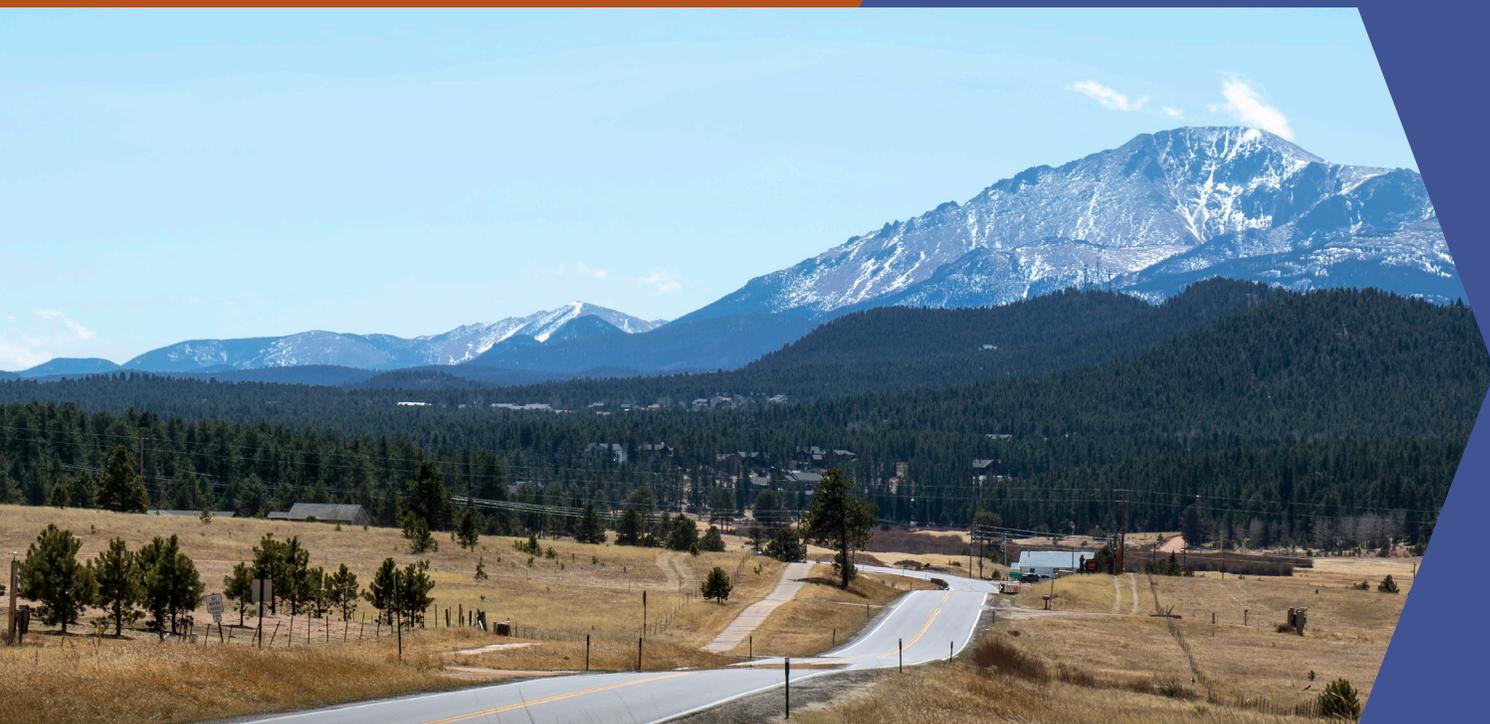


Appendix C

# Central Front Range TPR Federal Lands Access

## 2050 Regional Transportation Plan



**YOUR**  
**TRANSPORTATION**  
**PLAN**

CONNECTION. CHOICE.  
COLORADO FOR ALL.



**COLORADO**  
Department of Transportation

# Central Front Range Transportation Planning Region - Federal Lands Access 2050

## The Federal Highway Administration & Federal Lands Highways

The Federal Highway Administration recognizes the vital role transportation plays in the lives of the traveling public, influencing economic growth, public safety, and many other aspects of daily life.

Federal Lands Highways, a division of the Federal Highway Administration, provides financial resources, planning, transportation engineering, and project delivery for mobility networks that service the transportation needs of US federal lands and tribal partners. These include the National Park Service, the US Forest Service, the US Fish and Wildlife Service, the Bureau of Indian Affairs and Tribal Governments, the Bureau of Land Management, the Department of Defense, the US Army Corps of Engineers, and the Bureau of Reclamation.

Its mission is to provide efficient, reliable, and effective transportation systems while enhancing natural resources, protecting the environment, and ensuring recreational access for the traveling public. These essential services are delivered in all 50 states, the District of Columbia, Puerto Rico, and US Territories through the Headquarters, Eastern, Central, and Western Federal Lands Highway Division offices.

Federal Lands Highways recognizes that transportation systems are more than just a means of travel—they are often integral to the experience itself. Scenic byways, mountain passes, and historic routes are destinations in their own right, shaping how people connect with the landscapes they traverse. Federal Lands Highway's projects and services are designed to support and seamlessly integrate with the environment, fostering a deeper appreciation for the natural world and enhancing outdoor recreation. By improving access to national parks, forests, wildlife refuges, and public lands, these investments ensure that all Americans can continue to explore and enjoy our shared natural heritage. At the same time, they fuel economic growth by supporting local businesses, outdoor tourism, and gateway communities, generating jobs and revenue that benefit both rural and urban economies across the country.

## Enhanced FLMA Coordination: Legislative Basis & Approach

State DOTs, MPOs, and local transportation agencies are responsible for considering Federal Land Management Agency (FLMA) transportation access needs in their planning and capital improvement processes<sup>1</sup>.

However, recreational and FLMA access needs are qualitatively different from transportation needs on the urban, suburban, and inter-urban networks. Whereas the latter systems are built on high-volume, paved facilities, recreational travel tends to occur on low-volume, typically unpaved systems in rural or remote contexts. Furthermore, recreational travel patterns are less predictable than typical 'rush hour' pulses of activity and can be dependent on external factors such as weather and special events.

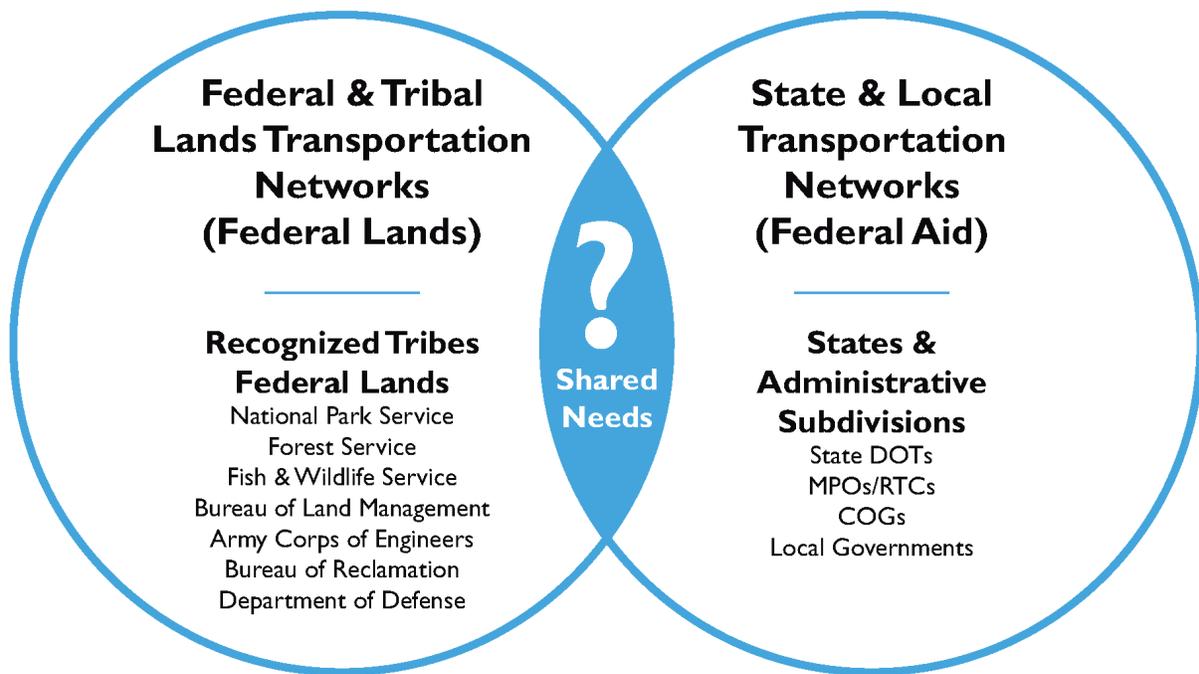
As such, determining the relative priority of projects on discretionary (or recreational) systems versus non-discretionary systems (commute, school, and other daily transportation needs) can be challenging.

The Federal Lands Access Program (FLAP) was created to plan, design, and fund projects in this unique travel niche, however lack of consistent coordination between federal, state, and local agencies can hinder the development of a broad, multi-agency consensus for enhanced recreational travel. This limits chances for partnerships and funds-leveraging and can lead to missed opportunities where shared needs could be aligned in the planning or design processes.

Led by Federal Lands Highways (FLH), enhanced FLMA coordination attempts to solve this challenge through the identification of shared needs through cross-sector, multi-agency workshops (see **Figure 1**). Multi-agency workshops can reveal and elevate projects and opportunities that are:

- Beneficial to multiple agencies and supported by the general public
- Most likely to receive (or have received) state or local investment
- Projects of mutual interest where planning and design can be aligned before final programming and funding decisions are made
- Eligible and competitive for a broad set of state and federal grant funding opportunities (like FLAP, or other discretionary sources at the state or federal levels)

Figure 1: Shared Needs Schematic



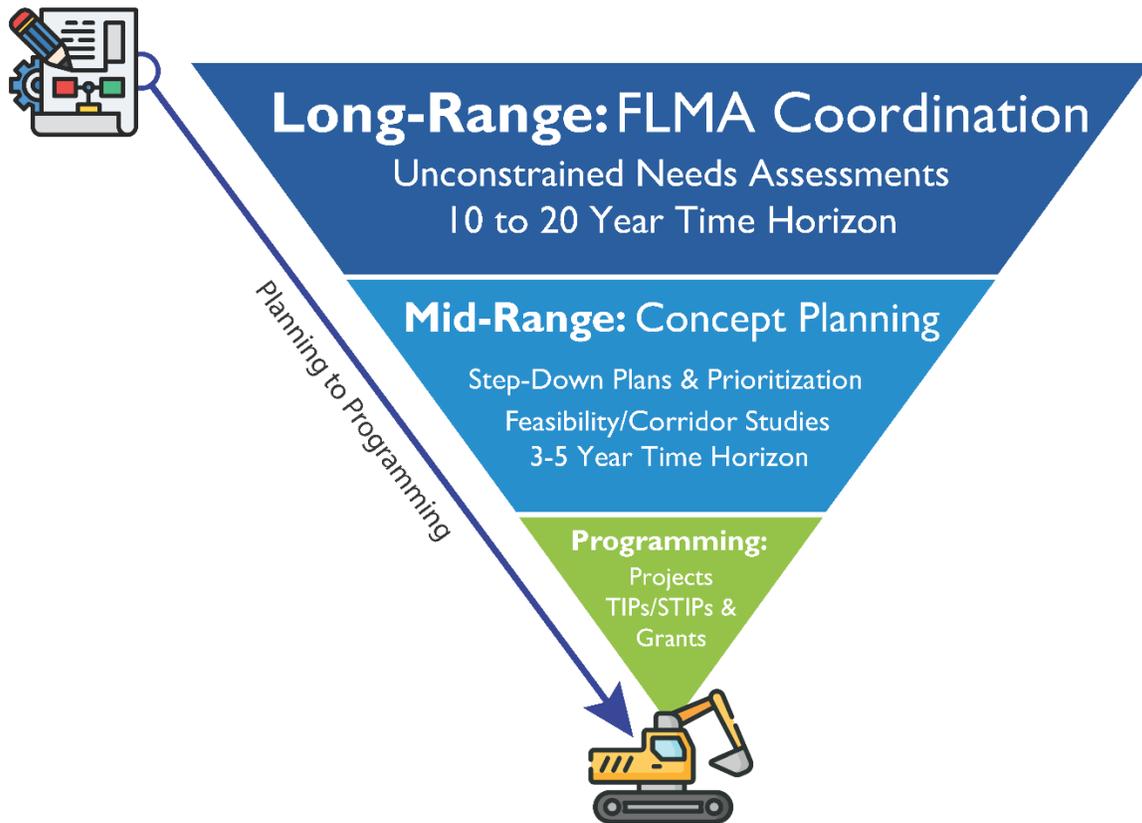
Venn Diagram of Shared Needs between the Federal & Tribal Lands Transportation Networks on the left and State & Local Transportation Networks (Federal Aid) on the right. The blue left circle includes the Recognized Tribes Federal Lands, National Park Service, Fish & Wildlife Service, Forest Service, Bureau of Land Management, Army Corps of Engineers, Bureau of Reclamation. The blue right circle includes the State & Administrative Subdivisions, State DOTs, MPOs/RTCs, COGs, Local Govt. The overlap section in the middle is blue with white text labeled "Shared Needs" with an icon of a white question mark.

Enhanced coordination can help FLMAs, along with state and local agencies, better align improvement programs, seek partnerships, leverage resources, and advance shared goals.

Needs identification through the enhanced FLMA coordination process is mostly an exercise with a long-range (10-20 year) time horizon where agencies have flexibility in determining priorities and identifying projects (the top tier of **Figure 2** below). Sometimes referred to as ‘blue sky’ strategy, the FLMA coordination process is a financially unconstrained assessment of current and future need such that capital investments can be identified before safety, congestion, state of good repair, or other concerns become acute. Most needs identified in this study are within this top ‘Long Range’ tier.

Some projects require additional planning, studies, scope refinement, or risk mitigation (e.g., through a public engagement process) before capital investments or programming decisions can be made. Concept planning, in the forms of corridor plans, site plans, modal plans, and other planning projects/studies can ready projects for implementation by reducing risk, refining scope, and/or determining relative priority. A small number of needs identified in this study are in this ‘Mid-Range’ tier. Step-down planning efforts, initiated based on the needs identified in the process, can transition a project from conceptual phases to shovel readiness, as depicted in the implementation, or ‘Programming’, bottom tier of the pyramid. This study is intended to help guide the best projects toward implementation, by highlighting the projects of greatest need and broadest benefit while demonstrating alignment with planning goals and funding streams.

Figure 2 : Planning to Programming Continuum

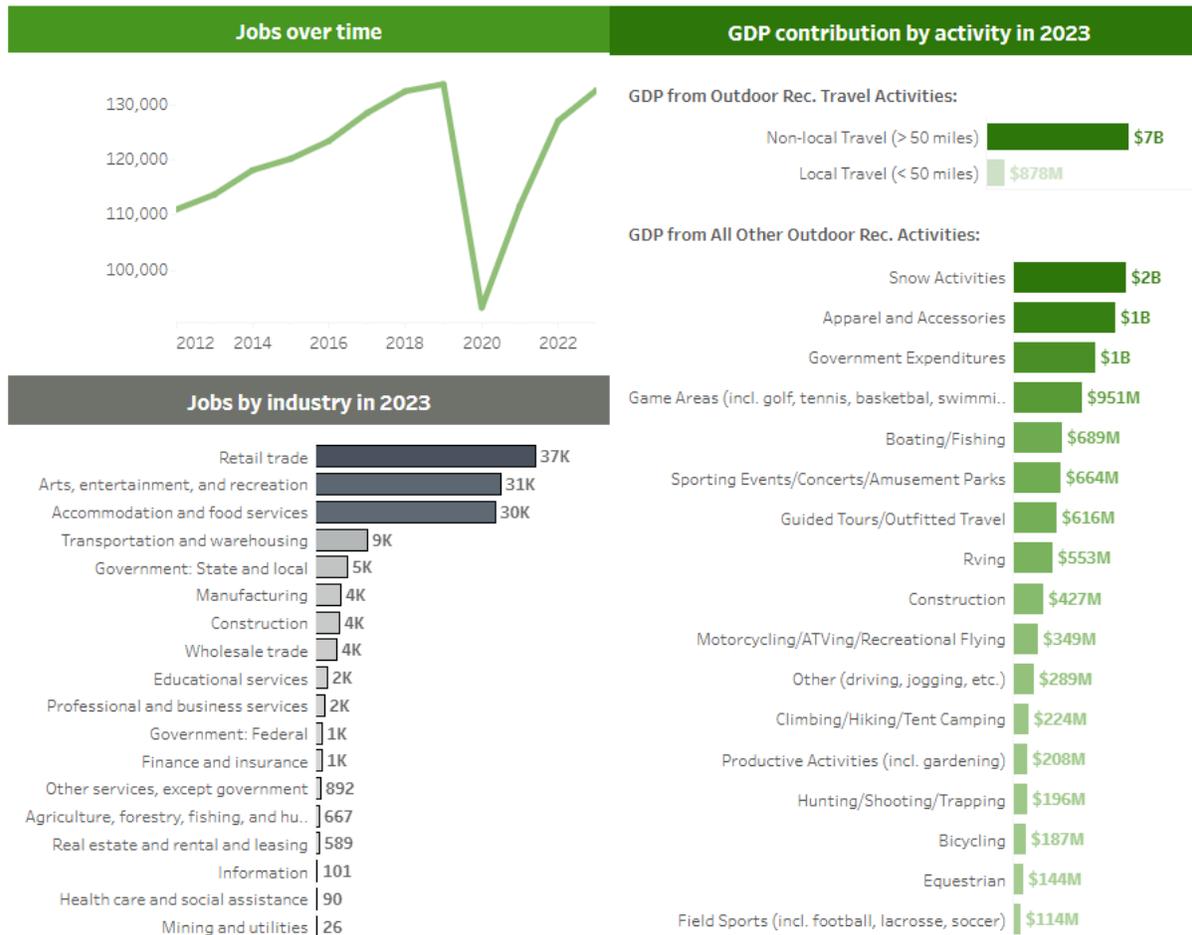


Planning to Programming Graphic is an upside-down triangle divided into three sections. The base of the triangle and largest dark blue section states “Long-Range: Multi-Agency Workshops & FLMA Coordination, Unconstrained Needs Assessments 10 to 20 Year Time Horizon”. The middle light blue section states “Mid-Range: Concept Planning, Step-Down Plans & Prioritization Feasibility/Corridor Studies 3 to 5 Year Time Horizon”. The tip of the triangle green section states “Programming: Projects TIPs/STIPs & Grants”. At the top left corner of the graphic there is a document icon. There is an arrow with the text, “Planning to Programming” along the left side of the triangle pointing down the graphic of an excavator at the bottom of the graphic.

## Colorado’s Outdoor Recreation Economy

Driven in large part by the vast amounts of federal public lands, the state’s outdoor recreation industry is a major contributor to Colorado’s economy. Colorado ranks 12th in the nation for outdoor recreational economic activity with \$5.77B in value-add contribution to the state’s GDP while also supporting 129.8K direct employment jobs (2022, see **Figure 3<sup>ii</sup>**).

Figure 3: Economic Impact of Outdoor Recreation



Source: Bureau of Economic Analysis, Outdoor Recreation Satellite Account and Regional Economic Accounts.



The graphic depicts three bar charts. The dark green horizontal bar graph title is “GDP Contribution by activity in 2020”. The first section in the bar graph is “GDP from Outdoor Rec. Travel Activities” with two types of travel. The second section is “GDP from All Other Outdoor Rec. Travel Activities” with seventeen types of travel. The light green vertical bar graph title is “Jobs over time” that depict the years 2017 to 2022 over the number of jobs. The last gray horizontal bar graph title is “Jobs by Industry in 2022”. There are eleven types of industries over the number of jobs.

Non-local travel, defined as greater than 50 miles, alone contributes \$5B to this figure and is driven largely by the internationally renowned ski destinations (on USFS lands) and National Parks throughout the state.

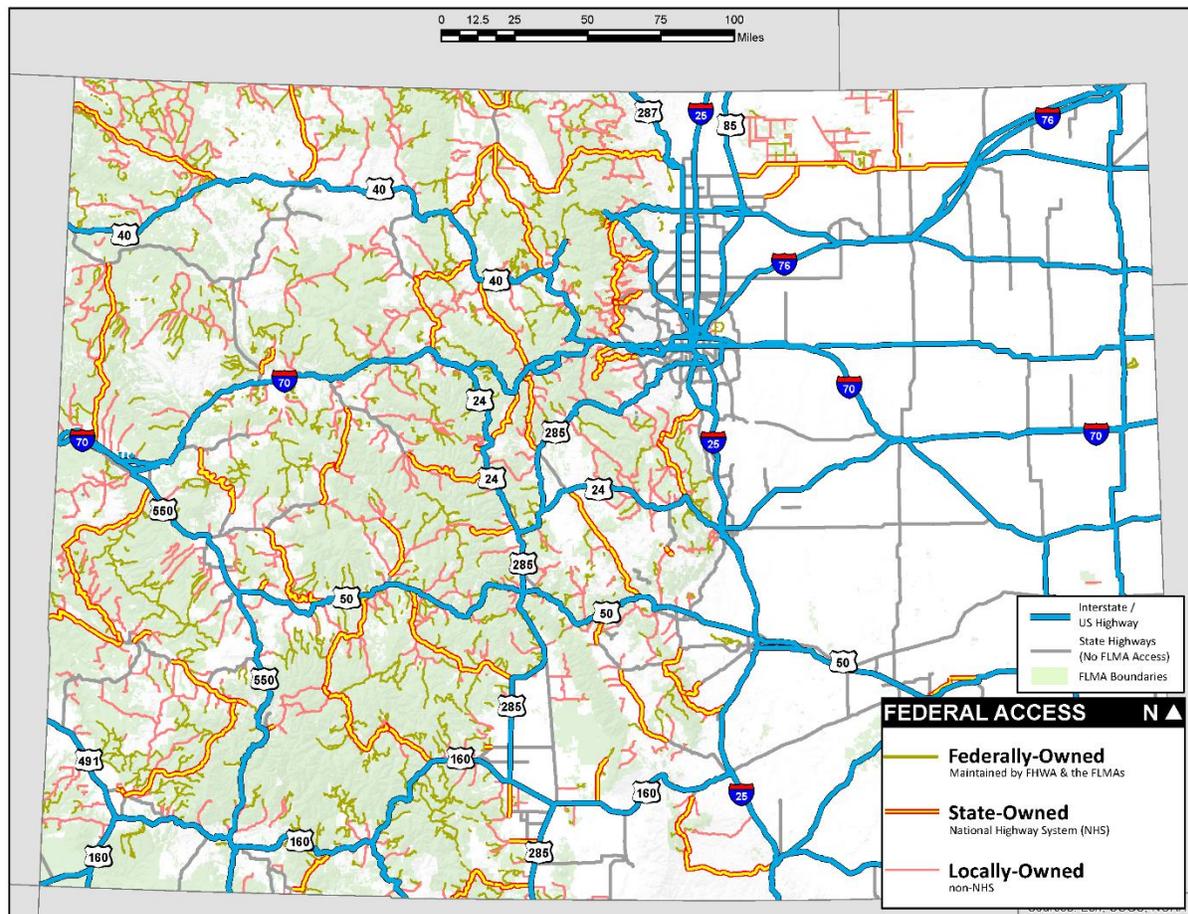
## Colorado's Recreational Transportation Network

Access to the outdoor recreational opportunities on federal lands is dependent on safe and reliable mobility on local, state, and federally owned roadway and trail systems. From major highways to rural roads, from developed campsites to backcountry trails, the traveling public expects to be able to move seamlessly between systems and modes, regardless of ownership, to reach their destination.

Table 1 : Colorado's Recreational Transportation Systems

Transportation System Ownership Status	Total Miles
Federally Owned Roadway Miles (all FLMAs, paved & unpaved)	7,672 Miles
State Owned FLMA Access Routes	3,897 Miles
Locally Owned FLMA Access Routes	7,154 Miles
Trails & Multi Use Paths, all Ownership	Between 40,000 and 45,000 Miles

Figure 4 : FLMA Access Routes in Colorado



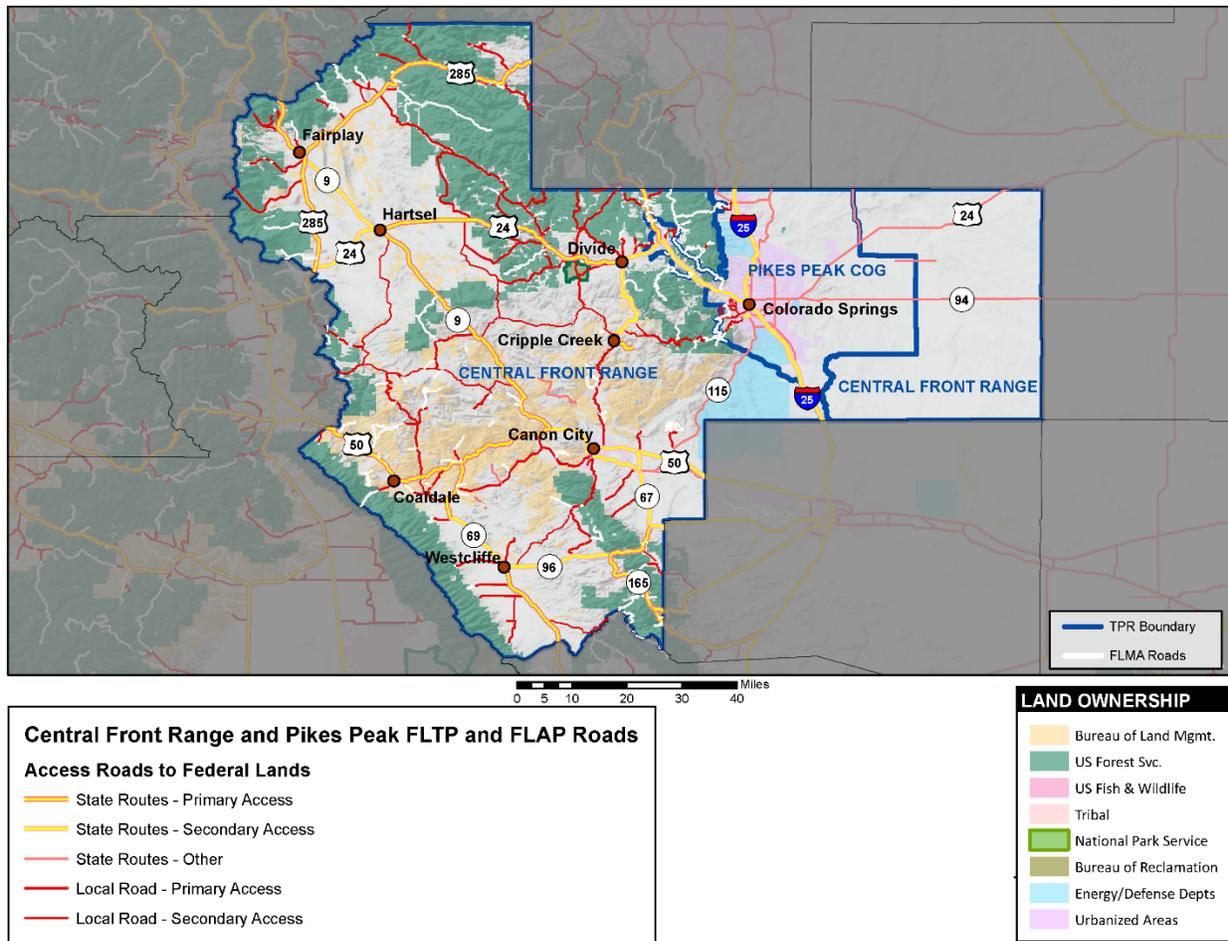
## Central Front Range Transportation Planning Region - Federal Lands Access 2050

The Map of Colorado depicts three types of Federal Access roads based on the color-coded road segments in the bottom right corner. The green road segments are Federally-Owned Maintained by FHWA and the FLMAs, orange road segments are State-Owned National Highway System (NHS), and red road segments are Locally-Owned non-NHS. Above the Federal Access legend is the geographic boundaries legend, blue lines for the Interstate/US Highway and its label on the map, gray lines for the State Highways (No FLMA Access) and green areas on the map for FLMA Boundaries.

**Table 2 : Central Front Range TPR Recreational Roadway Systems**

Recreational Roadway System Ownership Status	Total Milage
Federally Owned Roadway Miles (all FLMAs, paved & unpaved)	536 Miles
State Owned FLMA Access Routes	306 Miles
Locally Owned FLMA Access Routes	710 Miles

**Figure 5 : FLMA Access Routes in CFR TPR**



Map of FLMA Access Routes in Central Front Range Transportation Planning Region in Colorado. The legend on the bottom left corner below the map is for the Central Front Range and Pikes Peak FLTP and FLAP Roads, Access Roads to Federal Lands. Five different levels of state or local roads and their types of access are depicted by colors. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Secondary Access, pink segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access. On the bottom right corner of the map is the geographic boundaries legend, solid blue lines and blue capitalized labels are the TPR boundary, solid white line is FLMA Roads. The Land Ownership legend on the bottom right corner below the

## Central Front Range Transportation Planning Region - Federal Lands Access 2050

map is land ownership depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and the light purple color areas are Urbanized Areas.

Each system, and its underlying ownership structure, dictates which programs and funding sources can be used for planning and improvements.

### Federally Owned System

The federally owned high-use transportation system (and associated facilities, like bridges, trails, trailheads, etc.) is funded by US Congress under the current surface transportation act (the Bipartisan Infrastructure Law, or BIL, 2022-2026). Federal Lands Highways is responsible for improvements to this system under the Federal Lands Transportation Program, or FLTP.

The National Park Service, the US Fish & Wildlife Service, and the US Forest Service all receive a fixed yearly amount (set-aside) to allocate as agency needs dictate. The Bureau of Land Management, US Army Corps of Engineers, and the Bureau of Reclamation compete for the remainder of the yearly funding (see **Table 3**).

**Table 3 : FLTP Funding**

Funding Type	2022	2023	2024	2025	2026
FLTP Total Funding (National)	\$422 M	\$430 M	\$439 M	\$448 M	\$456 M
Set-aside for National Park Service	\$332 M	\$339 M	\$346 M	\$354 M	\$360 M
Set-aside for Fish & Wildlife Service	\$36 M				
Set-aside for Forest Service	\$24 M	\$25 M	\$26 M	\$27 M	\$28 M
Remaining Amount for: Bureau of Land Mgmt. US Army Corps. Bureau of Reclamation	\$30 M	\$30 M	\$31 M	\$31 M	\$32 M

All other federally owned transportation facilities (such as administrative or low volume public roads) are managed by the various FLMA's with departmental or agency specific funds.

In Colorado, 7,672 miles of federally owned roadways are eligible for FLTP investment. Within the Central Front Range TPR and PPACG planning area, 536 miles of roadway qualify (gray routes in Figure 4). This total excludes trails, trailheads, bridges, and other federally owned transportation systems also eligible for FLTP funding. Note that federally owned transportation assets are eligible for funding under the Access Program (FLAP, see next section) with an agreement whereby a state or local agency agrees to assume operations and maintenance costs of the facility.

### State Owned Access System

The state-owned access system, which includes US routes, interstate routes, and some local roads that are crucial to freight transport and airport access, falls under the jurisdiction of state DOTs to maintain and improve as needs dictate. State DOTs receive formulaic funding under the Federal Aid system, and are also eligible for a variety of discretionary (competitive grant) programs under BIL.

Given the prevalence of federal lands in Colorado, many state routes are also eligible for funding from the Federal Lands Access Program or FLAP. FLAP is a formulaic program administered by FLH to improve and expand access to public federal lands that support high-use recreation or economic generation.

By legislative formula, every US state receives a yearly allocation under FLAP. Due to the abundance of federal lands and federal public roadway in Colorado, the state receives one of the largest yearly allocations in the country (see **Table 4**).

**Table 4 : FLAP Funding**

Funding Source	2022	2023	2024	2025	2026
FLAP Total Funding (National)	\$286 M	\$292 M	\$297 M	\$304 M	\$309M
FLAP Colorado Funding	\$8.07 M	\$8.21 M	\$8.3 M	\$8.48 M	\$8.62 M

In Colorado, there are 3,897 miles of CDOT roadway that provide primary access to various FLMA units (gold routes in **Figures 4 & 5**). In the Central Front Range TPR, there are 306 miles of CDOT roadway that provide FLMA access.

The next call for FLAP projects in Colorado is scheduled for mid to late-2025. To request to be placed on a distribution list, please send an email to: [CFL.Planning@dot.gov](mailto:CFL.Planning@dot.gov) or visit <https://highways.dot.gov/federal-lands/flap> for more information.

### Locally Owned Access System

The locally owned system is comprised of various county and municipal facilities (such as roads, streets, bridges, sidewalks, and public transit systems) that provide urban, inter-urban, and rural mobility. Counties and municipalities play a crucial role in the planning, development, and maintenance of these transportation systems. Local governments are responsible for tailoring transportation solutions to meet the unique needs and demands of their communities. They must address issues such as traffic congestion, road safety, public transit accessibility, and infrastructure resilience.

To fund projects, local governments often rely on a combination of revenue sources, including property taxes, sales taxes, vehicle registration fees, and grants from state and federal agencies. While MPOs do not own transportation assets, they play a crucial role in planning and funding transportation systems in urbanized regions. MPOs can bring multiple jurisdictions together, develop funding strategies for projects of regional significance, and provide an excellent forum to discuss shared needs across federal, state, and local systems. In Colorado,

there are 7,154 miles of roadway that provide primary access to federal lands and are owned and maintained by counties and incorporated municipalities (red routes in **Figures 4 & 5**). These routes are also eligible for funding under FLAP.

### Trails & Multi-Use Paths

The vast array of natural surface trails, paved trails, and multi-use paths are integral components of Colorado's transportation and recreation infrastructure. Trails and multi-use paths can connect neighborhoods, schools, parks, and commercial areas, fostering community, building resilience, promoting economic growth, and improving public health. More than merely providing multi-modal access, very often these systems are destinations in and of themselves and can provide can users with unique and valuable recreational experiences.

The expansive systems of trails and paths throughout the United States are owned and maintained by a mosaic of local, state, and federal agencies, and can also include some non-governmental agencies. Trails are also eligible for a wide variety of formulaic and discretionary funding sources from local, state, and federal agencies. State, local, and some federally-owned trails are eligible for funding under FLAP. The National Park Service manages the Scenic, Historic, and Recreational trail systems, with many state and local trail systems feeding into these world-class recreational corridors.

In Colorado, there is between 40,000 and 45,000 miles of trails and multi-use paths, both on and off federal lands (not pictured in **Figures 4 & 5**). While official, designated trails make up the majority of this system, the state's abundant remote lands have engendered the development of informal and un-designated trail networks, posing a challenge for land managers.

### Federal Land Management in Central Front Range TPR

With 24M acres, constituting 36.3% of the state's total landmass, federal lands play a significant role in the Colorado's environmental, recreational, and economic landscape.

The Central Front Range Transportation Planning Region (TPR), which encompasses Park, Fremont, Teller, and El Paso Counties, along with the urbanized area served by the Pikes Peak Area Council of Governments (PPACG), features diverse federally managed lands and natural resources. These resources play a vital role in supporting recreation, conservation, and local economies.

- **U.S. Forest Service (USFS):** This region is home to portions of the **Pike-San Isabel National Forest**, offering extensive opportunities for outdoor recreation, including hiking, camping, and off-highway vehicle use. Iconic destinations such as Pikes Peak and Eleven Mile Canyon Reservoir are located here, drawing thousands of visitors annually.
- **Bureau of Land Management (BLM):** While BLM lands are more concentrated in western Colorado, small tracts in Fremont County support activities such as hiking, rock climbing (notably in areas like Shelf Road), and wildlife observation. These lands also contribute to grazing and mineral resource management.

- **National Park Service (NPS):** The Florissant Fossil Beds National Monument, located in Teller County, is a key NPS site. It preserves fossilized redwood stumps and thousands of plant and insect fossils, offering both recreational and educational opportunities.
- **Bureau of Reclamation (BOR):** The BOR oversees infrastructure related to water management in the Arkansas River Basin, which impacts Fremont County. This includes the Pueblo Reservoir and upstream water storage projects crucial for municipal and agricultural use.
- **Department of Defense (DoD):** The U.S. Air Force Academy, located in northern Colorado Springs, is not only a military installation but also a site of significant natural beauty and recreational opportunities. While public access to the academy is restricted due to its operational role, it does allow for limited public entry to certain areas, particularly for outdoor recreation. Academy grounds are integrated into the local trail system, including the popular **New Santa Fe Regional Trail**, which traverses part of the base grounds. This multi-use trail is accessible to the public and provides a scenic route for hiking, biking, and running, connecting to other regional trails.

The region's mix of mountainous terrain, river valleys, and plains supports activities ranging from backcountry exploration to conservation research, making it an integral part of Colorado's public lands system.

### Identified Needs for the Central Front Range TPR

The Central Front Range Transportation Planning Region (CFR TPR) is experiencing rising travel demand, particularly for recreational access to federal lands such as Pike National Forest, BLM lands, and the Arkansas River Corridor. This surge in outdoor recreation has created significant transportation challenges, including congestion, increased seasonal traffic, and infrastructure strain on rural and semi-urban roadways.

Key corridors such as Phantom Canyon Road, County Road 3A (Royal Gorge access), and US 24 are experiencing higher traffic volumes, deteriorating roadway conditions, and increased safety concerns. Teller and Fremont County communities, including Cripple Creek, Cañon City, and Divide, have noted a rise in detours and traffic bottlenecks as visitors seek alternative routes to avoid congestion. Additionally, unpaved county roads like County Road 9 and Ute Trail Road are seeing increased use from recreational visitors, exacerbating maintenance challenges.

Colorado Springs is at the heart of a region grappling with surging travel demand, particularly for recreational access to federal lands like Pike National Forest and the Arkansas River Corridor. This growth has created significant challenges for transportation infrastructure, including congestion, increasing demands for recreational access, and the need for coordinated federal, state, and local solutions. High recreational demand, particularly along corridors like US 285, Old Stage Road, and Rampart Range Road, has strained rural and semi-urban roads. Park County residents, for instance, report significant detours and increased traffic from visitors bypassing congested highways.

With continued growth in outdoor tourism and public lands visitation, the CFR TPR must address federal, state, and local coordination needs to ensure sustainable and safe access to recreation areas while preserving the region's rural character and roadway infrastructure.

Workshops and one-on-one public agency meetings in the Central Front Range TPR and PPACG led to identification of 18 transportation needs in the planning area. These workshops emphasized the importance of strategic planning, funding alignment, and innovative approaches to address transportation infrastructure challenges. Participants included representatives from the U.S. Forest Service (USFS), Bureau of Land Management (BLM), U.S. Air Force Academy (USAFA), Colorado Department of Transportation (CDOT), and the Pikes Peak Area Council of Governments (PPACG), among others. The discussions focused on enhancing connectivity to public lands, supporting recreational travel, and balancing growth with visitor experience quality and security concerns.

Where appropriate, project needs should be integrated into state and local planning processes to ensure their consideration for inclusion in improvement programs or implementation through discretionary funding sources, such as grants. Simultaneously, FLAP planners and programmers will explore opportunities for joint funding and partnerships with state and local entities to advance projects that align with shared priorities.

### Project Needs: Colorado Springs and PPACG Planning Area

- MPO: Yes (PPACG)
- Total Number of Projects: 7
- Total Estimated Planning Need: \$100,000 - \$500,000
- Total Estimated Capital Need: \$12,100,000 - \$27,700,000

### Overview of Identified Needs

#### Old Stage Road Rehabilitation (Project No. 158)

- The rehabilitation of Old Stage Road addresses critical safety and accessibility needs for a high-use recreational corridor linking Colorado Springs with USFS lands. This county-owned and federally accessed gravel road faces increasing demand from urban growth and recreational use. Improvements will enhance the road's surface and geometry, reduce maintenance costs, and support safer travel for both residents and visitors.

#### Rampart Range Road Rehabilitation (Project No. 159)

- Rampart Range Road, managed by the USFS, connects high-use outdoor recreation areas and serves as an essential link for tourism and local economic activity. The planned rehabilitation will address erosion, wear, and connectivity challenges, aligning with the area's growing role as a gateway to public lands.

#### USAFA Trails Management Plan (Project No. 181)

- USAFA plays a unique dual role as a federal military installation and a regional recreational hub. This project will develop a comprehensive Trails Management Plan, balancing public access with security needs. The plan will address signage, maintenance, and access restrictions while ensuring sustainable recreational opportunities for activities like hiking and biking. This initiative aligns with USAFA's evolving development priorities, including the new Enhanced Use Lease (EUL) Visitor Center at the North Gate, slated for completion in 2025.

### Santa Fe Trail Improvements (Project No. 182)

- Running through the USAFA grounds, the Santa Fe Regional Trail provides critical multimodal connectivity from Colorado Springs to Monument and Palmer Lake. At this location, recreational access must be carefully managed to balance public use with operational security. Areas of focus include projects like the Santa Fe Trail and EUL Visitor Center. Planned upgrades include interpretive signage highlighting cultural and natural resources, improved security, and enhanced trail management to address issues like homelessness and unauthorized access. These improvements reflect a collaborative effort between USAFA, El Paso County, and regional stakeholders.

### La-Foret Trail Improvements (Project No. 183)

- Similar to the Santa Fe Trail, the La-Foret Trail improvements focus on signage, fencing, and access control. As the trail lies on the eastern side of USAFA, upgrades will enhance public safety while maintaining operational security for the base. Collaboration with local jurisdictions will ensure effective trail management and accessibility.

### Ice Lake Parking Lot Enhancements (Project No. 184)

- USAFA's Ice Lake parking lot is a heavily used facility supporting both recreational users and nearby trails. Upgrades will address flooding, drainage, and safety concerns, particularly around the train crossing. Improved signage and stormwater management are priorities to ensure safe and efficient access.

### EUL Trailhead & Parking (Project No. 185)

- The planned trailhead near USAFA's North Gate is part of the Enhanced Use Lease development. This public-private partnership aims to support the new Visitor Center and provide better access to trails and recreational facilities. Improved wayfinding signage will make the trailhead more user-friendly and integrated with regional recreation networks.

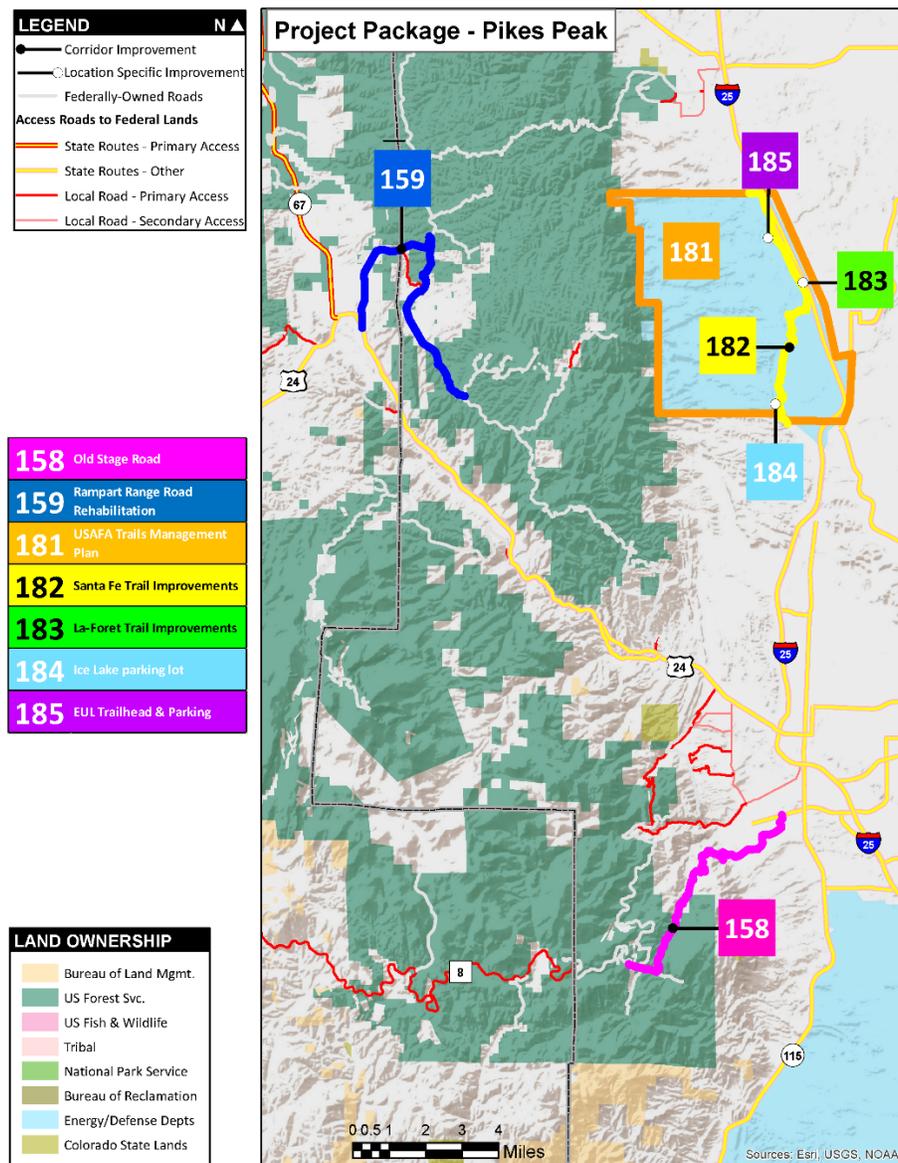
## Central Front Range Transportation Planning Region - Federal Lands Access 2050

**Table 5 : List of Needs in PPACG**

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source	Next Investment Needed	FLMA Goal Area	CDOT Goal Area Mobility/ Safety/ Asset Management
158	Old Stage Road	Roadway	Federal, County	USFS	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/ Local	Design Engineering	Asset Management	Mobility, Safety
159	Rampart Range Road Rehabilitation	Roadway	Federal	USFS	\$5,000,000 - \$10,000,000	FLTP	Design Engineering	Asset Management	Mobility, Asset Management
181	USAFA Trails Management Plan	Planning, Trail, Multi-Use Path	Federal, Municipal	DoD	\$100,000 - \$500,000	FLAP & Fed Aid/Local	Planning Study	Outdoor Recreation	Mobility
182	Santa Fe Trail Improvements	Multi-Use Path	Federal	DoD	\$500,000 - \$1,000,000	FLAP & Fed Aid/Local	Design Engineering	Outdoor Recreation	Mobility, Asset Management
183	La-Foret Trail Improvements	Trail	Federal	DoD	\$500,000 - \$1,000,000	FLAP & Fed Aid/Local	Design Engineering	Outdoor Recreation	Mobility, Asset Management
184	Ice Lake Parking Lot	Parking/ Trailhead	Federal	DoD	\$1,000,000 - \$5,000,000	FLAP & Fed Aid/Local	Design Engineering	Outdoor Recreation	Safety, Asset Management
185	EUL Trailhead & Parking	Parking/ Trailhead	Federal	DoD	\$100,000 - \$500,000	FLAP & Fed Aid/Local	Design Engineering	Outdoor Recreation	Mobility

Table for List of Needs in PPACG. Ten column headers start with the Project Number, Project Name, Project Type, Ownership, FLMA Access, Estimated Project Cost, Fund Source, Next Investment Needed, FLMA Goal Area, and CDOT Goal Areas/Mobility/Safety/Asset Management. The seven projects in the table are 158 Old Stage Road, 159 Rampart Range Road Rehabilitation, 181 USAFA Trail Management Plan, 182 Santa Fe Trail Improvements, 183 La-Foret Trail Improvements, 184 Ice Lake parking lot, 185 EUL Trailhead & Parking.

Table 6 : Map of Needs in PPACG



Map of Projects in Pikes Peak MPO. On the bottom left corner of the map are two legends for land ownership and a legend of access roads to federal lands. On the map are seven projects that have been labeled by project ID and project name in a white box with black outline and black line pointing to the project location. From the top of the map to the bottom, the seven projects are 185 EUL Trailhead & Parking, 181 USAFA Trails Management Plan, 183 La-Foret Trail Improvements, 159 Rampart Range Road Rehabilitation, 184 Ice Lake Parking Lot Improvements, 182 Santa Fe Trail Improvements, and 158 Old Stange Road. The land ownership legend is depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and pear color areas are Colorado State Lands. The legend on the bottom right corner labels the three road types and needs labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The light gray road segments are Federally Owned Roads, light pink and hot pink outline areas are Capital Needs, and areas with a dark purple outline are Planning Needs. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

## Project Needs: Park County Planning Area

- MPO: No
- Total Number of Projects: 4
- Total Estimated Planning Need: No Planning Projects
- Total Estimated Capital Need: \$20,000,000 - \$40,000,000

## Overview of Identified Needs

### Lost Park Road - Lost Creek Access (Project No. 155)

- Lost Park Road is a vital corridor serving the Lost Creek Wilderness within Pike National Forest. As noted during the Needs Identification Discussion, this road experiences heavy recreational use, leading to increased wear on its gravel/dirt surface. The project will rehabilitate the section from U.S. Highway 285 to the first intersection, ensuring reliable access for visitors while addressing safety concerns tied to increasing traffic volumes. Additionally, this initiative aligns with workshop goals to prioritize improvements that enhance connectivity and economic value by supporting high-use recreation areas.

### High Chaparral Road & County Road 92 (Project No. 156)

- High Chaparral Road, recently converted to gravel by Park County, was highlighted during the workshop as a key location experiencing high weekend travel volumes due to its connection to Eleven Mile State Park and USFS lands. Safety issues were also identified in this area. Planned pavement preservation and gravel surface treatments will address these concerns by improving road durability and accommodating increased recreational traffic, consistent with workshop discussions emphasizing safety and maintenance enhancements for high-demand routes.

### County Road 59/Thirty-nine Mile Road (Project No. 179)

- County Road 59, identified as a (paved) critical corridor connecting to USFS and State Parks lands, will undergo surface and safety improvements. Discussions at the workshop highlighted the importance of ensuring roads like County Road 59 are resilient to increased recreational demand and secondary impacts from traffic diversion. Enhancements will support safer travel and reduce maintenance costs, aligning with regional goals for sustainable access to public lands.

### County Road 90 (Project No. 180)

- Similar to County Road 59, County Road 90 (paved) provides an essential link to public lands. Workshop attendees flagged this route as one needing improvements to manage increasing traffic volumes from recreational users. Planned surface and safety improvements will help alleviate the strain on this corridor, ensuring it remains functional and safe for visitors and residents. These upgrades reflect a broader regional strategy to address travel demand driven by access to federal and state recreational areas.

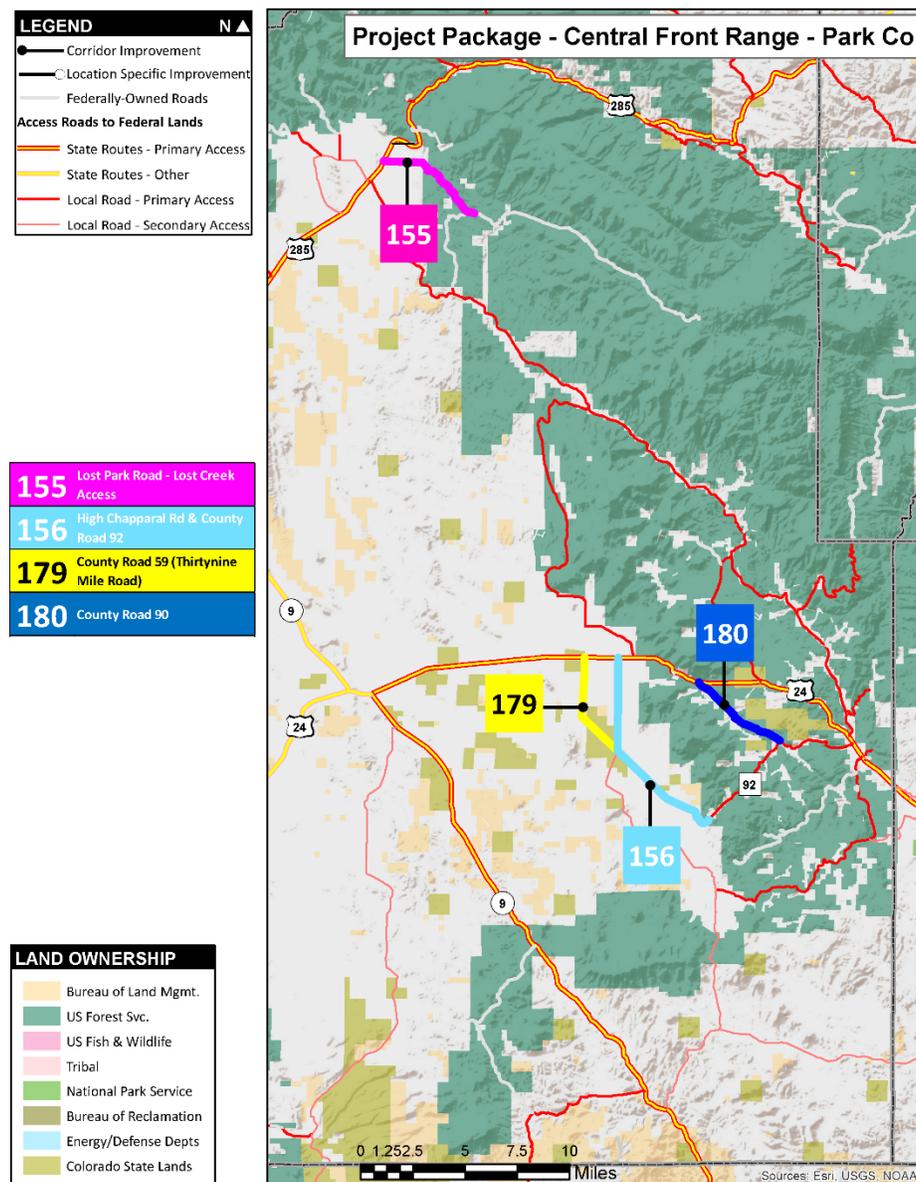
## Central Front Range Transportation Planning Region - Federal Lands Access 2050

**Table 7 : List of Needs in Park County**

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source	Next Investment Needed	FLMA Goal Area	CDOT Goal Area Mobility/ Safety/ Asset Management
155	Lost Park Road - Lost Creek Access	Roadway	Federal, County	USFS	\$5,000,000 - \$10,000,000	MULTI	Design Engineering	Asset Management	Mobility, Asset Management
156	High Chapparal Rd & County Road 92	Roadway	County	USFS, State Parks	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/ Local	Design Engineering	Asset Management	Mobility, Safety, Asset Management
179	County Road 59 (Thirtynine Mile Road) Paved Surface	Roadway	County	USFS, State Parks	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/ Local	Design Engineering	Asset Management	Mobility, Safety, Asset Management
180	County Road 90, Paced Surface	Roadway	County	USFS, State Parks	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/ Local	Design Engineering	Asset Management	Mobility, Safety, Asset Management

Table for List of Needs in Park County. Ten column headers start with the Project Number, Project Name, Project Type, Ownership, FLMA Access, Estimated Project Cost, Fund Source, Next Investment Needed, FLMA Goal Area, and CDOT Goal Areas/Mobility/Safety/Asset Management. The four projects in the table are 155 Lost Park Road - Lost Creek Access, 156 High Chapparal Road & County Road 92, 179 County Road 59 (Thirtynine Mile Road) Paved Surface, 180 County Road 90, paved surface.

Figure 6 : Map of Needs in Park County



Map of Projects in Park County. On the bottom left and right corner of the map are two legends for land ownership and a legend of access roads to federal lands. On the map are four projects that have been labeled by project ID and project name in a white box with black outline and black line pointing to the project location. From the top of the map to the bottom, the four projects 155 Lost Park Road - Lost Creek Access, 179 County Road 59 (Thirtynine Mile Road) Paved Surface, 156 High Chapparal Road & County Road 92, 180 County Road 90, paved surface. The land ownership legend on the right is depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and pear color areas are Colorado State Lands. The legend on the bottom left corner labels the three road types and needs labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The light gray road segments are Federally Owned Roads, light pink and hot pink outline areas are Capital Needs, and areas with a dark purple outline are Planning Needs. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access.

### Project Needs: Fremont County Planning Area

- MPO: No
- Total Number of Projects: 7
- Total Estimated Planning Need: No Planning Projects
- Total Estimated Capital Need: \$20,000,000 - \$40,000,000

### Overview of Identified Needs

#### County Road 3A Improvements (Project No. 177)

County Road 3A is a narrow, paved, 2-lane road and it serves as the primary access route to the Royal Gorge Bridge & Park. While the park itself is not on federal lands, it is surrounded by BLM lands, dispersed recreation, and the McIntyre Hills Wilderness Study Area. The Royal Gorge Park is one of Colorado's premier outdoor destinations, attracting approximately one million visitors per year. Spanning eight miles, this scenic but heavily trafficked corridor is critical to tourism, local businesses, and regional mobility. However, its existing condition presents increasing safety, congestion, and maintenance challenges that need to be addressed to sustain economic and recreational access.

#### County Road 9 Improvements (Project No. 178)

County Road 9 is a 15-mile gravel roadway that serves as a key connection between Teller County and Cripple Creek, a major historic and recreational destination in Colorado. The road provides access to BLM lands, dispersed recreation areas, and trailheads, making it an important corridor for outdoor enthusiasts, local residents, and visitors alike. Cripple Creek, known for its historic gold mining district, casinos, and tourism economy, draws significant year-round traffic, particularly during peak travel seasons.

Despite its importance, County Road 9 faces several challenges that impact safety and accessibility. Narrow roadway sections, limited visibility on curves, and steep terrain contribute to safety concerns, particularly for larger vehicles and winter travelers. Increased use has also led to accelerated surface degradation, requiring frequent maintenance. Widening the road in key areas, improving sight distances, and upgrading drainage features will enhance safety and reliability for both residents and visitors, ensuring continued access to this important regional corridor.

#### County Road 67 / Phantom Canyon Road Improvements (Project No. 161)

County Road 67, also known as Phantom Canyon Road, is a historic, scenic byway that connects Florence to Victor, traversing through BLM-managed public lands and the rugged terrain of the Gold Belt Tour National Scenic Byway. This gravel and partially paved corridor follows the historic route of the Florence and Cripple Creek Railroad, offering stunning canyon views, historic tunnel passages, and access to dispersed recreation sites. The road is a popular destination for off-road enthusiasts, cyclists, and tourists exploring Colorado's mining history and natural landscapes.

Despite its recreational and historic significance, Phantom Canyon Road suffers from pavement degradation, erosion, and inadequate surface conditions, making travel hazardous in certain sections. The 3R/4R surface improvements and pavement preservation efforts will

focus on maintaining the road's historical character while enhancing drivability, safety, and resilience against weather-related wear. Upgrades will support continued access to public lands, scenic viewpoints, and local tourism-related businesses, ensuring that Phantom Canyon remains a viable and safe route for future visitors.

### County Road 49 / Bear Creek Road Improvements (Project No. 162)

County Road 49, also known as Bear Creek Road, is a gravel roadway providing access to the Rock Creek Trailhead and surrounding public lands, including USFS-managed recreation areas. This corridor is a key access route for hikers, equestrians, and dispersed campers exploring the rugged terrain of the Pike National Forest. The Rock Creek Trailhead serves as a primary gateway to wilderness trails and backcountry recreation, drawing both local outdoor enthusiasts and visitors seeking remote, natural experiences.

Over time, heavy use and seasonal weather impacts have deteriorated the gravel roadway, resulting in erosion, wash boarding, and surface instability, making travel challenging for passenger vehicles. Additionally, the Rock Creek Trailhead lacks adequate parking and visitor amenities, leading to congestion and off-road parking that damages sensitive vegetation. Planned maintenance and rehabilitation efforts will focus on grading and resurfacing the gravel roadway, improving drainage, and upgrading trailhead facilities. These improvements will enhance visitor safety, reduce long-term maintenance needs, and ensure continued access to this important recreation destination.

### County Road 175 / Ute Trail Road Improvements (Project No. 163)

County Road 175, also known as Ute Trail Road, is a gravel roadway providing critical access to Pike National Forest and surrounding public lands. This route is frequently used by recreational visitors, campers, and off-road enthusiasts, as well as local residents who rely on it for regional connectivity. The road also serves as an important historic and cultural corridor, tracing portions of historic indigenous travel routes and early settler trails through the rugged foothills of central Colorado.

Due to heavy seasonal use, steep terrain, and exposure to extreme weather conditions, Ute Trail Road has experienced significant surface deterioration, including erosion, wash boarding, and drainage issues. The maintenance and rehabilitation efforts will focus on grading and resurfacing the gravel roadway, improving drainage infrastructure, and reinforcing areas prone to erosion. These upgrades will enhance safety, reduce long-term maintenance costs, and ensure continued access to public lands and recreational destinations for visitors and local communities.

### Salida East Campground / Boat Ramp Access Improvements (Project No. 175)

The Salida East Campground and Boat Ramp provides direct access to the Arkansas River, a nationally recognized Gold Medal trout fishery and one of Colorado's premier whitewater rafting destinations. Managed in partnership with Colorado Parks and Wildlife (CPW), this site is heavily used by boaters, anglers, campers, and outdoor enthusiasts seeking recreational opportunities along the river. The facility is accessed via U.S. Highway 50, a major east-west corridor that experiences high-speed through traffic, creating safety concerns at the entrance.

A previously conducted state-funded traffic study identified the need for improved vehicle access and traffic flow at the site's entrance. The proposed project includes the addition of acceleration and deceleration lanes, as well as a dedicated left-turn lane on U.S. 50. These improvements will enhance safe ingress and egress for visitors towing boats, RVs, and trailers, reduce potential conflicts with highway traffic, and support continued recreational access to the Arkansas River. Upgrading the entrance infrastructure aligns with CPW's mission to enhance outdoor recreation safety while preserving access to Colorado's natural resources.

### County Road 250 Improvements (Project No. 176)

County Road 250 is a gravel roadway providing access to Bureau of Land Management (BLM) lands, dispersed recreation areas, and rural properties in Fremont County. The road serves as an important connector for residents, ranchers, and outdoor enthusiasts who utilize the surrounding public lands for hiking, off-road recreation, and wildlife access. Given its location in a semi-arid environment with variable terrain, the roadway is highly susceptible to erosion, wash boarding, and drainage challenges, particularly following seasonal storms.

Due to increasing traffic and years of deferred maintenance, the roadway has deteriorated significantly, affecting drivability and safety for both recreational users and local traffic. The proposed regravelling, regrading, and drainage improvements will stabilize the road surface, enhance stormwater runoff management, and reduce long-term maintenance needs. These upgrades will ensure continued safe access to public lands and rural properties, while improving overall roadway durability in response to high seasonal use and extreme weather conditions.

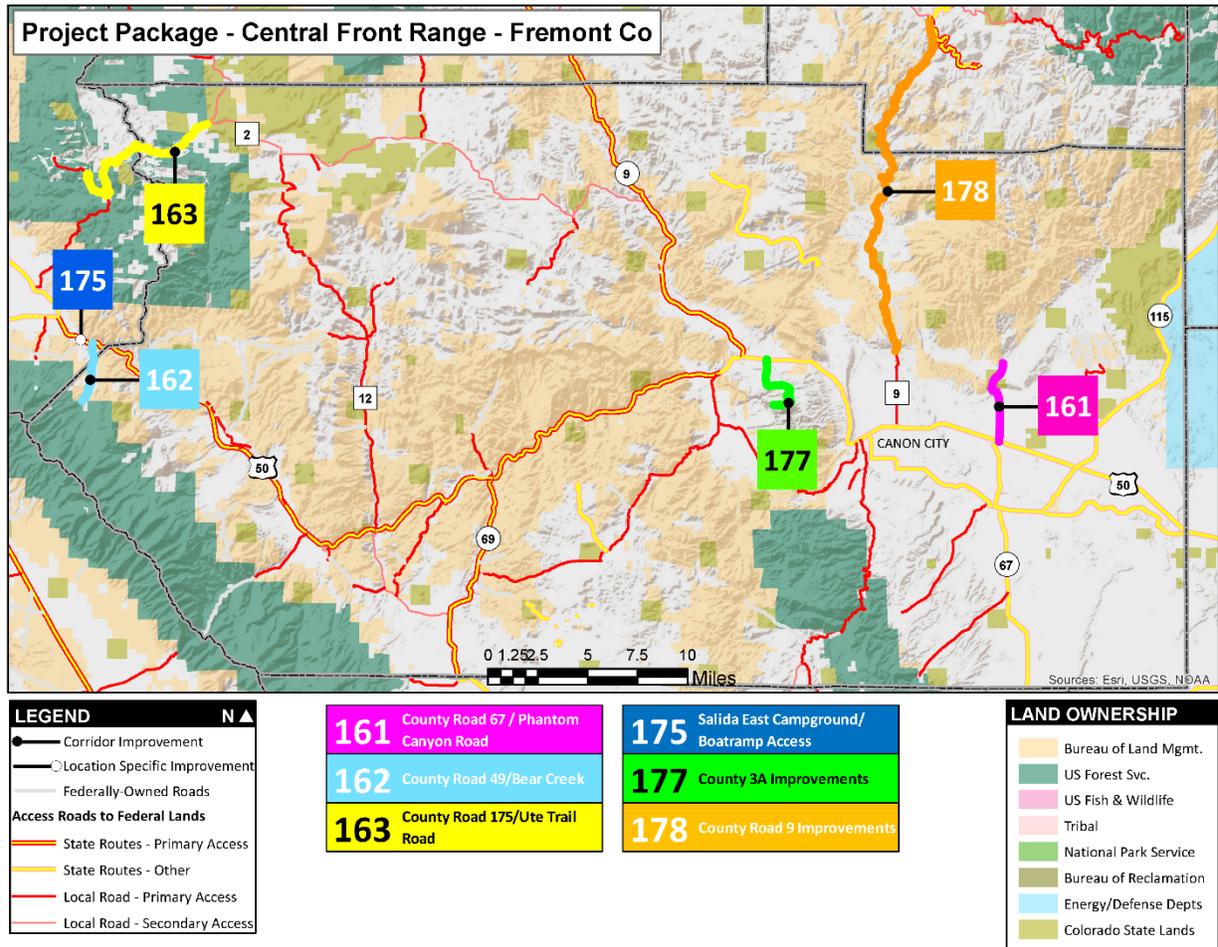
## Central Front Range Transportation Planning Region - Federal Lands Access 2050

**Table 8 : List of Needs in Fremont County**

Project Number	Project Name	Project Type	Ownership	FLMA Access	Estimated Project Cost	Fund Source	Next Investment Needed	FLMA Goal Area	CDOT Goal Area Mobility/ Safety/ Asset Management
177	County 3A Improvements	Roadway	County	BLM	\$1,000,000 - \$5,000,000	FLAP	Design Engineering	Economic Generation	Safety, Asset Management
178	County Road 9 Improvements	Roadway	County	BLM	Greater than \$10,000,000	FLAP	Design Engineering	Outdoor Recreation	Mobility, Safety, Asset Management
161	County Road 67/ Phantom Canyon Road	Roadway	County	USFS	Greater than \$10,000,000	FLAP & Fed Aid/Local	Design Engineering	Outdoor Recreation	Mobility, Safety, Asset Management
162	County Road 49/ Bear Creek	Roadway, Parking/ trailhead	County	USFS	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/Local	Design Engineering	Outdoor Recreation	Mobility, Asset Management
163	County Road 175/ Ute Trail Road	Roadway	County	USFS	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/Local	Design Engineering	Asset Management	Mobility, Safety, Asset Management
175	Salida East Campground/ Boat Ramp Access on US 50	Roadway, Safety	State	BLM	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/Local	Design Engineering	Outdoor Recreation	Safety, Asset Management
176	County Road 250 Improvements	Roadway	County	BLM	\$5,000,000 - \$10,000,000	FLAP & Fed Aid/Local	Design Engineering	Asset Management	Mobility

Table for List of Needs in PPACG. Ten column headers start with the Project Number, Project Name, Project Type, Ownership, FLMA Access, Estimated Project Cost, Fund Source, Next Investment Needed, FLMA Goal Area, and CDOT Goal Areas/Mobility/Safety/Asset Management. The seven projects in the table are 177 County 3A Improvements, 178 County Road 9 Improvements, 161 County Road 67/Phantom Canyon Road, 162 County Road 49/Bear Creek, 163 County Road 175/Ute Trail Road, 175 Salida East Campground/Boat ramp Access on US 50, 176 County Road 250 Improvements.

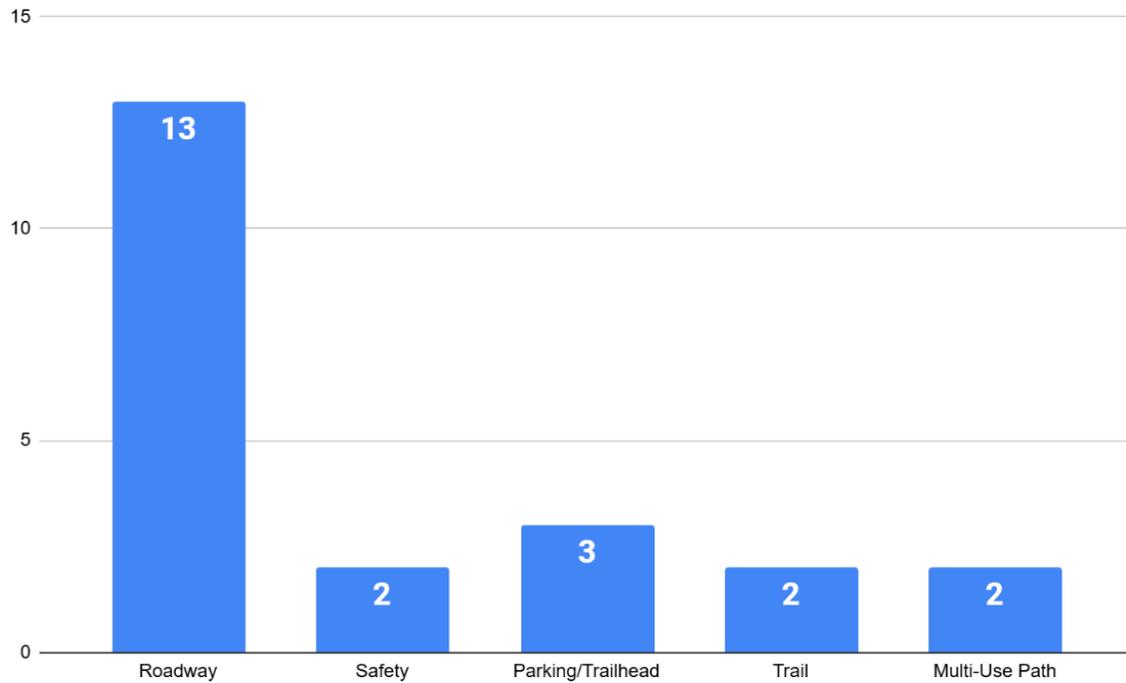
Figure 7: Map of Needs in Fremont County



Map of Projects in Park County. On the bottom left and top right corner of the map are two legends for land ownership and a legend of access roads to federal lands. On the map are five projects that have been labeled by project ID and project name in a white box with black outline and black line pointing to the project location. From the top of the map to the bottom, the five projects are 163 County Road 175/Ute Trail Road, 178 County Road 9 Improvements, 162 County Road 49/Bear Creek, 177 County 3A Improvements, 161 County Road 67/Phantom Canyon Road. The land ownership legend on the top right is depicted by color-coded areas. Tan areas are Bureau of Land Management, dark green areas are US Forest Service, dark pink areas are US Fish & Wildlife, light pink areas are Tribal Lands, light green areas are National Park Service, olive green areas are Bureau of Reclamation, light blue areas are Energy/Defense Departments, and pear color areas are Colorado State Lands. The legend on the bottom left corner labels the three road types and needs labels and four levels of Access Roads to Federal Lands depicted by color-coded road segments. The light gray road segments are Federally Owned Roads, light pink and hot pink outline areas are Capital Needs, and areas with a dark purple outline are Planning Needs. Orange segments are State Routes with Primary Access, yellow segments are State Routes with Other Access, red segments are Local Road with Primary Access, and dark red segments are Local Road with Secondary Access

Summary Data

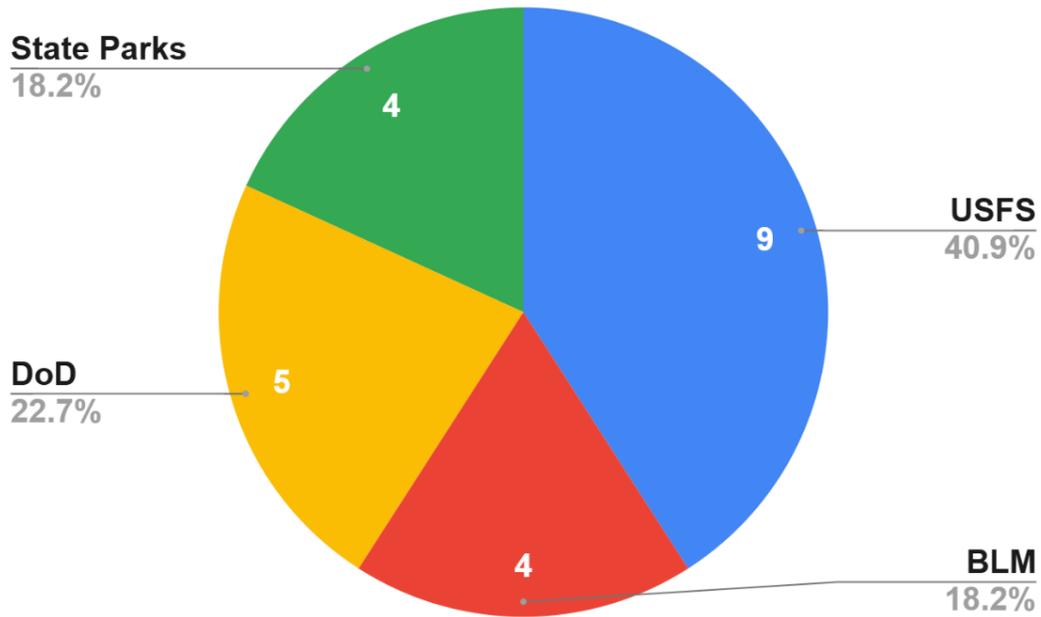
Figure 8 : Project Type



*Note:* Some projects include more than one type

Vertical bar graph for five project types on the x-axis. The y-axis depicts the number of projects for each type of project. Roadway has 13 projects, Safety has 2 projects, Parking/Trailhead has 3 projects, Trail has 2 projects, Multi-Use Path has 2 projects.

Figure 9 : Public Land Accessed



*Note:* Some projects include more than one FLMA/Public Land Agency

Pie chart with the largest blue section for USFS with 9 projects. The next largest yellow section for DoD with 5 projects. The green section for State Parks with 4 projects. The last red section for BLM with 4 projects.

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i Title 23 United States Code (U.S.C.) Sections 134 and 135  
ii <https://headwaterseconomics.org>