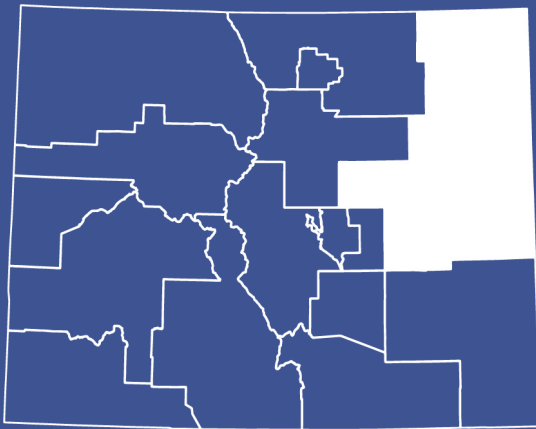


# DRAFT



## Eastern 2050 Regional Transportation Plan



### Counties:

Cheyenne, Elbert, Kit Carson,  
Lincoln, Logan, Phillips,  
Sedgwick, Washington and Yuma

The map to the left shows the location of the Eastern  
Transportation Planning Region within Colorado.



# Regional Plan Introduction

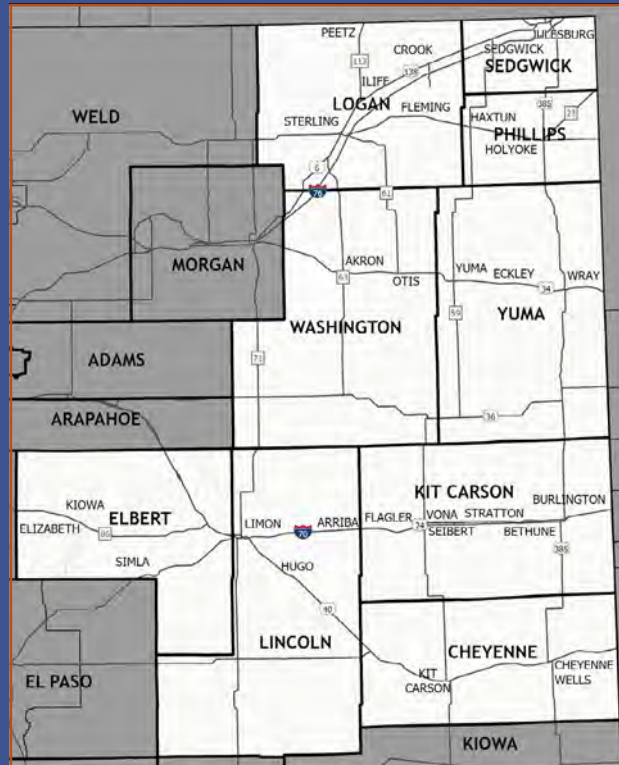
This Regional Transportation Plan (RTP) is the long-range transportation planning document that guides the continuing development of a multimodal transportation system for the Eastern Transportation Planning Region (TPR). This plan has been developed in compliance with state and federal requirements, as outlined in the State and Federal Requirements section.

Accompanying this plan is the region's Coordinated Public Transit and Human Services Transportation Plan as an appendix, in accordance with all Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) planning requirements. This plan communicates the Eastern TPR's evolving transportation needs and priorities to CDOT and Colorado's Transportation Commission. This plan reflects the TPR members' input, data and background information, and public sentiment.

While the plan looks out 25 years to 2050, it also helps to inform the development of the 10-Year Plan, which allows decision-makers to consider transportation investments in the Eastern TPR today, tomorrow and in the future.

The Eastern TPR is the largest TPR in Colorado and encompasses Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington and Yuma counties. The TPR is primarily served by the CO 71, CO 86, I-70, I-76, US 24, US 34, US 287 and US 385 corridors.

The TPR is defined by a terrain of rolling plains and a semi-arid climate. The temperature can vary widely from more than 100 degrees in the summer to sub-zero in the winter. Communities are located far from each other, often resulting in long travel distances for employment, medical services and shopping. The people of the Eastern TPR value their rural way of life, their local communities and small-town atmosphere.



The map above shows the counties, state and interstate highways in the Eastern Transportation Planning Region.



# Letter from Region Co-Chairs

Dear Neighbor

As co-chairmen of the Eastern TPR, representing Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington and Yuma counties, it is our responsibility to ensure that our area's transportation needs and priorities are recognized, made easily accessible, and communicated to the public and key transportation decision-makers. This plan accomplishes these goals and more. It recognizes current needs and priorities, while formulating solutions to keep pace with regional growth and changing conditions. We recognize that there is a budget shortfall, and we are working to address this issue to ensure the transportation system is adequately maintained and keeping pace with demand. Due to the current funding limitations, Eastern TPR's priority project list is corridor-based, highlighting the significant asset management and safety improvement needs across the region.

The Eastern TPR began transportation plan development in fall 2024. This document summarizes identified needs and resulting priorities via TPR member input, data analysis, and public feedback received via online, printed surveys and town halls. This RTP has been developed in tandem with CDOT's Statewide Transportation Plan. Ensuring connectivity between the Eastern TPR and the broader state transportation system is essential for regional mobility. Key elements of this plan will be integrated into the Statewide Transportation

Plan to align regional and statewide efforts to create a cohesive and coordinated approach to transportation planning. Additionally, this plan aligns with ongoing planning efforts such as the Statewide and Regional Transit plans and the Active Transportation Plan, supporting a multimodal approach to network development and project identification. This coordination enhances regional connectivity, improves transportation efficiency, and ensures a seamless network that better serves communities across the Eastern TPR.

This plan is intended to be a living, useful document that is referred to when transportation decisions are being made and as the TPR implements projects and strategic actions documented herein. This RTP will be revisited periodically to ensure that we are on the right path toward accomplishing the vision and goals set forth by it. Your familiarity with our region's transportation needs and priorities and the challenges that we face is important now and in the future. I invite you to review this plan and become more engaged in the Eastern TPR transportation future.



Scott Weaver & Gary Beedy, Co-Chairs, Eastern TPR

## Eastern TPR Members

Composed of elected and appointed officials, the TPR's Regional Planning Commission is responsible for establishing regional priorities and needs, developing the multimodal RTP, and ongoing planning coordination with CDOT.

Members include:

- |                 |                  |                   |
|-----------------|------------------|-------------------|
| • Akron         | • Haxtun         | • Peetz           |
| • Arriba        | • Holyoke        | • Phillips County |
| • Bethune       | • Hugo           | • Sedgwick        |
| • Burlington    | • Julesburg      | • Sedgwick        |
| • Cheyenne      | • Kiowa          | County            |
| • Cheyenne      | • Kit Carson     | • Seibert         |
| County          | • Kit Carson     | • Simla           |
| • Cheyenne      | County           | • Sterling        |
| Wells           | • Limon          | • Stratton        |
| • Crook         | • Lincoln County | • Vona            |
| • Eckley        | • Logan County   | • Washington      |
| • Elbert County | • Merino         | County            |
| • Elizabeth     | • Otis           | • Wray            |
| • Flagler       | • Ovid           | • Yuma            |
| • Fleming       | • Paoli          | • Yuma County     |
| • Genoa         |                  |                   |



Transportation Commissioner Gary Beedy cuts the ribbon with members of the Eastern TPR in Akron to celebrate the completion of the US 385 project south of Holyoke near the Yuma and Phillips County lines.





# State & Federal Requirements

Legislation at both the state (§43-1-1103, C.R.S.) and federal (CFR 450.206) levels, as well as state transportation planning rules (2 CCR 601-22), requires the development of a comprehensive, long-range Statewide Transportation Plan that encompasses at least a 20-year period and incorporates the priorities and needs of the TPRs across the state. The state and federal requirements have been followed in the creation of this plan.

Every four to five years, CDOT updates the Colorado Statewide Transportation Plan (referred to as Your Transportation Plan), which serves as a long-range planning tool and identifies regional and statewide trends and issues. Plans are developed to inform the Statewide Transportation Plan and to prioritize transportation projects in the region.

The Statewide Transit Plan, while not a federally-required document, is required by the State of Colorado. The supporting Regional Coordinated Human Services and Transportation Plans must be completed to be eligible for federal funding through the FTA. Key themes are integrated into Eastern TPR's plan, and the full RTP is included in Appendix A.

## Plan Development Process

This 2050 RTP was developed over approximately one year and included three primary phases: identification of transportation needs, verification of priority projects, and creation of the plan. The TPR and public input, along with a data-driven analysis, were critical to plan development.



**1.**  
Identification of  
Transportation Needs



**2.**  
Verification of  
Priority Projects



**3.**  
Creation  
of a Plan

# Regional Transportation Story

The Regional Transportation Story provides a snapshot of current and anticipated future conditions in the region by 2050. This section shares the story of the communities within the region, highlights the state of local transportation infrastructure, and identifies how the system is used. Combined, this information highlights the uniqueness of the TPR and helps identify the greatest needs in the region.

## Road Conditions

Improving road conditions is one of the biggest concerns for communities in eastern Colorado. That's why fixing our roads and ensuring safe, smooth travel is a top priority. As the data in Figure 1 below demonstrates, there is a lot of need in eastern Colorado to improve road conditions. Our communities are committed to making real progress to fix our roads where it is needed most.

Drivability life refers to the estimated remaining years a highway will maintain acceptable driving conditions. It essentially quantifies how long a road can be driven at its current condition before requiring significant maintenance or reconstruction.

Drivability life is assessed by evaluating factors such as smoothness, pavement distress (cracking, potholes, etc.), and safety considerations like adequate sight distances and lane markings. CDOT uses different standards for drivability life based on the volume of traffic on a particular highway. Drivability life is categorized into three levels: high (greater than 10 years remaining), moderate (4-10 years remaining), and low (three years or fewer remaining).

Drivability life helps CDOT prioritize maintenance and rehabilitation efforts, ensuring the highway system remains safe and efficient. By understanding drivability life, CDOT can plan preventative maintenance strategies to extend the lifespan of highways and delay costly resurfacing or reconstruction projects.

- Drivability life is the remaining life of the surface of the road and indicates how long a highway will have acceptable road surface and driving conditions
- Roadways classified with high drivability life account for 43% of the total, while those with moderate drivability life make up 27%, and roadways in low drivability life represent 30%

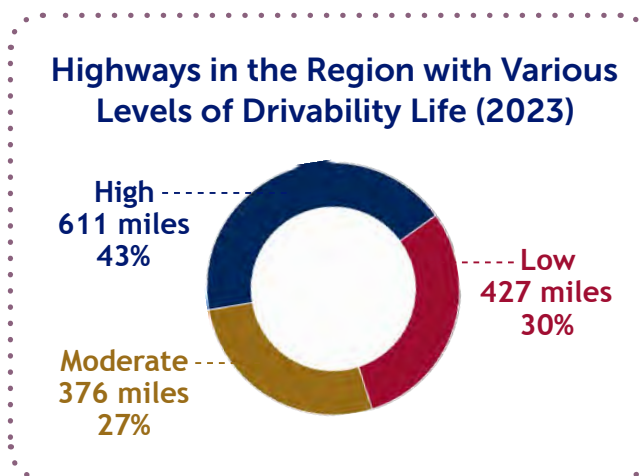
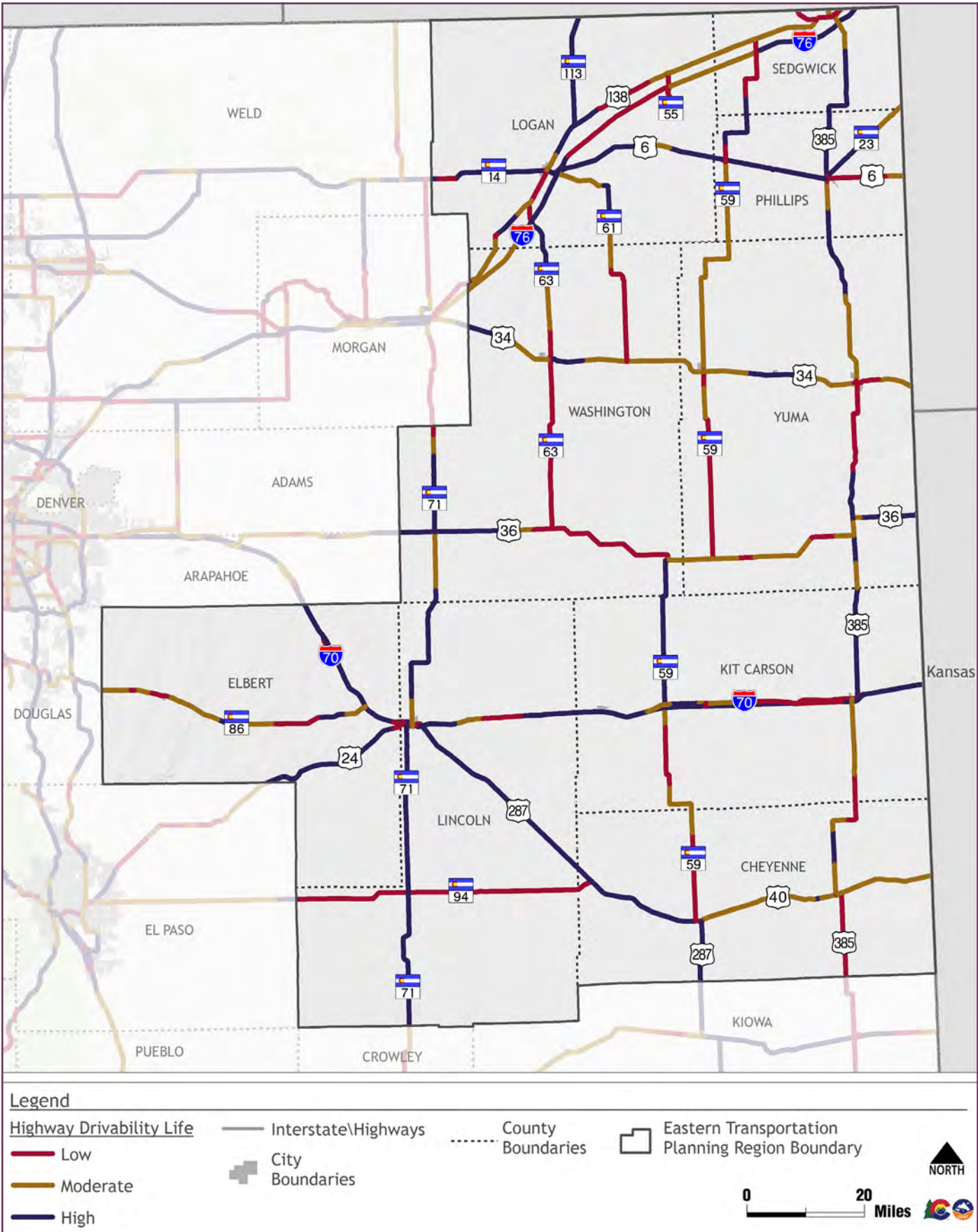


Figure 1. Source: CDOT Asset Management Database, 2023.  
Note: Due to rounding, figures may not total exactly to 100%.

# Highway Drivability Life



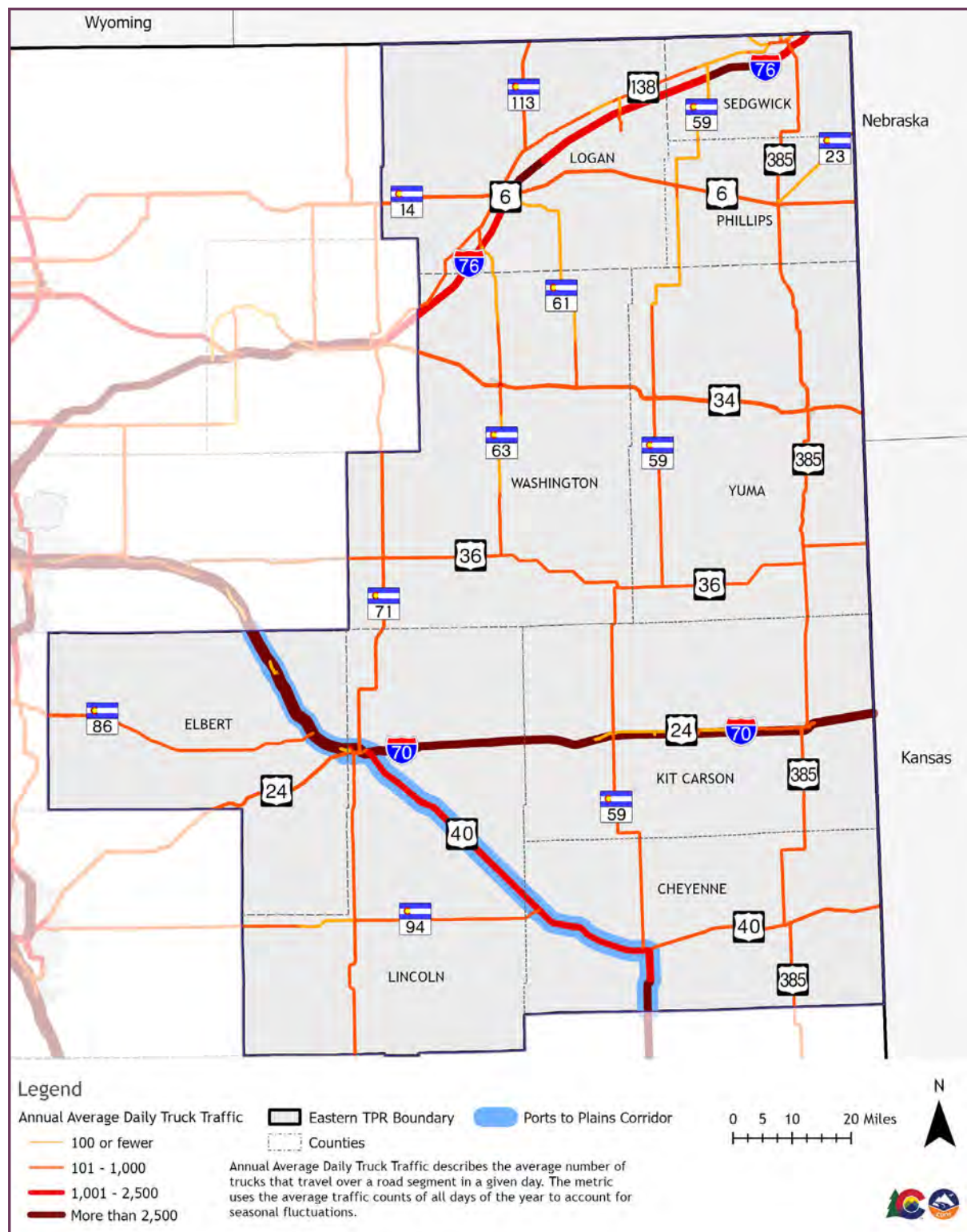
The map above depicts highway drivability life in the Eastern TPR. It is used to identify the remaining service life of roadways that need maintenance or improvements.

Source: CDOT Asset Management Database, 2023.



## Colorado Freight Corridors

From the agricultural fields in eastern Colorado to the tables of individuals and families across the U.S. and globally, freight is how these valuable products get into our hands and homes. Of the 22 highway corridors in the Eastern TPR, 10 are designated as Colorado Freight Corridors: CO 14, CO 71, I-70, I-76, US 6, US 24, US 34, US 40, US 287 and US 385. The Oklahoma state line to US 40 in Kit Carson as well as Kit Carson to I-70 in Limon is designated as a national Ports-to-Plains Corridor. This crucial rural freight corridor serves as a multimodal National Highway System facility and major north-south connector to Oklahoma and places outside the region. Additionally, CO 71 from I-70 in Limon to the Nebraska state line is part of a federally designated high priority corridor known as the Heartland Expressway.



**Annual Average Daily Truck Traffic map for the Eastern TPR in Colorado.**  
The map depicts volumes of truck traffic using different shades of red.

## CDOT's Advancing Transportation Safety

Colorado's Advancing Transportation Safety (ATS) initiative is a statewide collaboration of public and private partners dedicated to improving transportation safety. Developed under the 2020-2023 Strategic Transportation Safety Plan, ATS builds on the Moving Toward Zero Deaths effort, and advocates for a unified, coordinated approach to key safety issues. The initiative aims to foster a strong safety culture and reduce fatalities and serious injuries on Colorado roadways through long-term investment and commitment.

### Vulnerable Road Users (VRU)

VRU are defined as people walking, riding bicycles and rideable toys (e.g. scooters or skateboards), using personal mobility devices (e.g. walkers or wheelchairs), and those on foot in work zones. The 2021 Bipartisan Infrastructure Law (BIL) requires each state to identify areas where people who ride bikes and walk are at higher risk of being involved in a crash that results in a death or serious injury, and work towards making those locations and populations safer. CDOT is committed to this effort, actively working with local partners to implement data-driven safety improvements and ensure safer travel for users of all modes.

## Economic Vitality

Primary economic generators in the Eastern TPR include agriculture, renewable energy, oil and gas, higher education, outdoor recreation, tourism and hunting. To support growth in these industries, the region must have an efficient transportation system to facilitate freight movement as well as mobility options for people visiting the region.

### Top Three Crash Factors Resulting in Injury or Death (2023)

1

Roadway  
Departure  
165  
Crashes

2

Intersection  
96  
Crashes

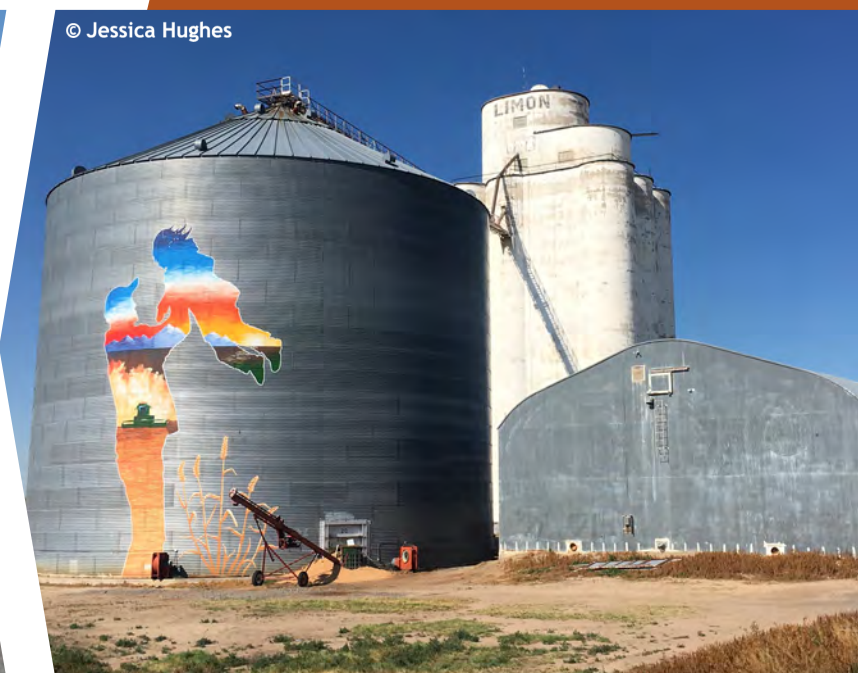
3

Commercial  
Motor Vehicle  
53  
Crashes

Figure 2. Source: CDOT Crash Database, 2025



Eckley town center during a Pedal the Plains event.



"Heart of the Harvest" mural in Limon.



## Population & Employment

The population in the Eastern TPR is projected to increase by 4% by 2050, with employment expected to fall by 1%. Notably, the older adult population is set to grow, increasing by 10%.

While population growth in eastern Colorado is expected to remain relatively flat, addressing transportation needs in the region remains essential — particularly due to the significant volume of freight movement that passes through the area. The eastern plains serve as a critical corridor for agricultural goods, energy resources and interstate commerce. Making safe and efficient transportation infrastructure vital not only for local residents, but also for the broader state and national economy.

Maintaining and improving highways in eastern Colorado is necessary to support freight traffic, minimize wear and tear, and ensure safety for both commercial and local vehicles. Strategic investment in the highway system is critical to sustaining economic activity and retaining jobs and residents in the region.

## Vehicle Travel & Congestion

While the total Vehicle Miles Traveled (VMT) are anticipated to increase by 26% in the region by 2050, the travel experience is anticipated to remain at an acceptable level of service with minimal congestion compared to other highways around the state.

### Projected Population & Employment from 2024 to 2050

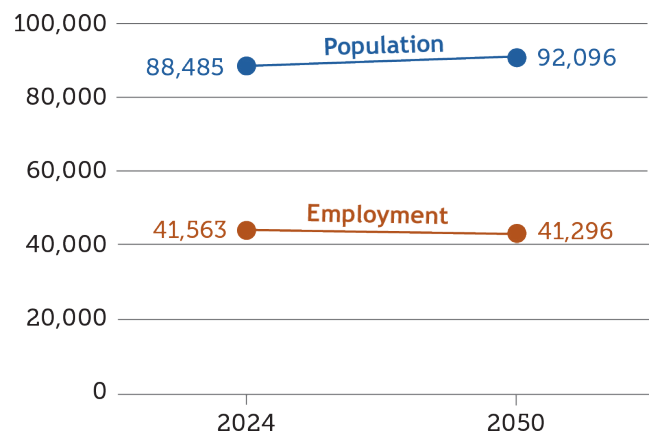
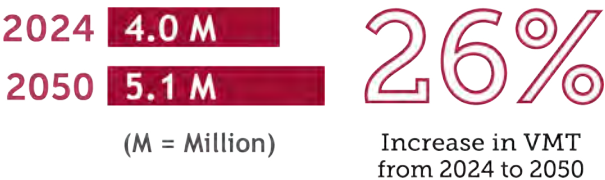


Figure 3. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

### Vehicle Miles Traveled (VMT) in the TPR in 2024 Versus Estimated VMT in 2050



CDOT DTD, Travel Modeling Unit, 2024



## Where People Travel to Work (by County)

### Cheyenne County

Cheyenne County (Live & Work): 50.2%

Kit Carson County: 5.4%

El Paso County: 4.9%

Adams County: 3.6%

### Elbert County

Arapahoe County: 19.8%

Douglas County: 15.9%

Denver County: 15.8%

Elbert County (Live & Work): 11.2%

### Kit Carson County

Kit Carson County (Live & Work): 58.6%

Denver County: 4.9%

El Paso County: 3.0%

Adams County: 2.8%

### Lincoln County

Lincoln County (Live & Work): 40.2%

El Paso County: 10.3%

Denver County: 7.0%

Arapahoe County: 5.7%

### Logan County

Logan County (Live & Work): 47.6%

Weld County: 8.1%

Denver County: 5.2%

Morgan County: 5.1%

### Phillips County

Phillips County (Live & Work): 53.1%

Logan County: 7.1%

Yuma County: 5.3%

Denver County: 4.0%

### Sedgwick County

Sedgwick County (Live & Work): 42.1%

Phillips County: 7.8%

Logan County: 5.1%

Arapahoe County: 4.1%

### Washington County

Washington County (Live & Work): 37.4%

Morgan County: 9.4%

Yuma County: 7.2%

Denver County: 5.3%

### Yuma County

Yuma County (Live & Work): 63.7%

Logan County: 3.2%

Weld County: 2.9%

Washington County: 2.7%

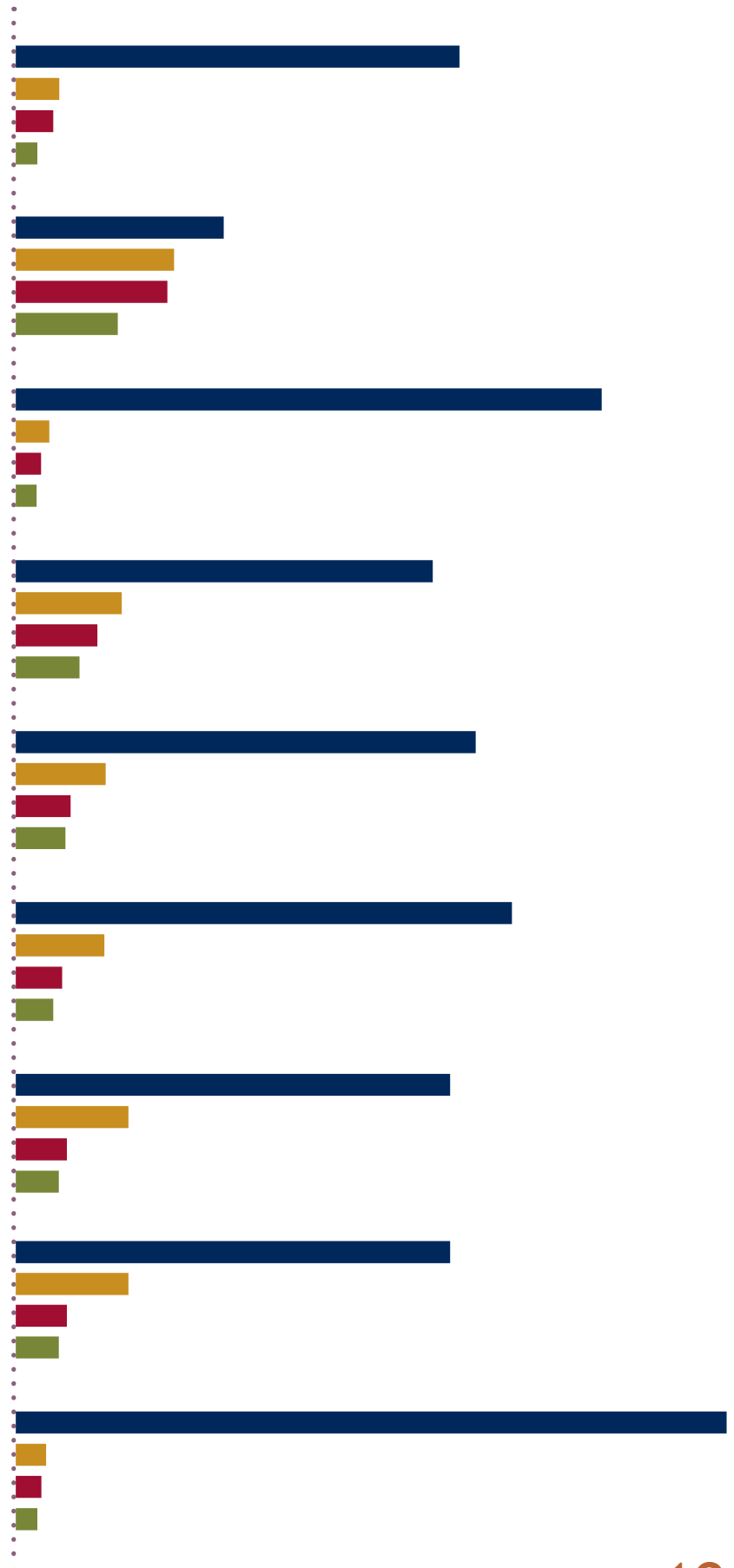


Figure 4: Source: U.S. Census, Longitudinal Employer-Household Dynamics, 2022.

# Creating an Equitable Transportation System

An equitable transportation system in the context of eastern Colorado means ensuring that the transportation network serves the needs of all users, including residents, workers, businesses and freight operators – regardless of geography, income or community size. This includes:

- **Balancing freight and local access:** While freight movement is vital for the economy, an equitable system ensures that rural communities are not disproportionately impacted by heavy truck traffic, such as road degradation, noise or safety risks
- **Investing in rural infrastructure:** Transportation infrastructure in the Eastern TPR is essential to the well-being of residents and supports the economic vitality of metropolitan areas in the Front Range
- **Improving safety for all users:** This includes farmers, school buses, local drivers and pedestrians who share roadways with large commercial vehicles
- **Ensuring funding fairness:** An equitable system allocates resources not just based on population or traffic volume, but also on need, condition and economic role, such as supporting agricultural and energy sectors vital to the region and state

When considering the Eastern TPR’s mobility future, reviewing and analyzing available data helps uncover potential gaps and needs in the transportation network.

Total Population	Youth Population	Older Adult Population	People of Color	People with Limited English Proficiency	Veteran Population	Low-Income Population	Zero-Vehicle Households	People with Disabilities
84,163 (100%)	18,258 (22%)	15,780 (19%)	18,662 (22%)	3,470 (4%)	5,605 (7%)	3,599 (11%)	1,259 (4%)	10,791 (13%)

Figure 5. Source: U.S. Census Bureau, American Community Survey (2019-2023) Note: Data is sourced from the American Community Survey and will have discrepancies with data sourced from DOLA.

## Aging Population

Aging adults, those over 65 years old, have unique travel needs. Often, they need public transportation services as alternatives to driving, as well as roadway improvements such as better signage, striping, and lighting. As shown in Figure 5, the aging population in the Eastern TPR is expected to increase by 10% by 2050.

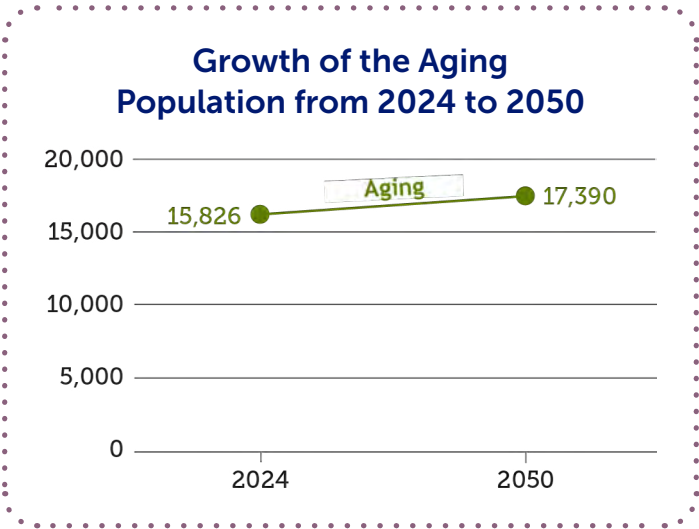


Figure 5. Source: 2015 actuals and 2030 DOLA projections (updated in 2023); 2024 and 2050 estimates are interpolated.

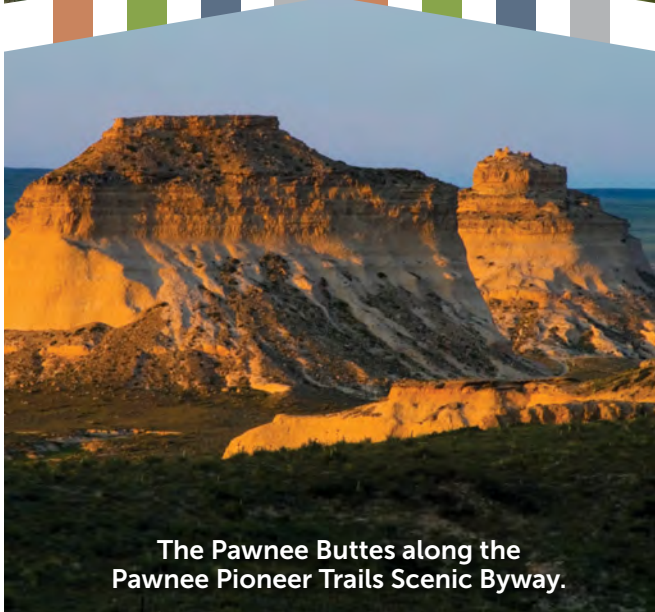




Trailways provides intercity bus service.



Aerial view of Kit Carson County airport.



The Pawnee Buttes along the Pawnee Pioneer Trails Scenic Byway.

## Transit

The Eastern TPR transit providers operate deviated fixed-route bus, on-demand transit and specialized services. Burlington Trailways is the only private intercity transit provider that operates in this region. CDOT's Bustang Outrider has two routes that connect the Eastern TPR to other areas of the state, including the Sterling to Denver and Sterling to Greeley routes.

Interregional public transit is provided by three different services in the region. The Outback Express connects to the Pikes Peak area, Greater Denver Metro area and the Southeast TPR. The County Express and Prairie Express connect to the Greater Denver Metro area, North Front Range and Upper Front Range. The only human service transportation provider in this region is Dynamic Dimensions, who provide transportation for people with with intellectual and developmental disabilities.

## Airports

The Eastern TPR has seven general aviation airports: Colorado Plains Regional, Kit Carson County, Holyoke Municipal, Limon Municipal, Sterling Municipal, Wray Municipal and Yuma Municipal. An aerial view of the Kit Carson Airport is shown in the bottom photo to the left.

## Scenic Byways

Colorado's 26 Scenic and Historic Byways are officially designated routes having outstanding historic, recreational, cultural, archaeological and natural attributes. The byway corridor includes the right of way and adjacent areas such as viewsheds, main streets, point of interests, overlooks, sites and attractions within the region.

Each byway has its own Corridor Management Plan outlining the byway's goals, strategies, and responsibilities, as well as protecting their intrinsic qualities, specifically for community livability and visitor experience.

There are two scenic byways in the Eastern TPR: the Pawnee Pioneer Trails Scenic Byway along the CO 14 corridor near Sterling, and the South Platte River Trail Scenic Byway along US 138 corridor near Julesburg.



# Eastern TPR's Transportation Focus Areas

Transportation impacts the lives of community members, employees and visitors of Colorado in various ways across the state. The TPR members identified the following topics that highlight what is most relevant and unique to the region when it comes to transportation.



**Pavement damage on US 385  
in Cheyenne County**

## Safety & Road Conditions

Well-maintained roads are essential to the quality of life for residents, employers and visitors to the Eastern TPR. In a region that experiences a range of weather conditions and occasional severe storms that create low visibility and hinder mobility, the condition of the road determines the ability for people to get around, whether moving agricultural goods or maintaining access for aging populations. When roads are well-maintained, drivers are safer and the wear and tear on cars, trucks and heavy vehicles is minimized, goods and services can be provided to the region, and transit services can be reliably provided.

## Freight & Rail

In transportation, the term freight is used for vehicles moving the products and valuables we use on a daily basis. From the agricultural fields in the Eastern TPR to the tables of individuals and families across the U.S. and globally, freight is how these valuable products get into our hands and homes. In this way, freight movement supports economic development and the vitality of our communities. There are several critical industries that rely on truck and rail freight movement in the Eastern TPR.

Agriculture is the primary industry that contributes to goods movement, however oil, gas, and alternative energy also contribute. These industries rely on a strong transportation network to get products to market. This region lacks adequate rest stops and truck parking, which inhibits the safety of freight movement. Continual consideration of upgrades to the strategic US 287 Ports-to-Plains Corridor, including accommodating growth in freight traffic and maintaining optimal pavement conditions is an essential part of addressing Eastern TPR freight needs. As neighboring states expand and upgrade their freight routes, it will be essential that Colorado keeps pace with the growth in freight movement.

The Eastern TPR has 10 designated Colorado Freight Corridors as previously mentioned. Freight rail is also a key mode for commodity import and export, such as the Eastern region's winter wheat that is shipped nationwide. Railways that serve the region include the Union Pacific Railroad, Burlington Northern Santa Fe Railway, Kyle Railroad and Nebraska, Kansas, Colorado Railway. As Colorado's population and economy grows, there will be increased demand for products from these key Eastern TPR industries. Alternative routing availability, maintaining roadways in winter weather conditions, and rail serviced industrial parks can play a significant role in economic development for the Eastern region, supporting interests in manufacturing and industry.



**Train passing through Haxtun on  
the Burlington Northern Santa  
Fe (BNSF) railway network.**



## Interregional Transit

As the population of the Eastern TPR continues to age and older adults are unable to drive, the local, regional and interregional transit services will be increasingly important. Local transit gives residents and visitors access to services such as grocery stores located in downtown areas. Regional and interregional services increase connectivity to larger communities and provide access to necessary services like medical care and shopping. Providing reliable transit service maintains the overall well-being and increases the quality of life of all residents, especially older adults and people with disabilities.

## Resiliency

Resiliency is the ability of communities to rebound, positively adapt to, or thrive amidst changing conditions or challenges and maintain quality of life, healthy growth, durable systems including the transportation system. Resiliency in the Eastern TPR is connected to alternative route availability and adequate and reliable winter maintenance. As extreme weather events continue to occur, the Eastern TPR should evaluate options to reduce risk and implement resilient design solutions.

## Economic Development

Economic development, especially in a rural setting, is a vital engine for sustaining communities and supporting thoughtful, long-term growth. On the Eastern Plains of Colorado, this means fostering opportunities that not only stimulate the local economy but also reflect and uphold community values and the rural way of life. Residents in this region take pride in their agricultural heritage, and rightly so. The Eastern Plains are among the most productive farming and ranching areas in the country.

In addition to agriculture, the region is experiencing significant growth in energy production, including oil and gas, wind and ethanol. As these industries expand, ensuring that economic development is sustainable becomes even more critical. A well-functioning, resilient transportation network is key to this sustainability. It must support the efficient movement of residents, visitors and workers while also enabling the transport of agricultural products, energy resources and other freight. Aligning transportation planning with both economic and community goals will be essential to maintaining the character of the region while positioning it for a prosperous future.



Bustang Outrider is a public, interregional bus service in Colorado that focuses on connecting rural communities to larger cities and towns.





# Eastern TPR Vision & Goals

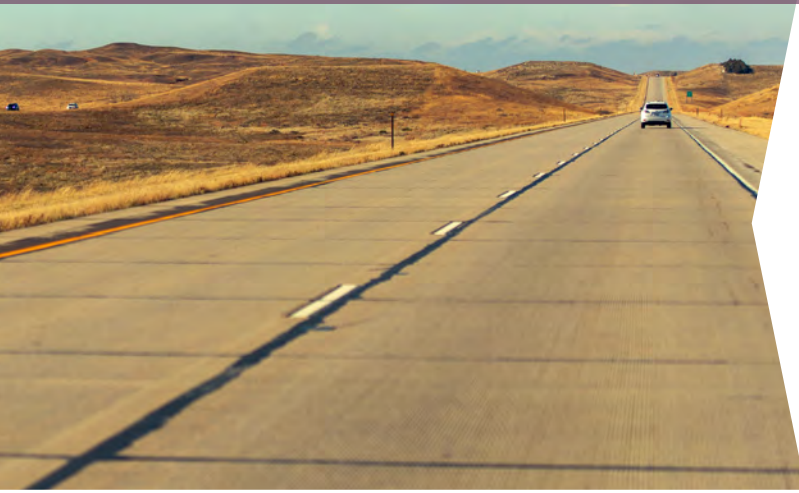
## Vision

The vision of the Eastern TPR is to enhance the unique character and quality of life found in northeast and east central Colorado by providing an efficient, safe, accessible, and well-maintained transportation network. This is essential to support dynamic local and regional economies based on agriculture, oil and gas production, renewable energy, domestic and international trade, recreation, and tourism.

## Goals

- Implement strategies to improve safety for all modes of transportation, such as the addition of shoulders, turn lanes and adequate winter road maintenance
- Enhance air, freight and passenger service for the region
- Improve pavement conditions on interstates and state highways for more efficient farm-to-market movement of goods
- Encourage proper routing for hazardous materials and oversized vehicles
- Continue to seek increased funding for improving highway, air, rail and transit systems and services
- Promote vibrant communities while supporting agriculture and tourism
- Provide transit service for the transit-dependent population within the region
- Preserve rail service and facilities to promote the economic vitality of the region





## What We've Heard

Building on the extensive outreach conducted during the last plan update, CDOT officials reached out to local and regional stakeholders and community members through a wide range of public engagement activities. These outreach efforts included in person meetings, phone calls via Telephone Town Halls and online through social media. We heard from many residents throughout the Eastern TPR and obtained the opinions and knowledge of those who live and work in this area, and as a result outlined the following priorities:

### Fix Our Roads

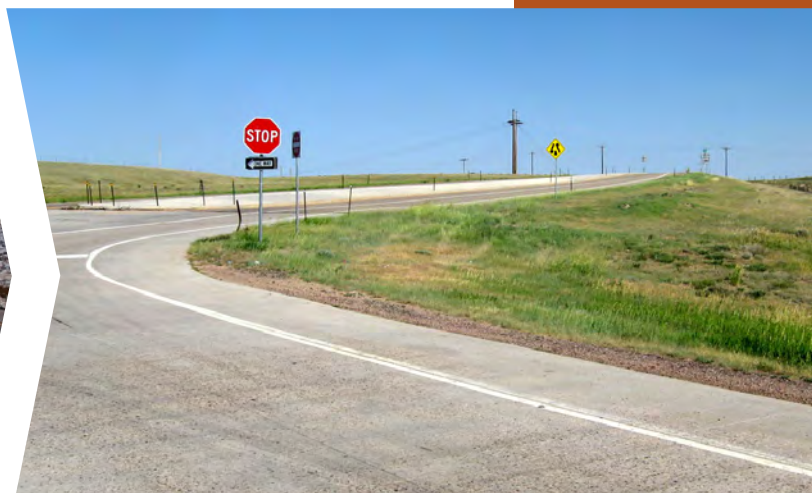
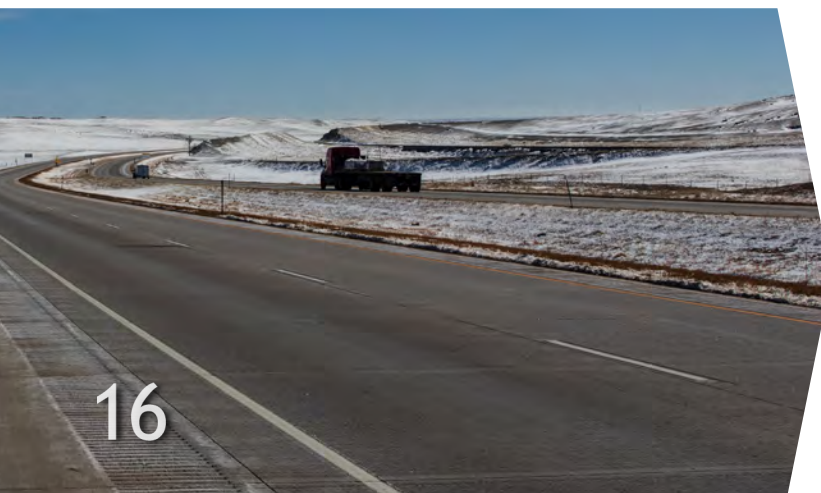
- Improving the condition of our roads, which includes addressing potholes in pavement and improving ride quality and drivability, is ranked as the most important priority.

### Advancing Transportation Safety

- Identified maintaining a safe system, resilient to weather events, as the highest safety concern for the region.

### Sustainability Increasing Transportation Choice

- Members identified expanding sidewalks and crosswalks as a priority for the region.



# Policy Guiding Statewide Transportation Plan Goals & Performance Measures

CDOT Policy Directive (PD) 14 was designed to help guide the development of CDOT's long-range statewide plan, as required by federal statute. The goals listed in the policy include: Advancing Transportation Safety, Fix Our Roads and Sustainably Increase Transportation Choice. PD 14 provides a guiding framework, allowing regions to adapt their project prioritization and planning processes to best reflect their unique needs.

PD 14 will be reevaluated annually to ensure its guidance remains aligned with legislative changes. This regular review will also help integrate updated information into the annual budget, the Statewide Transportation Improvement Plan, the 10-Year Plan and related amendments.

## Complete Projects

**What is a “complete project?”** A complete project considers and prioritizes both people and places, ensuring transportation solutions fit the surrounding context to deliver context sensitive mobility solutions. Complete projects integrate as many project components as feasible to make the project more competitive for evaluation related to as many elements as possible – such as roadway improvements, safety measures, transit and active transportation – to create well-rounded, multimodal projects.

This approach supports PD 14 and enhances competitiveness for and inclusion in the 10-Year Plan and other available discretionary funding, along with maximizing modal integration and improving cost effectiveness. Additionally, complete projects support improved access and connectivity between travel modes for projects across the state (e.g. walking access to a transit station). The goal of a complete project is to integrate roadway, safety, transit, active transportation and other modal components into projects to make them complete.

### Complete Projects Concepts



**People**



**Safety**



**Cost  
Effectiveness**



**Mobility**



**Choice**



**Demand**



**Context**





## Eastern Transportation Projects

The region's transportation projects address corridor preservation and safety. The project list was developed by first aligning previously identified projects with the known corridor needs and then adding new projects to address unmet needs. The full project list includes the projects best suited to meet the transportation needs of the region between now and 2050.

### Development of Project List





## Eastern TPR's Top Project Priorities

TPR members reviewed the 2045 project list, updated completed projects and identified new projects to advance. During this process, members expressed an interest in shifting the focus toward safety and roadway maintenance to better reflect current regional needs.

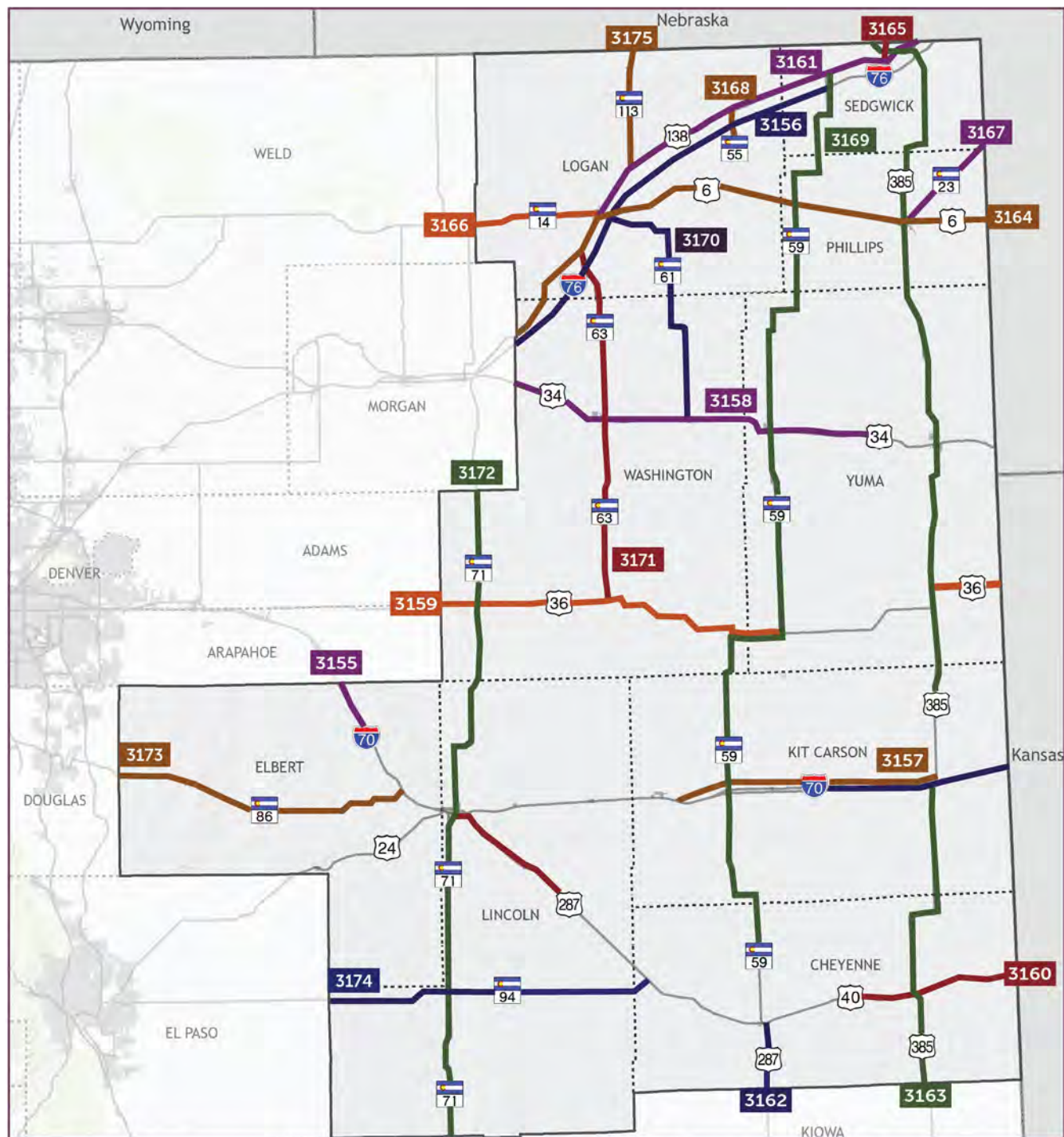
Additionally, members indicated a preference for a priority corridor approach, recognizing it as a more effective way to address the Eastern TPR's transportation needs. There are other priorities but due to funding shortfall, preservation is the top priority.

The project list reflects the region's top priority, which is system preservation. While there are other priorities, asset management the most urgent need given the limited budget. The full project list can be found on pages 22-25.





## Eastern TPR's Top Project Priorities Map



- |  |  |
|--|--|
| <b>3155</b> I-70 Corridor Preservation and Safety Improvements   | <b>3166</b> CO 14 Corridor Preservation and Safety Improvements  |
| <b>3156</b> I-76 Corridor Preservation and Safety Improvements   | <b>3167</b> CO 23 Corridor Preservation and Safety Improvements  |
| <b>3157</b> US 24 Corridor Preservation and Safety Improvements  | <b>3168</b> CO 55 Corridor Preservation and Safety Improvements  |
| <b>3158</b> US 34 Corridor Preservation and Safety Improvements  | <b>3169</b> CO 59 Corridor Preservation and Safety Improvements  |
| <b>3159</b> US 36 Corridor Preservation and Safety Improvements  | <b>3170</b> CO 61 Corridor Preservation and Safety Improvements  |
| <b>3160</b> US 40 Corridor Preservation and Safety Improvements  | <b>3171</b> CO 63 Corridor Preservation and Safety Improvements  |
| <b>3161</b> US 138 Corridor Preservation and Safety Improvements | <b>3172</b> CO 71 Corridor Preservation and Safety Improvements  |
| <b>3162</b> US 287 Corridor Preservation and Safety Improvements | <b>3173</b> CO 86 Corridor Preservation and Safety Improvements  |
| <b>3163</b> US 385 Corridor Preservation and Safety Improvements | <b>3174</b> CO 94 Corridor Preservation and Safety Improvements  |
| <b>3164</b> CO 6 Corridor Preservation and Safety Improvements   | <b>3175</b> CO 113 Corridor Preservation and Safety Improvements |
| <b>3165</b> CO 11 Corridor Preservation and Safety Improvements  |  |



## Eastern TPR's Top Priority Projects

ID	Highway	Project Name	County(ies)
3155	I-70	I-70 Corridor Preservation and Safety Improvements	Elbert, Lincoln, Kit Carson
3156	I-76	I-76 Corridor Preservation and Safety Improvements	Washington, Logan, Sedgwick
3157	US 24	US 24 Corridor Preservation and Safety Improvements	Elbert, Lincoln, Kit Carson,
3158	US 34	US 34 Corridor Preservation and Safety Improvements	Washington, Yuma
3159	US 36	US 36 Corridor Preservation and Safety Improvements	Washington, Yuma
3160	US 40	US 40 Corridor Preservation and Safety Improvements	Elbert, Lincoln, Cheyenne
3161	CO 138	CO 138 Corridor Preservation and Safety Improvements	Logan, Sedgwick
3162	US 287	US 287 Corridor Preservation and Safety Improvements	Cheyenne
3163	US 385	US 385 Corridor Preservation and Safety Improvements	Sedgwick, Phillips, Yuma, Kit Carson, Cheyenne
3164	CO 6	CO 6 Corridor Preservation and Safety Improvements	Washington, Logan, Phillips
3165	CO 11	CO 11 Corridor Preservation and Safety Improvements	Sedgwick
3166	CO 14	CO 14 Corridor Preservation and Safety Improvements	Logan
3167	CO 23	CO 23 Corridor Preservation and Safety Improvements	Phillips
3168	CO 55	CO 55 Corridor Preservation and Safety Improvements	Logan
3169	CO 59	CO 59 Corridor Preservation and Safety Improvements	Sedgwick, Phillips, Yuma, Kit Carson, Cheyenne
3170	CO 61	CO 61 Corridor Preservation and Safety Improvements	Logan, Washington
3171	CO 63	CO 63 Corridor Preservation and Safety Improvements	Logan, Washington
3172	CO 71	CO 71 Corridor Preservation and Safety Improvements	Washington, Lincoln
3173	CO 86	CO 86 Corridor Preservation and Safety Improvements	Elbert
3174	CO 94	CO 94 Corridor Preservation and Safety Improvements	Lincoln, Cheyenne
3175	CO 113	CO 113 Corridor Preservation and Safety Improvements	Logan

## Additional Eastern TPR Projects

ID	Type	Highway	Project Name	Project Description
1007	Highway	US 24	US 24 Intelligent Transportation Systems Infrastructure	Installation of fiber optics and Intelligent Transportation Systems (ITS) devices between Colorado Springs and Limon.
1016	Transit	CO 86, I-25, I-70	New Essential Bus Service between Limon and Denver	Includes the purchase of two vehicles and operating costs to provide essential bus service between Limon and Denver, two days a week.
1018	Highway	I-70	I-70 Intelligent Transportation Systems Infrastructure	Installation of fiber optics and ITS devices.
1019	Transit	US 34, I-76	Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)	Outrider bus service between Sterling, Fort Morgan and Greeley. Assumes one roundtrip per day 365 days/year, with the purchase of two vehicles. Cost is based on \$4.20 per mile.
1021	Highway	I-76	I-76 Intelligent Transportation Systems Infrastructure	Installation of fiber optics and ITS devices between Hudson and the Colorado state line.
1022	Highway	I-76	I-76 Corridor Improvements and Preservation	Includes pavement preservation, safety, operational and ITS improvements.
1023	Rural Paving	CO 71	CO 71 Corridor Improvements	Includes reconstruction of corridor, shoulder widening, safety, operational and ITS components.
1024	Highway	CO 14	CO 14 Intelligent Transportation Systems Infrastructure	Installation of fiber optics and ITS devices between Fort Collins and Sterling.
1090	Rural Paving	US 385	US 385 Do Not Pass Warning	Installation of a Do Not Pass Warning (DNPW) on two-lane truck route, as well as a signing and deliniation safety package.
1091	Highway	US 287	US 287 Do Not Pass Warning	Installation of a DNPW on two-lane truck route.
1092	Highway	US 287	US 287 Road Weather Information Systems	Installation of a Road Weather Information Systems (RWIS) on two-lane truck route.
1093	Highway	CO 71	CO 71 Do Not Pass Warning	Installation of a DNPW on two-lane truck route.
1094	Transit	I-70	Essential Bus Service between Burlington and Denver	Includes the purchase of two vehicles and operating costs to provide essential bus service between Burlington and Denver, three days a week and one round trip per day.
1534	Rural Paving	CO 71	CO 71 Passing Lanes from La Junta to Limon	Adding passing lanes on CO 71, which is a top priority from study yet to be finalized.
1535	Highway	CO 71	CO 71 Truck Parking	Increase truck parking most likely through a private investment in Limon, Last Chance and Brush.
1537	Highway	US 6	US 6 Rumble Strips	Installation of rumble strips from Sterling to Nebraska.
1549	Highway	US 287	US 287 Truck Parking	Implement outcomes of a study and increase truck parking at the Hugo rest area, Kit Carson Community Truck parking and other opportunities
1553	Highway	I-76	I-76 Truck Parking	Either increase truck parking space at the Julesburg Welcome Center, or will require a private investment for new rest area.

## Additional Eastern TPR Projects (continued)

ID	Type	Highway	Project Name	Project Description
1570	Highway	I-70	I-70 Truck Parking	Increase truck parking between Bennett and Limon. The closed Deer Trail rest area may be an adequate location after mitigating environmental contamination.
1573	Highway	I-70	I-70 Cable Rail	Adding cable rail in areas with a defined need.
1574	Highway	I-70	I-70 Arriba Rest Area	Install security cameras at the rest area.
2410	Study	CO 14	CO 14 Operations & Safety Study	Most frequent crash types in this area are rear end, broadside, sideswipe and same direction.
2411	Study	US 34	US 34 Operations & Safety Study	Most frequent crash types in this area are wildlife, fixed object and overturning.
2413	Rural Paving	CO 86	CO 86 Corridor Improvements	Includes pavement, safety and operation improvements on CO 86 between I-25 and I-70.
2414	Highway	CO 86	CO 86 Sidewalk in Kiowa	Adding a sidewalk on south side of CO 86 (Comanche Street) in Kiowa. Installing storm sewer system, bike lanes, lane reduction, wider sidewalks and missing sidewalk links, including ADA ramps and compliance.
2415	Highway	CO 86	CO 86 Pedestrian Enhancements in Elizabeth	Install pedestrian crossing improvements on CO 86 (Kiowa Avenue) in Elizabeth.
2416	Rural Paving	US 385	US 385 Corridor Study Improvements	Implementation of the US 385 Corridor Study priorities, such as passing lanes, operational and safety improvements.
2417	Highway	US 287	US 287 Sidewalk in Limon	Install a sidewalk on the north side of US 287 (Main Street) between N Street and R Street in Limon.
2418	Highway	US 24	US 24 and 9th Street intersection improvements	Intersection improvements to address off-set alignment at US 24 and 9th Street in Limon.
2420	Highway	CO 14	CO 14 Turn Lanes	Add turn lanes at access points with heavy oil and gas trucking activity.
2422	Study	US 34, US 40, I-76	Region 4 Rest Area Study	Assess the feasibility of new or relocated rest areas.
2491	Transit	I-76	Outrider Improvements at Sterling	Stop and shelter improvements in Sterling to support new Outrider service that will operate from Greeley to Sterling.
2498	Rural Paving	CO 59	CO 59 Safety Improvements	Implementation of the CO 59 Shoulders and Safety Study priority projects.
2499	Study	US 36	US 36 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
2500	Study	US 6	US 6 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
2502	Study	US 138	US 138 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
2506	Study	US 34	US 34 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.



## Additional Eastern TPR Projects (continued)

ID	Type	Highway	Project Name	Project Description
2507	Study	CO 63	CO 63 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
2508	Rural Paving	CO 61	CO 61 Corridor Safety and Preservation Improvements	Identify the best locations for limited shouldering funds.
2509	Study	US 24	US 24 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
2510	Study	CO 113	CO 113 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
2511	Study	CO 94	CO 94 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
2671	Highway	I-76	I-76 Atwood bridge Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2672	Highway	US 40	US 40 Wild Horse Bridge Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2673	Highway	US 40	US 287, US 40 and CO 94 Bridge Rehabilitation Sand Repair	Includes bridge rehabilitation and maintenance repair.
2674	Highway	CO 59	CO 59 Sandy Creek Bridge Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2675	Highway	CO 59	CO 59 Bridges Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2676	Highway	CO 59	CO 59 Six Mile Creek Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2678	Highway	US 385	US 385 Burlington Bridge Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2679	Highway	US 385	US 385 Idalia North Bridge Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2680	Highway	CO 71	CO 71 Limon Structures Rehabilitation and Repair	Includes bridge rehabilitation and maintenance repair.
2684	Rural Paving	I-70	I-70 Resurfacing between Seibert and Stratton	Resurfacing of select segments of I-70, including rural road resurfacing and interstate reconstruction projects.
2685	Rural Paving	US 385	US 385 between Sand Creek and County Road 29 Resurfacing	Includes rural road surface treatment and repair.
2686	Rural Paving	US 385	US 385 South of Cheyenne Wells	Includes asphalt overlay project.
2687	Rural Paving	US 385	US 385 South of Julesburg Resurfacing	Includes rural road surface treatment.
1095 2684	Highway	I-70	I-70 Pavement Replacement	Replacement of Alkali-Silica Reaction (ASR) and Hot Mix Asphalt (HMA) pavement and associated safety improvements for four segments between Limon and Burlington.
1572 1574	Highway	I-70	I-70 Arriba Rest Area	Expands rest area parking in Arriba for commercial and private vehicles.
2407 2507	Study	CO 63	CO 63 Corridor Optimization Study	Most frequent crash types in this area include wildlife, fixed objects and overturning.


## Additional Eastern TPR Projects (continued)

ID	Type	Highway	Project Name	Project Description
2409 2502	Study	US 138	US 138 Operations & Safety Study	Most frequent crash types in this area include wildlife, fixed objects and sideswipe in the same direction.
2412 2499	Study	US 36	US 36 Operations & Safety Study	Most frequent crash types in this area include overturning, wildlife and fixed object.
2421 2411 2506	Study	US 34	US 34 Passing Lane Safety Study	Add passing lane on US 34 between Mile Points 183 to 187 east of Brush.
2501 2410 2420	Study	CO 14	CO 14 Region 4 Corridor Optimization Study & Safety Improvements	Region will identify the best locations for limited shouldering funds. Most frequent crash types in the area include rear end, broadside and sideswipe in the same direction. Also addition of turn lanes at access points with heavy oil and gas trucking activity.
2504 2509	Study	US 24	US 24 Region 4 Shoulder Study	Identify the best locations for limited shouldering funds.
3183	Rural Paving	CO 59	CO 59 from Cheyenne County Line Repaving	Repaving due to road conditions worsening over time.
3184	Rural Paving	CO 63	CO 63 to Anton Repaving	CO 63 to Anton is starting to collapse in one- to two -foot sections, which is a safety concern with poor driveability. HMA mill and fill with possible reconstruction areas from MP 0.00 to 25.10.
3185	Rural Paving	CO 94	CO 94 Corridor Improvements	Repair potholes and road that is chipping.
3186	Rural Paving	US 40, US 287	US 40/US 287 East Overpass Exit Improvements	Improve the overpass at the exit and pavement conditions.
3187	Highway	US 138	US 138 Resurfacing in Sterling	Includes concrete reconstruction and storm sewer improvements from MP 0.00 to 0.51 in Sterling.
3188	Highway	US 24	US 24 from Burlington to Kansas State Line	Includes two-inch asphalt overlay from Burlington to the Kansas state line at MP 452 to 457.3.
3189	Rural Paving	US 287	US 287 Kit Carson South Repaving	There are severe transverse joint deterioration at periodic intervals, with potholes and stitching bars being exposed on the surface. Panel replacements around the deteriorating joints and installation of expansion joints are anticipated.
3190	Rural Paving	US 34	US 34 Otis to Yuma Repaving	HMA overlay with possible widening from MP 209 to 222.
3191	Rural Paving	US 34	US 34 Town of Wray Repaving	Repaving with new HMA or concrete overlay, including curb and gutter, sidewalk and drainage improvements.
3192	Rural Paving	US 34	US 34 through Akron Repaving	This is an area of local interest that has a driveability life of one to three based on the International Roughness Index (IRI) in downtown Akron from MP 195.7 to 196.8.
3193	Rural Paving	US 36	US 36 West of Anton Repaving	HMA mill and fill with possible reconstruction areas from MP 142 to 155.
3194	Rural Paving	US 6	US 6J Repaving from Atwood to Sterling	Repaving of the roadway.
3195	Highway	I-70 US 287	Ports to Plains Corridor	Corridor improvements along US 287 and I-70. A part of the multi-state Freight Corridor Improvement initiative.



## Relation to the Colorado Statewide Transportation Plan

This RTP is a standalone document that identifies transportation needs and priorities for the region. The Statewide Transportation Plan (Your Transportation Plan) integrates and consolidates the 15 RTPs from around the state, and the RTPs are appendices in Your Transportation Plan. The RTPs identify contextual solutions that support the statewide vision and initiatives.



**This approach is key to delivering a comprehensive and cohesive plan customized to the unique needs of each region.**



## Transportation Funding

There are three documents, with varying detail, that outline the projects that will pertain to the Eastern TPR:

- Comprehensive list of project needs in the region (pages 22-25)
- TPR's priority projects (pages 20 and 21)
- 10-Year Plan Update (Strategic Funding — if TPR projects are selected during the update process)

CDOT relies primarily on state (\$0.22 per gallon) and federal (\$0.184 per gallon) fuel taxes for long-term funding, which have not increased since 1991 and 1993, respectively. CDOT also funds transportation improvements with federal and state transportation funds, including state funds established through FASTER legislation in 2009. Stagnant revenue sources, declining purchasing power of the current fuel tax rate, and increasing vehicle fuel efficiency has gradually diminished CDOT's ability to fund the maintenance and improvement of the state's transportation system.

Your Transportation Plan (the Statewide Plan) envisions a long-term investment to build a 10-Year Strategic Project Pipeline. The pipeline reflects a balanced approach to transportation investment that can be acted upon if current funding opportunities from the Colorado Legislature are extended. The Eastern TPR projects in the 10-Year Strategic Project Pipeline were identified through a collaborative effort. For the longer term, 25-year planning horizon, the Eastern TPR will have considerable transportation investment needs (pages 21-25) beyond 2035.



Colorado's only Pony Express station near Julesburg on the South Platte River Trail Scenic Byway.



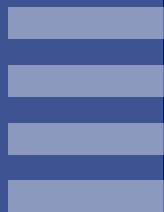
# Eastern TPR's Implementation Strategies

The following section contains information about actions that the TPR recommends to implement its plan. Implementation actions are meant to be near-term, practical measures related to the Eastern TPR's vision, goals and priority projects.

- Advocate for funding of the Eastern TPR's top priorities
- Develop strategies to advance the understanding of the importance of the transportation system in the Eastern TPR on the economic vitality of the Front Range
- Develop strategies to increase economic development and address the impacts from the pass-through of truck freight and passenger car movement
- Improve communication between CDOT, cities, counties and regional transit partners concerning planned transportation improvements
- Improve communication between CDOT and State Patrol related to roadway closures and incident management messaging and consider opportunities to partner with broadband providers
- Expand transit service to maintain the quality of life for residents, particularly those older residents who desire to age in place and continue to live in the region
- Expand maintenance operations, including snow plowing efforts during adverse weather conditions, for emergency vehicle and transit service mobility







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## To Learn More

go to the [10-Year Vision Plan](#)  
on the CDOT website.

