: SH 86 Rural Section

SH 86 from the Town of Kiowa east to I-70

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SAFETY

Priority: Rank 10 (Vision Plan)

Goals:

- Improve shoulder widths
- Maintain or improve pavement to optimal condition
- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Support economic development
- Implement SH 83-86 Corridor Study recommendations
- Add and maintain roadway bypasses

Strategies:

- Add and maintain accel/decel lanes
- Construct, improve and maintain the system of local roads
- Add and maintain roadway bypasses
- Add surface treatment/overlays
- Bridge repairs/replacement
- Corridor studies
- Improve geometrics including shoulders and lane width
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Flatten slopes
- Flatten curves
- Add guardrails

2035 Plan

Primary Investment Category: SAFETY

Priority: MEDIUM (Rank 10)

Goals:

- Increase travel reliability and improve mobility (1)
- Support economic development and maintain environment (5)
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)

Strategies:

- Add and maintain roadway bypass **(through Kiowa)** (5)
- Construct, improve and maintain the system of local roads (9)
- **Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines) (35, 39, 40, 41)**
- Add/improve shoulders (43)
- Add guardrails (44)
- Add surface treatment/overlays (58)
- Bridge repairs/replacement (59)
- Implement SH 83/SH 86 Corridor Optimization Plan recommendations (84)
- **Construct auxiliary lanes (passing, turn, accel/decel) (91)**



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #2: SH 86 Urban Section

SH 86 from I-25 in Castle Rock to the Town of Kiowa

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: MOBILITY

Priority: Rank 7 (Fiscally Constrained Plan; 7% of funding)

Goals:

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

Strategies:

- Implement 83/86 Corridor Optimization Study
- Preserve right of way
- Add travel lanes
- Add and maintain accel/decel lanes
- Construct, improve, maintain system of local roads
- Implement access control measures
- Improve geometrics, including shoulders
- Add passing lanes and turn lanes
- Improve intersections with highway
- Improve visibility/sight lines
- Flatten slopes, flatten curves
- Add guardrails
- Develop and implement access control measures
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Corridor Study

2035 Plan

Primary Investment Category: MOBILITY

Priority: HIGH (Rank 7)

Goals:

- Increase travel reliability, improve mobility, and support commuter travel (1, 6)
- Support economic development and maintain environment (5)
- Accommodate increasing freight traffic (10)
- Reduce fatalities, injuries and property damage crash rate (18)
- Maintain or improve pavement to optimal condition (24)

Strategies:

- Preserve right of way for and add travel lanes (1, 8)
- Construct, improve, maintain system of local roads (9)
- Consolidate and limit access points and develop access management plans (11)
- **Provide and expand transit service (12)**
- **Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines (35, 39, 40, 41)**
- **Construct intersection improvements and construct auxiliary lanes (passing, turn, accel/decel) (36, 91)**
- Add/improve shoulders (43)
- Add guardrails (44)
- Maintain infrastructure by adding surface treatment/overlays and repairing/replacing bridges (58, 59)
- Implement *SH 83/SH 86 Corridor Optimization Plan* recommendations (84)



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Corridor #3: SH 71 Southern Section

SH 71 from US 50 at Rocky Ford to I-70 in Limon

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 15 (Vision Plan)

Goals:

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

Strategies:

- Add and maintain accel/decel lanes
- Construct, improve and maintain the system of local roads
- Maintain statewide transportation connections
- Improve geometrics
- Add passing lanes
- Improve visibility/ sight lines
- Flatten slopes, flatten curves
- Add turn lanes
- Add/improve shoulders
- Add guardrails
- Add Surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Reconstruction of roadway

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 15)

Goals:

- Maintain statewide transportation connections (3)
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Preserve the existing transportation system (23)
- Rehabilitate/replace deficient bridges (25)

Strategies:

- Construct, improve and maintain the system of local roads (9)
- **Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines) (35, 39, 40, 41)**
- Add/improve shoulders (43)
- Add guardrails (44)
- Add Surface treatment/overlays (58)
- Bridge repairs/replacement (59)
- Add drainage improvements (68)
- Reconstruction of roadway (83)
- **Construct auxiliary lanes (passing, turn, accel/decel) (91)**



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Corridor #4: SH 63

SH 63 from Anton (US 36) north to Atwood (US 6)

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 17 (Vision Plan)

Goals:

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

Strategies:

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add surface treatment/overlays
- Add drainage improvements

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 17)

Goals:

- Maintain statewide transportation connections (3)
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)

Strategies:

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles (6)
- Improve geometrics (35)
- Flatten slopes (40)
- Add/improve shoulders (43)
- Add surface treatment/overlays (58)
- Add drainage improvements (68)



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Corridor #5: SH 61

SH 61 from Otis (US 34) north to Sterling (I-76)

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 18 (Vision Plan)

Goals:

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

Strategies:

- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles
- Construct new segment
- Designate as a State Highway
- Add surface treatment/overlays
- Add drainage improvements

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 18)

Goals:

- Provide and maintain statewide transportation connections (3)
- Support economic development and maintain environment (5)
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)

Strategies:

- Add and maintain roadway pullouts for breakdowns, buses and slow vehicles (6)
- Improve geometrics (35)
- Flatten slopes (40)
- Add/improve shoulders (43)
- Add surface treatment/overlays (58)
- Add drainage improvements (68)
- **Construct new segment between US 34 and US 36 and designate as State Highway**



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Corridor #6: US 6 Eastern Plains

US 6 from I-76 in Brush north of I-76 to Sterling then east to Nebraska

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 9 (Vision Plan)

Goals:

- Accommodate growth in freight transport
- Improve shoulder widths
- Maintain or improve pavement to optimal condition

Strategies:

- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add drainage improvements
- Reconstruction roadways
- Add turn lanes
- Address speed issues in towns, signage issues
- Provide and maintain statewide transportation connections

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM (Rank 9)

Goals:

- Provide and maintain statewide transportation connections (3)
- Accommodate growth in freight transport (10)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)
- **Ensure airport facilities meet existing and projected demands (36)**

Strategies:

- Add turn lanes (3)
- Improve geometrics (35)
- Flatten slopes (40)
- Add drainage improvements (68)
- Reconstruction roadways (83)
- **Add signage (29)**
- **Study and change speed limits (55)**
- **Bridge repairs/replacement (59)**
- **Meet airport facility objectives in Airport System Plan (94)**



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Corridor #7: SH 59

SH 59 from US 40 in Kit Carson to Cope (US 36) and then Joes to SH 138 in Sedgwick

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 11 (Vision Plan)

Goals:

- Reduce fatalities, injuries and property damage crash rate
- Improve shoulder widths
- Maintain or improve pavement to optimal condition
- Maintain statewide transportation connections
- Preserve the existing transportation system
- Designate SH 59 north to I-80

Strategies:

- Construct, improve and maintain the system of local roads
- Maintain statewide transportation connections
- Improve geometrics, including shoulders
- Add passing lanes, turn lanes
- Flatten slopes
- Flatten curves
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Improve visibility/sightlines

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM (Rank 11)

Goals:

- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Preserve the existing transportation system (23)
- Maintain or improve pavement to optimal condition (24)
- **Ensure airport facility meets existing and projected demands (36)**

Strategies:

- Construct, improve and maintain the system of local roads (9)
- **Improve geometrics (flatten slopes, flatten curves, improve visibility/sightlines) (35, 39, 40, 41)**
- Add/improve shoulders (43)
- Add guardrails (44)
- Add surface treatment/overlays (58)
- Bridge repairs/replacement (59)
- Add drainage improvements (68)
- **Construct auxiliary lanes (pass, turn, accel/decel) (91)**
- **Meet airport facility objectives in Airport System Plan (94)**
- **Designate new segment north to I-80 as State Highway**



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Eastern TPR 2035 Regional Transportation Plan

Corridor #8: US 40

US 40 from the Town of Kit Carson east to Kansas

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 19 (Vision Plan)

Goals:

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

Strategies:

- Add and maintain accel/decel lanes
- Construct, improve and maintain the system of local roads
- Add turn lanes
- Flatten slopes
- Add/improve shoulders
- Add guardrails
- Bridge repairs/replacement
- Add surface treatment/overlays

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 19)

Goals:

- Maintain statewide transportation connections (3)
- Accommodate growth in freight transport (10)
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Preserve the existing transportation system (23)

Strategies:

- Add and maintain accel/decel lanes (2)
- Construct, improve and maintain the system of local roads (9)
- Add turn lanes (3)
- Flatten slopes (40)
- Add/improve shoulders (43)
- Add guardrails (44)
- Add surface treatment/overlays (58)
- Bridge repairs/replacement (59)



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #9: US 385 High Plains Highway

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.

2035 CORRIDOR VISION (CHANGES IN BOLD)

The vision for the US 385 High Plains Highway, except for the segment from Grenada to Cheyenne Wells, is primarily to improve mobility. 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 a Main Street and makes north-south connections within the eastern plains of Colorado from Oklahoma to Nebraska area. 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 primarily serves 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 (**destined for Bonny Lake State Park**) 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, **ethanol and biodiesel production**, 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 tourists, commuters, freight, farm-to-market products and recreational users in and through the corridor. This project was identified in the 2003 Strategic Program.

GOALS AND STRATEGIES

2030 Plan

Primary Investment Category: MOBILITY

Priority: Rank 3 (Fiscally Constrained Plan; 15% of funding)

Goals:

- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Support economic development
- Accommodate growth in freight transport
- Maintain airport facilities in good condition
- Increase air service availability

Strategies:

- Add and maintain accel/decel lanes
- Add and maintain roadway bypasses
- Construct improve/maintain system of local roads
- Consolidate/develop access management plans
- Expand air service
- Provide inter-modal connections
- Maintain statewide transportation connections
- Improve geometrics, including shoulders
- Construct intersection/interchange improvements
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Flatten slopes
- Flatten curves
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Reconstruction roadways
- Develop airport master plan
- Conduct corridor study

(continued on next page)



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

2035 Plan

Primary Investment Category: MOBILITY

Priority: HIGH (Rank 3)

Goals:

- Increase travel reliability and improve mobility in order to support economic development, accommodate growth in freight transport, and maintain statewide transportation connections (1, 3, 10)
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)
- Maintain airport facilities in good condition and increase air service availability (15, 28)

Strategies:

- Construct, improve and maintain system of local roads, and add roadway bypasses (5, 9)
- **Obtain right of way for and construct a Super 2 cross-section, retain potential for ultimate expansion to four lanes (8, 93)**
- Consolidate and limit access points and develop access management plan (11)
- Expand air service and develop airport master plans, **meet airport facility objectives in Airport System Plan (19, 86, 94)**
- Provide inter-modal connections (20)
- **Improve safety through geometric improvements (flatten slopes, flatten curves, improve visibility/sight lines) and adding guardrails (35, 39, 40, 41, 44)**
- **Construct intersection improvements and auxiliary lanes (passing, turn, accel/decel lanes) (36, 91)**
- Add/improve shoulders (43)
- **Maintain infrastructure by adding surface treatments/overlays, completing bridge repairs/replacements, making drainage improvements, and reconstructing the roadway (58, 59, 68, 83)**
- Implement recommendations from High Plains Corridor Development and Management Plan and Secure Strategic Investment Program funding (84, 103)



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Corridor #10: US 287 Ports to Plains

US 287 from Oklahoma north to US 40 in Kit Carson. 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.

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 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 AND STRATEGIES

2030 Plan

Primary Investment Category: MOBILITY

Priority: Rank 4 (Fiscally Constrained Plan; 5% of funding)

Goals:

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

Strategies:

- Add and maintain general purpose lanes
- Add and maintain new interchanges/intersections
- Construct/improve/maintain system of local roads
- Add rail sidings
- Promote use and maintenance of variable message signs
- Improve ITS Incident Response, traveler information and traffic management
- Complete 7th pot concrete reconstruction
- Improve geometrics
- Add passing lanes
- Add turn lanes
- Improve visibility/sight lines
- Improve intersections within towns
- Flatten slopes
- Flatten curves
- Add guardrails
- Town reliever route study
- Reconstruction roadways
- Bridge repairs/replacements, including overpass
- Add rest areas

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Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

2035 Plan

Primary Investment Category: MOBILITY

Priority: HIGH (Rank 4)

Goals:

- Maintain statewide transportation connections (3)
- Preserve the existing transportation system (23)
- Provide information to traveling public (17)
- Reduce fatalities, injuries and property damage crash rate (18)
- **Support economic development and accommodate growth in freight transport (3, 10)**

Strategies:

- Add and maintain general purpose lanes and new interchanges/intersections (1, 7)
- Construct/improve/maintain system of local roads **and add roadway bypasses (5, 9)**
- Add rail sidings and guardrails (17, 44)
- Improve ITS incident response, travel information and traffic management including promoting the use of variable message signs (23, 24)
- **Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines) (35, 39, 40, 41)**
- **Improve intersections and construct auxiliary lanes (passing, turn, accel/decel lanes) (36, 91)**
- **Add/improve shoulders (43)**
- Maintain infrastructure by completing 7th Pot concrete reconstruction and constructing bridge repairs/replacement, including overpasses (59, 83)
- Add rest areas **and truck parking areas** (61, 62)
- **Implement recommendations from *Ports to Plains Corridor Development and Management Plan* and Secure Strategic Investment Program funding (84, 103)**



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #11: US 24 Colorado Springs to Limon

US 24 from Colorado Springs northeast to I-70 in Limon

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: MOBILITY

Priority: Rank 8 (Fiscally Constrained Plan; 3% of funding)

Goals:

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

Strategies:

- Add and maintain accel/decel lanes
- Construct, improve and maintain the system of local roads
- Preserve right of way
- Implement access control measures
- Improve geometrics, including shoulders
- Add passing lanes, turn lanes
- Improve intersections with highway
- Improve visibility/sight lines
- Add surface treatment/overlays
- Bridge repairs/replacement
- Corridor study
- Flatten slopes
- Flatten curves
- Add guardrails
- Develop and implement access control measures

2035 Plan

Primary Investment Category: MOBILITY

Priority: HIGH (Rank 8)

Goals:

- Increase travel reliability and improve mobility to support commuter travel (1, 6)
- Reduce fatalities, injuries and property damage crash rate (18)
- Maintain or improve pavement to optimal condition (24)
- Support economic development and maintain environment (5)
- Accommodate increasing freight traffic (10)

Strategies:

- **Obtain right of way for and construct a Super 2 cross-section, retain potential for ultimate expansion to four lanes (8, 93)**
- Construct, improve and maintain the system of local roads (9)
- Consolidate and limit access points and develop access management plans (11)
- **Provide and expand transit service (12)**
- Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines) (35, 39, 40, 41)
- Improve intersections and construct auxiliary lanes (passing, turn, accel/decel lanes) (36, 91)
- Add/improve shoulders (43)
- Add surface treatments/overlays (58)
- Bridge repairs/replacement (59)
- Study corridor (84)



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Corridor #12: US 24 Siebert to Kansas

US 24 from I-70 in Seibert east to Kansas state line

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 14 (Vision Plan)

Goals:

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

Strategies:

- Improve geometrics, accel/decel lanes
- Add passing lanes
- Add turn lanes
- Add guardrails
- Add drainage improvements
- Improve visibility/sight lines
- Flatten curves, flatten slopes
- Add/improve shoulders
- Add surface treatment/overlays
- Bridge repairs/replacement

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: MEDIUM (Rank 14)

Goals:

- Support economic development and maintain environment (5)
- Reduce fatalities, injuries and property damage crash rate (18)
- Provide for safe movement of bicycles and pedestrians (20)
- Eliminate shoulder deficiencies (21)
- Preserve the existing transportation system (23)

Strategies:

- Improve geometrics, accel/decel lanes (2, 35)
- Add passing lanes (37)
- Add turn lanes (3)
- Add guardrails (44)
- Add drainage improvements (68)
- Improve visibility/sight lines (39)
- Flatten curves, flatten slopes (40, 41)
- Add/improve shoulders (43)
- Add surface treatment/overlays (58)
- Bridge repairs/replacement (59)



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #13: I-76 Northeast Colorado

I-76 from US 85 in Commerce City northeast to Nebraska

2035 CORRIDOR VISION (CHANGES IN BOLD)

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** 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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 1 (Fiscally Constrained Plan; 20% of funding)

Goals:

- Secure Strategic Investment Program funding for interstate improvements
- Provide tourist-friendly travel
- Accommodate growth in freight transport
- Maintain statewide transportation connections
- Provide information to traveling public
- Maintain or improve pavement to optimal condition
- Support Economic Development

Strategies:

- Maintain statewide transportation connections
- Flatten slopes
- Add signage
- Add surface treatment/overlays
- Add drainage improvements
- Reconstruction roadways
- Add and maintain new interchanges (Brush)

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH (Rank 1)

Goals:

- Maintain statewide transportation connections (3)
- **Support economic development and accommodate growth in freight transport (5, 10)**
- Provide tourist-friendly travel (8)
- Provide information to traveling public (17)
- Maintain or improve pavement to optimal condition (24)

Strategies:

- Improve ITS incident response, traveler information and traffic management (24)
- Flatten slopes (40)
- Add signage (29)
- Construct interchange improvements (36)
- Add surface treatment/overlays (58)
- Add drainage improvements (68)
- Reconstruction roadways (83)
- **Secure Strategic Investment Program funding (103)**



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #14: SH 94

SH 94 from the east side of Colorado Springs to US 40/US 287

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 20 (Vision Plan)

Goals:

- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Improve shoulder widths
- Maintain or improve pavement to optimal condition
- Coordinate transportation and land use decisions
- Support a diverse economic base

Strategies:

- Construct, improve and maintain the system of local roads
- Preserve right of way
- Add surface treatment/overlays
- Bridge repairs/replacement
- Improve geometrics, including shoulders
- Add passing lanes, turn lanes
- Improve visibility/sight lines
- Flatten slopes, curves
- Address speed limit/stoplight issues
- Add guardrails
- Develop and implement access control measures

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 20)

Goals:

- Increase travel reliability and improve mobility (1)
- Coordinate transportation and land use decisions and **support economic development and maintain environment (4, 5)**
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)

Strategies:

- Add passing lanes, turn lanes (3, 37)
- Preserve right of way (8)
- Construct, improve and maintain the system of local roads (9)
- Consolidate and limit access points and develop access management plan (11)
- **Add signage (29)**
- **Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines) (35, 39, 40, 41)**
- Add/improve shoulders (43)
- Add guardrails (44)
- **Study and change speed limits (55)**
- Maintain infrastructure by adding surface treatment/overlays and bridge repairs/replacement (58, 59)



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #15: SH 71 The Heartland Expressway

SH 71 from I-70, Limon north to Nebraska State Line.

2035 CORRIDOR VISION (CHANGES IN BOLD)

The vision for the SH 71 Heartland Express 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 Express Corridor, 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 AND STRATEGIES

2030 Plan

Primary Investment Category: MOBILITY

Priority: Rank 5 (Fiscally Constrained Plan; 15% of funding)

Goals:

- Provide improved freight linkages
- Maintain statewide transportation connections
- Provide for tourist-friendly travel
- Accommodate growth in freight transport
- Support economic development

Strategies:

- Add and maintain accel/decel lanes
- Construct/improve/maintain system of local roads
- Consolidate access, develop access management plans
- Improve traffic flow
- Preserve adequate right of way for potential SH 71 Brush Bypass
- Maintain statewide transportation connections
- Improve geometrics, including shoulders
- Add passing lanes/turn lanes
- Improve visibility/sight lines
- Flatten slopes, flatten curves
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements
- Reconstruct roadways

2035 Plan

Primary Investment Category: MOBILITY

Priority: HIGH (Rank 5)

Goals:

- Maintain statewide transportation connections (3)
- Support economic development and maintain environment (5)
- Provide for tourist-friendly travel (8)
- Accommodate growth in freight transport and provide improved freight linkages (10, 11)
- **Increase travel reliability and improve mobility through safety improvements (38)**

Strategies:

- **Obtain right of way for and construct a Super 2 cross-section, retain potential for ultimate expansion to four lanes (8, 93)**
- Construct/improve/maintain system of local roads (9)
- Consolidate and limit access points, develop access management plans (11)
- **Improve geometrics (flatten slopes, flatten curves, improve visibility/sight lines) (35, 39, 40, 41)**
- Add/improve shoulders (43)
- Add guardrails (44)
- **Maintain infrastructure by adding surface treatment/overlays, constructing bridge repairs/replacement, adding drainage improvements and reconstructing the roadway (58, 59, 68, 83)**
- **Construct auxiliary lanes (passing, turn, accel/decel lanes) (91)**
- **Secure Strategic Investment Program funding (103)**



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #16: SH 113

SH 113 between SH 138 near Sterling and I-80 in Sidney, Nebraska

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 16 (Vision Plan)

Goals:

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

Strategies:

- Maintain statewide transportation connections
- Improve geometrics, including shoulders
- Install rumble strips in high accident areas
- Add turn lanes
- Flatten slopes
- Add surface treatment/overlays
- Bridge repairs/replacement
- Add drainage improvements

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 16)

Goals:

- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Improve signing/striping (22)
- Maintain or improve pavement to optimal condition (24)
- Rehabilitate/replace deficient bridges (25)

Strategies:

- Improve geometrics (35)
- Add/improve shoulders (43)
- Install rumble strips in high accident areas (53)
- Add turn lanes (3)
- Flatten slopes (40)
- Add surface treatment/overlays (58)
- Bridge repairs/replacement (59)
- Add drainage improvements (68)



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #17: SH 138

SH 138 from SH 6 in Sterling northeast to I-80 in Nebraska

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SAFETY

Priority: Rank 13 (Vision Plan)

Goals:

- Increase travel reliability and improve mobility
- Improve shoulder widths
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Support economic development

Strategies:

- Maintain statewide transportation connections
- Improve geometrics, including shoulders
- Flatten slopes
- Improve intersections
- Add drainage improvements
- Improve pavement condition
- Study corridors

2035 Plan

Primary Investment Category: SAFETY

Priority: MEDIUM (Rank 13)

Goals:

- Increase travel reliability **through safety improvements (38)**
- Support economic development and maintain environment (5)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)
- Rehabilitate/replace deficient bridges (25)

Strategies:

- Improve geometrics (35)
- Improve intersections (36)
- Add/improve shoulders (43)
- Flatten slopes (40)
- **Add surface treatment/overlays (58)**
- Add drainage improvements (68)
- Study corridors (84)



Technical Report #2 – Visions and Priorities

Eastern TPR 2035 Regional Transportation Plan

Corridor #18: SH 14 Plains

SH 14 from I-25 in Fort Collins east to I-76 in Sterling.

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: MOBILITY

Priority: Rank 11 (Vision Plan)

Goals:

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Maintain statewide transportation connections

Strategies:

- Maintain statewide transportation connections
- Add and maintain roadway bypasses
- Add surface treatment/overlays
- Add drainage improvements
- Reconstruction roadways
- Develop and implement access control measures
- Improve geometrics, including shoulders
- Flatten slopes
- Improve intersections
- Straighten curves, roadway
- Reliever study
- Traffic study

2035 Plan

Primary Investment Category: MOBILITY

Priority: MEDIUM (Rank 11)

Goals:

- Maintain statewide transportation connections (3)
- Accommodate growth in freight transport (10)
- Reduce fatalities, injuries and property damage crash rate (18)
- Maintain or improve pavement to optimal condition (24)
- **Ensure airport facility meets existing and projected demands (36)**

Strategies:

- Add and maintain roadway bypasses (**through Sterling**) (5)
- **Corridor study addressing potential bypass (5, 84)**
- Develop and implement access control measures (11)
- Improve geometrics (flatten slopes, flatten curves) (35, 40, 41)
- Improve intersections (36)
- Add/improve shoulders (43)
- Add surface treatment/overlays (58)
- Add drainage improvements (68)
- Reconstruction roadways (83)
- **Meet airport facility objectives in Airport System Plan (94)**



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #19: SH 23

SH 23 from Holyoke east to Nebraska

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 22 (Vision Plan)

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

Strategies:

- Maintain statewide transportation connections
- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add drainage improvements
- Maintain pavement condition
- Improve bridge conditions

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 22)

Goals:

- Reduce fatalities, injuries and property damage crash rate (18)
- Maintain or improve pavement to optimal condition (24)
- Preserve the existing transportation system (23)
- Maintain statewide transportation connections (3)

Strategies:

- Improve geometrics (35)
- Flatten slopes (40)
- Add/improve shoulders (43)
- **Add surface treatment/overlay (58)**
- Bridge repairs/replacement (59)
- Add drainage improvements (68)



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #20: I-70 Plains

I-70 from E-470 in Denver east to Kansas.

2035 CORRIDOR VISION (CHANGES IN BOLD)

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** 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 in and through the corridor.

GOALS AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 2 (Fiscally Constrained Plan; 20% of funding)

Goals:

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Maintain or improve pavement to optimal condition
- Support commuter travel
- Provide for tourist-friendly travel
- Maintain airport facilities in good condition
- Accommodate and maintain freight rail transport
- Secure Strategic Investment Program funding

Strategies:

- Add and maintain new interchanges/intersections
- Construct rail lines
- Add rail sidings
- Promote use and maintenance of variable message signs
- Maintain statewide transportation connections
- Construct new north-south rail lines
- Create ITS traveler information, traffic management and incident management
- Improve geometrics
- Construct intersection/interchange improvements
- Bridge repairs/replacement
- Add truck-parking areas
- Add rest areas
- Reconstruct roadways

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH (Rank 2)

Goals:

- Maintain statewide transportation connections (3)
- Support commuter travel and provide for tourist-friendly travel (6, 8)
- Accommodate growth in freight transport via roadway and rail (10)
- Maintain or improve pavement to optimal condition (24)
- Maintain airport facilities in good condition (28)

Strategies:

- Add rail sidings (17)
- **Create ITS traveler information, traffic management and incident management including the use of variable message signs (23, 34)**
- Improve geometrics (35)
- Construct intersection/interchange improvements (36)
- Bridge repairs/replacement (59)
- Add truck-parking areas and rest areas (61, 62)
- Reconstruct roadways (83)
- **Meet airport facility objectives in Airport System Plan (94)**



Technical Report #2 – Visions and Priorities Eastern TPR 2035 Regional Transportation Plan

Corridor #21: US 34 Eastern Plains

US 34 from SH 71 in Brush east to Nebraska

2035 CORRIDOR VISION (CHANGES IN BOLD)

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**), local 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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 6 (Fiscally Constrained Plan; 10% of funding)

Goals:

- Maintain or improve pavement to optimal condition
- Improve shoulder widths
- Accommodate growth in freight transport
- Increase air travel availability
- Reduce fatalities, injuries and property damage crash rate

Strategies:

- Maintain statewide transportation connections
- Improve geometrics
- Flatten slopes
- Add/improve shoulders
- Add intersection improvements and turn lanes
- Add surface treatment/overlays
- Add drainage improvements
- Reconstruction roadways
- Improve deficient bridges

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: HIGH (Rank 6)

Goals:

- Maintain statewide transportation connections and accommodate growth in freight transport(3, 10)
- Increase air travel availability (15)
- Reduce fatalities, injuries and property damage crash rate (18)
- Eliminate shoulder deficiencies (21)
- Maintain or improve pavement to optimal condition (24)

Strategies:

- Add intersection improvements and turn lanes (3, 36)
- **Consolidate and limit access points and develop access management plans (11)**
- Improve geometrics (35)
- Flatten slopes (40)
- Add/improve shoulders (43)
- Add surface treatment/overlays (58)
- Bridge repairs/replacement (59)
- Add drainage improvements (68)
- Reconstruction roadways (83)
- **Meet airport facility objectives in Airport System Plan (94)**



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Corridor #22: US 36 Eastern Plains

US 36 from I-70 in Byers east to Kansas

2035 CORRIDOR VISION (CHANGES IN BOLD)

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 AND STRATEGIES

2030 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: Rank 21 (Vision Plan)

Goals:

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

Strategies:

- Add and maintain accel/decel lanes
- Add and maintain turn lanes
- Improve geometrics
- Add turn lanes
- Improve visibility/sight lines
- Flatten slopes
- Add/improve shoulders
- Add guardrails
- Add surface treatment/overlays
- Bridge repairs/replacement
- Maintain optimal pavement condition

2035 Plan

Primary Investment Category: SYSTEM QUALITY

Priority: LOW (Rank 21)

Goals:

- Maintain or improve pavement to optimal condition (24)
- Eliminate shoulder deficiencies (21)
- Accommodate growth in freight transport (10)
- Reduce fatalities, injuries and property damage crash rates (18)

Strategies:

- **Construct auxiliary lanes (passing, turn, accel/decel lanes) (91)**
- Improve geometrics (35)
- Improve visibility/sight lines (39)
- Flatten slopes (40)
- Add/improve shoulders (43)
- Add guardrails (44)
- Add surface treatment/overlays (58)
- Bridge repairs/replacement (59)



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2035 VISION PLAN PRIORITIES

Corridor	Description (Corridor Rank)	Total Cost 2008 Dollars (in millions)			2030 RTP Primary Investment Category	2035 RTP					
		Highway	Transit	Aviation		Primary Investment Category	Priority	% RPP			Unprogrammed Strategic Projects
								R1	R4	Total	
Region	Local Transit Service		\$86.93		--	Mobility	High	<i>Transit</i>	<i>Transit</i>	<i>Transit</i>	
Region	Intersection Improvement Pool				M/S/SQ	M/S/SQ	High	3%	5%	4%	
Region	Shoulder Improvement Pool				--	M/S/SQ	High	0%	0%	0%	
Region	Bridge Rehabilitation Pool				--	System Quality	High	0%	10%	5%	
Region	Traffic/Safety Management Pool				--	Safety	High	10%	10%	10%	
13	I-76 Northeast Colorado (1)	\$453.85			System Quality	System Quality	High	-	31%	15.5%	25%
20	I-70 Plains (2)	\$216.37		\$12.09	System Quality	System Quality	High	59%	-	29.5%	
9	US 385 High Plains Highway (3)	\$453.92		\$24.32	Mobility	Mobility	High	9%	16%	12.5%	25%
10	US 287 Ports to Plains (4)	\$85.77			Mobility	Mobility	High	0%	-	0%	25%
15	SH 71 Heartland Expressway (5)	\$116.76			Mobility	Mobility	High	9%	16%	12.5%	25%
21	US 34 Eastern Plains (6)	\$76.33		\$22.18	System Quality	System Quality	High	-	12%	6%	
2	SH 86 Urban Section (7)	\$122.60			Mobility	Mobility	High	10%	-	5%	
11	US 24 Colorado Springs to Limon (8)	\$58.19			Mobility	Mobility	High	0%	-	0%	
6	US 6 Eastern Plains (9)	\$42.58		\$21.15	System Quality	System Quality	Medium				
1	SH 86 Rural Section (10)	\$54.96			Safety	Safety	Medium				
7	SH 59 (11t)	\$246.12		\$40.15	System Quality	System Quality	Medium				
18	SH 14 Plains (11t)	\$24.15		\$38.97	Mobility	Mobility	Medium				
17	SH 138 (13)	\$90.03			Safety	Safety	Medium				
12	US 24 Siebert to Kansas (14)	\$39.37			System Quality	System Quality	Medium				
3	SH 71 Southern Section (15)	\$57.70			System Quality	System Quality	Low				
16	SH 113 (16)	\$17.47			System Quality	System Quality	Low				
4	SH 63 (17)	\$63.23			System Quality	System Quality	Low				
5	SH 61 (18)	\$55.89			System Quality	System Quality	Low				
8	US 40 Kit Carson to Kansas (19)	\$32.03			System Quality	System Quality	Low				
14	SH 94 (20)	\$90.91			System Quality	System Quality	Low				
22	US 36 Eastern Plains (21)	\$82.14			System Quality	System Quality	Low				
19	SH 23 (22)	\$21.78			System Quality	System Quality	Low				
Subtotal		\$2501.75	\$86.93	\$158.86				100%			100%
TOTAL		\$2821.79						100%			100%



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GOALS AND STRATEGIES

Goals – choose up to 5

1. Increase travel reliability and improve mobility
2. Reduce traffic congestion and improve traffic flow
3. Maintain statewide transportation connections
4. Coordinate transportation and land use decisions
5. Support economic development and maintain environment
6. Support commuter travel
7. Support recreation travel
8. Provide for tourist-friendly travel
9. Improve access to public lands
10. Accommodate growth in freight transport
11. Provide improved freight linkages
12. Expand transit usage
13. Increase bus ridership
14. Provide for bicycle/pedestrian travel
15. Increase air travel availability
16. Increase Transportation Demand Management
17. Provide information to traveling public
18. Reduce fatalities, injuries and property damage crash rate
19. Promote education to improve safe driving behavior
20. Provide for safe movement of bicycles and pedestrians
21. Eliminate shoulder deficiencies
22. Improve signing/stripping
23. Preserve the existing transportation system
24. Maintain or improve pavement to optimal condition
25. Rehabilitate/replace deficient bridges
26. Promote environmentally responsible transportation improvements
27. Maintain transit vehicles and facilities in good condition
28. Maintain airport facilities in good condition
29. Maintain responsible water quality procedures
30. Deliver projects on time
31. Deliver projects within scope
32. Deliver projects within budget
33. Support enhancements to historic preservation
34. Improve transit options
35. Support existing transit service
36. Ensure airport facility meets existing and projected demands
37. Support economic development and maintain traffic operations
38. Increase travel reliability through safety improvements
39. Improve pedestrian and vehicle safety
40. Reduce impacts of truck traffic in downtown area
41. Improve railroad crossings
42. Provide access to services
43. Support farm to market economic sustainability
44. Maintain wildlife corridors/wildlife habitat connectivity
45. Plan for increased oil/gas production impacts to road system
46. Recognize/plan for potential impact of tribal projects

Strategies – choose up to 10

1. Add general purpose lanes
2. Add Accel/decel lanes
3. Add turn lanes
4. Add High Occupancy Vehicle and toll lanes
5. Add roadway bypasses
6. Add roadway pullouts for breakdowns, buses and slow vehicles
7. Add new Interchanges/Intersections
8. Preserve Rights of Way
9. Construct, improve and maintain the system of local roads
10. Post informational signs
11. Consolidate & limit access & develop access mgt plans
12. Provide and expand transit bus and rail services
13. Market transit services and provide incentives
14. Provide bicycle/pedestrian facilities
15. Construct and maintain Park Ride facilities
16. Construct rail lines
17. Add rail sidings
18. Construct and maintain transit stations
19. Expand air service
20. Provide inter-modal connections
21. Promote carpooling and vanpooling
22. Promote telecommuting and flexible work hours
23. Promote use and maintenance of variable message signs
24. Improve ITS Incident response, Traveler Info & Traffic Mgt
25. Synchronize/interconnect traffic signals
26. Add Traffic Operation Centers
27. Use improved striping paint / beads
28. Replace old signs
29. Add signage
30. Stripe and sign designated bike lanes
31. Add Ramp metering
32. Add Traffic signals
33. Add Truck safety ramps
34. Improve ITS Traveler Info, Traffic Mgt and Incident Mgt
35. Improve Geometrics
36. Construct Intersection/Interchange improvements
37. Add passing lanes
38. Add turn lanes
39. Improve visibility/sight lines
40. Flatten slopes
41. Flatten curves
42. Add Medians
43. Add/improve shoulders
44. Add Guardrails
45. Improve hot spots
46. Improve Rock fall mitigation
47. Improve railroad crossing devices
48. Add lights for crosswalks and highways
49. Add transit vehicle surveillance
50. Add transit station security and lighting
51. Construct bicycle/pedestrian overpasses
52. Construct separated bike facilities
53. Install rumble strips in high accident areas
54. Improve wildlife crossings
55. Study and change speed limits
56. Consolidate and limit access and develop access management
57. Implement safety education programs
58. Add Surface treatment/overlays
59. Bridge repairs/replacement
60. Add Bus pullouts
61. Add rest areas
62. Add truck parking areas
63. Implement truck restrictions - relocate/restrict heavy loads
64. Improve landscaping
65. Construct noise barriers
66. Purchase/use sweepers to reduce particulate matter
67. Promote environmental responsibility
68. Add drainage improvements
69. Extend detention ponds
70. Add wet ponds
71. Add shallow wetlands construction
72. Add bio retention facilities
73. Add infiltration trench and basins
74. Add surface and subsurface sand filters
75. Add dry grassy swale
76. Add vegetated buffers
77. Add catch basin inserts
78. Add water quality inlet with oil/grit separators
79. Add Interchange reconstruction
80. Control advertising
81. Improve ITS Core Service Management System
82. Add traffic operation centers
83. Reconstruct roadways
84. Study corridors
85. Develop bicycle/pedestrian master plans
86. Develop airport master plans
87. Promote rail studies
88. Promote tolling studies
89. Develop data collection
90. Promote value engineering
91. Construct auxiliary lanes (passing, turn, accel/decel)
92. Construct wider shoulders where feasible
93. Super 2 construction
94. Meet airport facility objectives in Airport System Plan
95. Preserve existing rail corridor
96. Promote Travel Demand Management
97. Realign highway
98. Blowing and drifting snow mitigation
99. Encourage partnerships between CDOT and affected communities
100. Coordinate service among transit providers
101. Retain natural and cultural resources and viewsheds
102. General safety improvements
103. Secure Strategic Investment Program Funding



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ESTIMATED COST METHODOLOGY

Corridor Costs

Portions of 2035 plan are fiscally constrained by Colorado Transportation Commission's adopted 2035 resource allocation. The resource allocation is in 2008 dollars, therefore all dollar amounts expressed in the plan must be in 2008 dollars.

Corridor costs for the 2035 plan update have been estimated in most instances by applying an inflation factor to corridor costs in the previously adopted 2030 plan. For certain corridors, CDOT Engineering Regions re-estimated costs.

The methodology for most corridors uses a two-step process. First, any planned projects on a corridor from the adoption of the 2030 plan through 2007 are subtracted from estimated total corridor costs and discounted from the year of expenditure back to 2005 dollars. Second, corridor costs are adjusted upward 33% to obtain the 2008 cost. The 33% factor, developed by CDOT, is a blended average of the Consumer Price Index and the Colorado Construction Cost Index. For more information about this methodology, see Moving Colorado: A Vision for the Future – 2035 Statewide Transportation Plan; Finance Technical Report.

Transit Costs

To inflate operating costs and capital costs for future transit projects LSC obtained historical operating costs from all agencies which reported updated information. This information was aggregated by TPR to determine an average cost increase for the last six years for transit agencies operating within each TPR. This average percent increase is used to determine an annual operating cost inflation factor for each of the rural TPRs.

Capital cost inflation for vehicles is based on recent cost trends for vehicle procurement through CDOT. Two inflation factors were used for capital vehicle inflation; the average cost increase of procuring a small vehicle and the average cost increase of a large transit vehicle. Small transit vehicles have historically been inflated by CDOT for procurement estimates at 7.0 percent, while larger vehicles are inflated by 9.0 percent.

Transit facility construction costs are increased using the same approach described for construction of highway facilities.

Aviation

As a part of the 2005 Aviation System Plan update, estimates of costs that could be incurred to respond to targets set for all system benchmarks and for all airport specific facility and service objectives were developed. Costs discussed in the long range plan are not reflective of all airport specific conditions which might cause costs to be higher in some instances. It is the role of an airport's capital improvement plan to develop detailed cost estimates. Costs discussed in this section are general planning estimates and are in 2008 dollars. For more information see <http://www.colorado-aeronautics.org/>.

MIDTERM IMPLEMENTATION STRATEGY

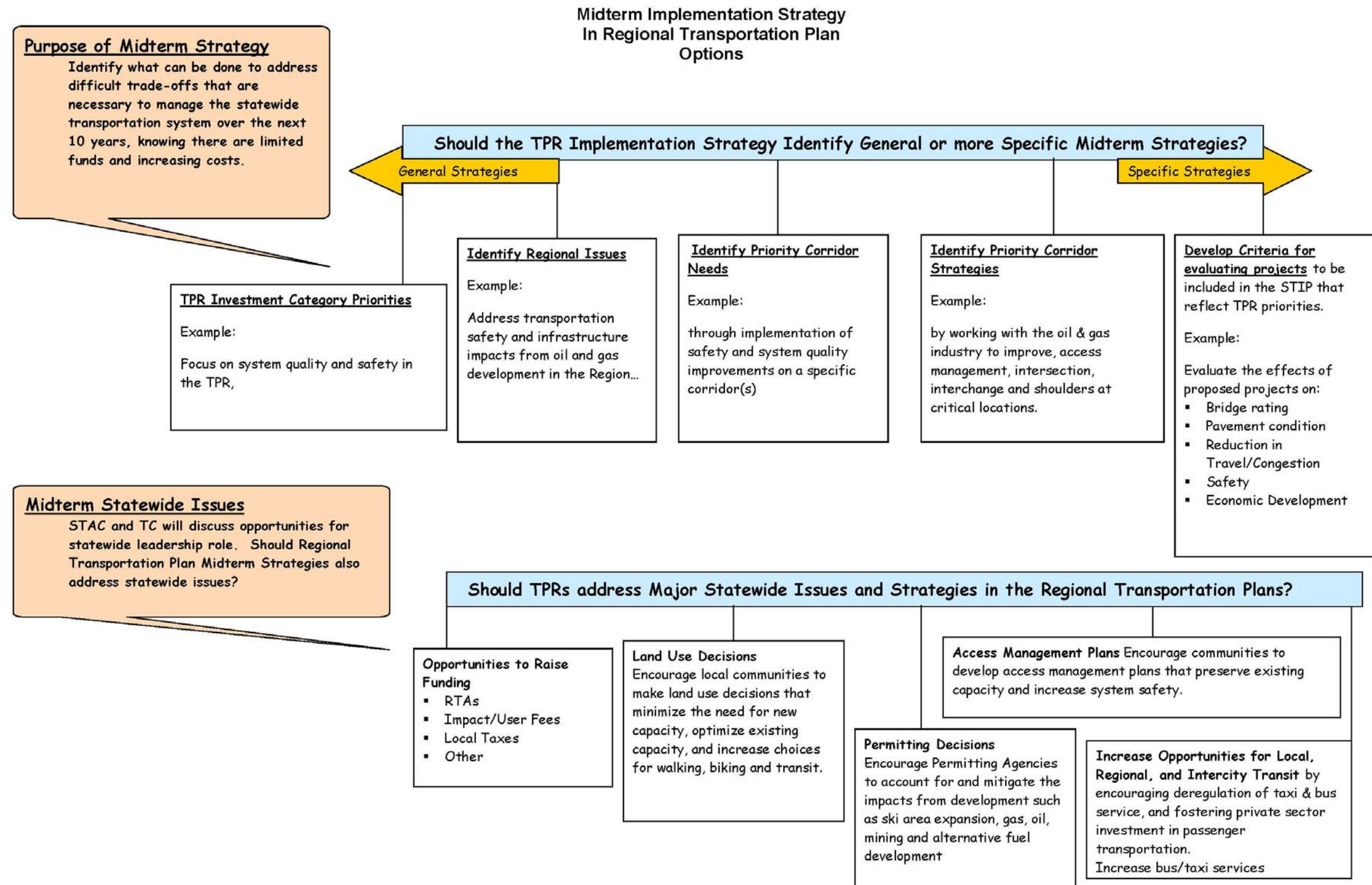
The final step in the TPR Prioritization Meeting will be to identify a Midterm Implementation Strategy for the TPR. This step is an outcome of the 2030 Debriefing Session at which many participants expressed the need for some intermediate strategy that is something less than the full long range outlook. In short, "Where should we focus our efforts." The purpose of the Midterm Implementation Strategy is to identify what can be done to address difficult tradeoffs that are necessary to manage the transportation system over the next 10 years, knowing there are limited funds and increasing costs. The chart on the next page illustrates (across the top bar) the range of options of the type of strategy that might be adopted by the TPR, from a broadly based policy to specific project selection criteria.

The second part of the chart illustrates examples of additional items that might be included in a Midterm Implementation Strategy. These items address regional or statewide issues and potentially new ways of planning, enhancing the funding stream or otherwise mitigating the impacts of managing increasing transportation needs with decreasing resources.



Technical Report #2 – Visions and Priorities

Eastern TPR 2035 Regional Transportation Plan





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Eastern TPR Midterm Implementation Strategy

POLICY STATEMENTS

The Eastern TPR recognizes that CDOT investment in capital improvements using existing resources must necessarily be minimal over the midterm due to accelerating costs and declining revenues. To help offset costs, the Eastern TPR adopts the following Midterm Implementation Strategy Policies:

- ▶ Encourage local governments (counties and municipalities) and state and federal land management agencies to work directly with CDOT to develop local comprehensive plans that minimize the effects of growth and development on state operated transportation infrastructure.
- ▶ Complete access Management Plans for corridors or portions of corridors where residential or commercial development is anticipated that may degrade existing level of service.
- ▶ Support state initiatives to increase state and federal funding for transportation.
- ▶ Encourage joint planning between the state, counties, and municipalities to expedite the implementation of transportation projects.

HIGH PRIORITY CORRIDOR IMPLEMENTATION STRATEGIES

The Eastern TPR has established four pools (intersection improvement pool, shoulder widening pool, bridge rehabilitation pool and traffic/safety management pool) in order to address immediate, typically low-cost needs in the region regardless of the corridor on which the need exists. With approximately 19% of the available funding allocated to these pools, these pools serve as a strategy to implement the immediate needs of the region.

The Eastern TPR has established eight corridors as High Priority Corridors: SH 86 Urban Section, US 385 High Plains Highway, US 287 Ports to Plains, US 24 Elbert County Line to Limon, I-76 Northeast Colorado, SH 71 Heartland Expressway, I-70 Plains, and US 34 Eastern Plains. The TPR's midterm investment strategy consists of a series of corridor strategies included within the corridor vision. In general, the following strategies have been identified as the top priority for the region. These strategies tend to be lower-cost improvements which are attainable in the short term and would provide significant benefit.

- ▶ Maintain infrastructure by adding surface treatments/overlays and rehabilitating/replacing bridges
- ▶ Implement improvements at high hazard locations to lower crash rates
- ▶ Implement recommendations from corridor studies
- ▶ Add/improve shoulders
- ▶ Consolidate and limit access points and develop access management plans
- ▶ Construct intersection improvements

For each of the High Priority Corridors, the top strategies for midterm implementation have been identified. Many of these strategies are consistent with the overall midterm implementation strategies; however, since each corridor is unique, the specific strategies for each High Priority Corridor have been identified. These strategies should serve as a guide for selecting and implementing projects over the next ten years.

Corridor #13: I-76 Northeast Colorado

- ▶ Secure Strategic Investment Program funding
- ▶ Construct interchange improvements
- ▶ Improve ITS incident response, traveler information and traffic management

Corridor #20: I-70 Plains

- ▶ Secure Strategic Investment Program funding
- ▶ Improve ITS incident response, traveler information (including variable message signs) and traffic management
- ▶ Construct intersection/interchange improvements
- ▶ Add truck parking areas and rest areas

Corridor #9: US 385 High Plains Corridor Highway

- ▶ Secure Strategic Investment Program funding
- ▶ Implement recommendations from *High Plains Highway Corridor Development and Management Plan*
- ▶ Add/improve shoulders
- ▶ Construct intersection improvements and auxiliary lanes (passing, turn, accel/decel)

Corridor #10: US 287 Ports to Plains

- ▶ Implement recommendations from *Ports to Plains Corridor Development and Management Plan*
- ▶ Complete 7th Pot concrete reconstruction
- ▶ Improve ITS incident response, traveler information (including variable message signs) and traffic management
- ▶ Improve intersections and construct auxiliary lanes (passing, turn, accel/decel)
- ▶ Add/improve shoulders

Corridor #15: SH 71 Heartland Expressway

- ▶ Secure Strategic Investment Program funding
- ▶ Construct auxiliary lanes (passing, turn, accel/decel lanes)
- ▶ Consolidate and limit access points and develop access management plans
- ▶ Add/improve shoulders



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Corridor #21: US 34 Eastern Plains

- ▶ Consolidate and limit access points and develop access management plans
- ▶ Add intersection improvements and turn lanes
- ▶ Add/improve shoulders

Corridor #2: SH 86 Urban Section

- ▶ Implement *SH 83/SH 86 Corridor Optimization Plan* recommendations
- ▶ Construct, improve, maintain system of local roads
- ▶ Consolidate and limit access points and develop access management plans
- ▶ Construct intersection improvements and construct auxiliary lanes (passing, turn, accel/decel)

Corridor #11: US 24 Colorado Springs to Limon

- ▶ Complete a corridor study
- ▶ Preserve right of way for future widening
- ▶ Improve intersections and construct auxiliary lanes (passing, turn, accel/decel)
- ▶ Consolidate and limit access points and develop access management plans



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