

# SOUTH CENTRAL 2040 REGIONAL TRANSPORTATION PLAN

## CORRIDOR PROFILES

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### **CORRIDOR:** SH 10 (PSC7001)

#### **Description:** 1-25 (Walsenburg) to Pueblo County Line

The Vision for the SH 10 - I-25 (Walsenburg) to Pueblo County Line corridor is primarily to maintain system quality as well as to improve safety. This corridor connects to places outside the region, making east-west connections within the southern plains area. Current and future travel modes include passenger vehicle and truck freight. The highway could provide a major link between US 160 west of Walsenburg, I-25, and US 50 east to Kansas, connecting to US 287, the Ports to Plains Corridor. This could form the “backbone of an east-west freight corridor in southern Colorado.

The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase slightly. The communities along the corridor place high value on safety and system preservation. They depend on agriculture for the majority of economic activity in the area in addition to tourism and wind energy. Users of this corridor want to preserve the agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

#### **Corridor Priority:** Medium

#### **Goals**

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Support economic development while maintaining environmental responsibility
- Improve signing/stripping

#### **Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
Operations	Post informational signs
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
Replace old signs	
System Preservation	Add surface treatment/overlays

**CORRIDOR:** SH 12 (PSC7002)

**Description:** US 160 (La Veta) to I-25 (Trinidad)

The Vision for the SH 12 - US 160 (La Veta) to I-25 (Trinidad) corridor is primarily to improve safety, but also includes maintaining system quality and mobility goals. This corridor serves as a multimodal local facility and traverses the Spanish Peaks area via the Highway of Legends Scenic Byway and the Cucharas Pass area. Current and future travel needs include passenger vehicle, bus service, bicycle, pedestrian and airport facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor place a high value on safety. They depend on tourism, mining and agriculture for economic activity in the area. New coal bed methane gas wells have been developed in the area, creating additional heavy freight use of this corridor and the Colorado Wyoming Railway which it parallels. Users of this corridor want to preserve the rural mountain and agricultural character of the area while supporting the movement of tourists, mining and energy industry trucks and machinery, and farm-to-market products in and through the corridor. Transportation development must recognize the environmental, economic and social needs of the surrounding area.

**Corridor Priority:** High

**Goals**

- Promote environmentally responsible transportation improvements
- Accommodate growth in freight transport
- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Aviation	Meet airport facility objectives in Airport System Plan
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
	Study corridor
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve geometrics
	Realign highway in Trinidad
Transit	Expand Transit Service

**CORRIDOR:** I-25 A (PSC7003)

**Description:** I-25 New Mexico state line to Pueblo County Line

The Vision for the I-25 - New Mexico state line to Pueblo County Line corridor is chiefly to increase mobility as well as to maintain system quality and improve safety. This corridor serves as a multimodal Interstate facility and makes north-south connections to the southern Colorado urban corridor. Current and future travel mode needs include passenger vehicle, regional/interregional bus service, passenger rail, truck freight, rail freight, and aviation. The Interstate 25 corridor serves as the state’s highest volume corridor and a key gateway of statewide significance for passenger vehicles, trucks, and rail freight. Many visitors to Colorado enter on this gateway corridor. Based on historic and projected population and employment levels, and growth profiles along the Front Range, both passenger and freight traffic volumes are expected to increase dramatically. Increased demand for alternative fuel vehicles has heightened the need for Compressed Natural Gas (CNG) filling stations along this corridor. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, and access to services at urban centers. They depend on tourism, agriculture, and commercial activity for economic activity in the region. Users of this corridor want to preserve the social character of the area while supporting the movement of tourists, freight, and interregional access to major urban centers in and through the corridor.

**Corridor Priority:** High

**Goals**

- Support commuter travel
- Accommodate growth in freight transport
- Increase air travel availability
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands
- Expand transit usage

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Aviation	Meet airport facility objectives in Airport System Plan
Bicycle & Pedestrian	Construct separated bike facilities
Capacity	Construct intersection/interchange improvements
Freight	Promote rail studies
Operations	Improve ITS incident response, traveler info & traffic management
System Preservation	Bridge repairs/replacement
Transit	Construct and maintain transit stations
	Market transit services and provide incentives
	Provide and expand transit bus and rail services
	Provide inter-modal connections

**CORRIDOR:** I-25 B (PSC7004)

**Description:** I-25 Business Route (Aguilar)

The Vision for the I-25 Business Loop (Aguilar) is primarily to maintain system quality as well as to improve safety. This corridor serves as Main Street, and makes north-south connections within Aguilar. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. The transportation system in the area primarily serves local access. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The community values system preservation and safety. Users of this corridor want to preserve the small town character of the area while supporting the movement of commercial and visitor traffic in and through the corridor.

**Corridor Priority:** Low

**Goals**

- Preserve the existing transportation system
- Improve pedestrian and vehicle safety
- Support economic development and maintain the environment
- Provide for tourist-friendly travel

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Freight	Add truck parking areas
Safety	Add rest areas
	Consolidate & limit access & develop access management plans
	Add signage
Transit	Construct and maintain transit stations
	Market transit services and provide incentives

**CORRIDOR:** I-25 C (PSC7005)

**Description:** I-25 Business Loop (Walsenburg)

The Vision for the I-25 Business Loop (Walsenburg) is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as Main Street and makes multi-modal north-south connections within the Downtown Walsenburg area. Current and future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety and system preservation. They depend on commercial activity for economic activity in the area. Users of this corridor want to preserve the urban character of the area while supporting the movement of commercial business district in and through the corridor.

**Corridor Priority:** High

**Goals**

- Improve pedestrian and vehicle safety
- Reduce traffic congestion and improve traffic flow
- Reduce impacts of truck traffic in downtown area
- Improve railroad crossings
- Expand transit usage

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Aviation	Expand air service
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Freight	Add truck parking areas
	Improve railroad crossings
Operations	Synchronize/interconnect traffic signals
Safety	Add signage
	Consolidate & limit access & develop access management plans
Transit	Market transit services and provide incentives
	Provide inter-modal connections

**CORRIDOR:** SH 69 (PSC7006)

**Description:** US 160 (Walsenburg) north to Custer County Line

The Vision for the SH 69 - (Walsenburg) north to Custer County Line corridor is principally to maintain system quality as well as to improve safety. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the southern foothills area. The predominant travel mode is and will be passenger vehicles. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay constant. The corridor includes Red Rock Road and Pass Creek Road. These heavily used off-system facilities carry significant traffic and provide regional connections between state highways. Significant development in these areas creates additional traffic burdens both on the facility and at their junction with the highway.

The communities along the corridor place a high value on safety and system preservation and depend on tourism and agriculture for economic activity in the area. Users of this corridor wish to preserve the rural mountain and agricultural character of the area while supporting the movement of tourists and services to urban centers throughout the corridor.

**Corridor Priority:** Low

**Goals**

- Preserve the existing system
- Support recreation travel
- Provide access to services
- Maintain or improve pavement to optimal condition
- Provide for safe movement of bicycles and pedestrians

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Safety	Add accel/decel lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

**CORRIDOR:** SH 109 (PSC7007)

**Description:** US 160 north to Bent County Line

The Vision for the SH 109 – from US 160 north to Bent County Line corridor is primarily to maintain system quality while improving safety. This corridor provides local access and makes north-south connections within the Southeastern plains area. Current and future travel modes are largely passenger vehicles. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay constant. The communities along the corridor place a high value on system preservation. They depend mainly on agriculture for economic activity. Users of this corridor want to preserve the rural and agricultural character of the area that supports the movement of farm-to-market products in and through the corridor.

**Corridor Priority:** Low

**Goals**

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Provide access to services

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct, improve and maintain the system of local roads
Safety	Add passing lanes
	Add/improve shoulders
	Add signage
	Improve geometrics
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

**CORRIDOR:** US 160 A (PSC7008)

**Description:** La Veta Pass east to UPRR (Walsenburg)

The Vision for the US 160 - La Veta Pass east to UPRR (Walsenburg) corridor is primarily to increase mobility while maintaining system quality and improving safety. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes east-west connections within the southern Colorado mountain area. Current and future travel modes include passenger vehicle, bus service, truck freight, rail freight, bicycle, pedestrian, and aviation. The transportation system in the area serves towns, cities, and destinations within the corridor as well as providing access between southwestern Colorado and the Front Range. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The corridor will continue to serve as a major freight and tourism route connecting I-25 and US 50 with southwest Colorado. The communities along the corridor value high levels of mobility and connections to other areas. They depend economically on tourism and efficient access to urban service centers. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor.

**Corridor Priority:** Medium

**Goals**

- Accommodate growth in freight transport
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Provide information to traveling public
- Expand transit usage

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Operations	Improve ITS incident response, traveler info & traffic management
	Promote use and maintenance of variable message signs
Safety	Add passing lanes
	Add general purpose lanes
	Improve geometrics
	Improve hot spots
Transit	Provide and expand transit bus and rail services
	Provide inter-modal connections

**CORRIDOR:** US 160 B (PSC7009)

**Description:** US 160 Business Loop (Walsenburg)

The Vision for the US 160 - I-25 Business Loop (Walsenburg) corridor is primarily to improve safety, but also includes maintaining system quality and increasing mobility. This corridor serves as a multimodal National Highway System facility, acts as a main street for Walsenburg, and makes east-west connections within the downtown area. Current and future travel needs include passenger vehicle, bus service, passenger rail, truck freight, rail freight, bicycle and pedestrian facilities, and aviation. The transportation system in the corridor serves towns, cities, and destinations within the city. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The community values safety improvements for the corridor. The predominant economic activity is commercial businesses. Users of this corridor want to preserve the small town character of the area while supporting the movement of freight and access to services in and through the corridor. The long range need for a bypass of US 160 around Walsenburg, connecting to I-25, may become necessary in order to preserve mobility on the corridor and limit impacts to the town.

**Corridor Priority:** High

**Goals**

- Accommodate growth in freight transport
- Maintain statewide transportation interconnectivity
- Provide bicycles/pedestrian travel
- Expand transit usage
- Provide information to traveling public

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Add roadway bypasses
	Construct intersection/interchange improvements
	Study corridor
Freight	Improve railroad crossings
Operations	Study and change speed limits
	Synchronize/interconnect traffic signals
Safety	Implement safety education programs
	Improve hot spots
Transit	Market transit services and provide incentives

**CORRIDOR:** US 160 C (PSC7010)

**Description:** I-25 (Trinidad) east to Baca County Line

The Vision for the US 160 - I-25 (Trinidad) east to Baca County Line corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access, and makes east-west connections within the southeast Colorado plains area. Current and future travel modes include passenger vehicles, truck freight, pedestrians and bicycles. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. This corridor was recently designated a hazardous material route and is experiencing increased agricultural, energy and bicycle use. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay constant. The communities along the corridor value safety and system preservation. They depend on agriculture for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

**Corridor Priority:** High

**Goals**

- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Provide improved truck freight linkages
- Expand transit usage

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Construct intersection/interchange improvements
Operations	Promote use and maintenance of variable message signs
Safety	Add signage
	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve geometrics
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Provide and expand transit bus and rail services

**CORRIDOR:** SH 239 (PSC7011)

**Description:** US 160 (Trinidad) to Road E (Trinidad)

The Vision for the SH 239 - US 160 (Trinidad) to Rd. E (El Mora Rd.) corridor is primarily to maintain system quality as well as to improve safety. This corridor provides local access and makes north-south connections between El Mora and Trinidad for freight and agriculture trucking. Current and future travel needs are primarily for passenger vehicles, school buses, and farm vehicles. The transportation system in the area serves local land uses, agriculture and tourism along the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities depend on agriculture and want to preserve the rural and agricultural character of the area. The corridor will continue to support the movement of farm-to-market products and access to local services. Improvements to this currently ill-maintained roadway could provide an alternate route to the school district and to volumes on SH 350.

**Corridor Priority:** Low

**Goals**

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Eliminate shoulder deficiencies
- Coordinate transportation and land use decisions

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
Safety	Consolidate & limit access & develop access management plans
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Market transit services and provide incentives

**CORRIDOR:** SH 350 (PSC7012)

**Description:** US 160 (Beshoar Jct) north to Otero County Line

The Vision for the SH 350 - US 160 (Beshoar Jct) north to Otero County Line corridor is primarily to maintain system quality. This corridor provides local access and makes east-west connections within the southeast Colorado plains area. The primary travel mode is by passenger vehicle, truck and freight rail. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor. They depend on agriculture, Department of Defense access to the Piñon Canon Maneuver Site, and the Department of Corrections facility 14 miles east of Beshoar Junction for economic activity. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The Perry Stokes Airport is located within this corridor. This facility should maximize existing investment while also meeting the current and future needs of the traveling public. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

**Corridor Priority:** High

**Goals**

- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Aviation	Meet airport facility objectives in Airport System Plan
Capacity	Construct intersection/interchange improvements
Freight	Improve railroad crossings
	Promote rail studies
Safety	Add passing lanes
	Add/improve shoulders
	Improve geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

**CORRIDOR:** SH 389 (PSC7013)

**Description:** CO/NM state line north to US 160

The Vision for the SH 389 - CO/NM state line north to US 160 corridor is primarily to maintain system quality and secondarily to improve safety. This corridor provides local access and makes north-south connections within the southeast Colorado plains area and into New Mexico. Current and future travel needs include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor and connects to corridors accessing external destinations. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay constant. The communities along the corridor value safety and system preservation. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of farm-to-market products in and through the corridor.

**Corridor Priority:** Medium

**Goals**

- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
Freight	Improve railroad crossings
Safety	Add passing lanes
	Add/improve shoulders
	Add signage
	Improve visibility/sight lines
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

**CORRIDOR:** CR 18.3 (PSC7014)

**Description:** SH 12 at Trinidad Lake State Park east - Off-system road serves Trinidad Lake State Park

The Vision for the CR 18.3 corridor is primarily to improve system quality and safety on the narrow road. This corridor includes a 1.5 mile segment under the jurisdiction of the U.S. Army Corps of Engineers and provides access to Trinidad Lake State Park as well as residential development in the area. The State Park averages 160,000 to 200,000 visitors annually. The road is currently under-designed for the volume of traffic seeking access to the Park and as an alternate route between I-25 at Starkeville and SH 12 west of Walsenburg. The alternate route shortens the circuitous path of SH 12 through the central part of town. Future travel needs include geometric and safety improvements for passenger vehicles, bicycles, and pedestrian facilities.

**Corridor Priority:** Low

**Goals**

- Improve access to public lands
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Promote transportation improvements that are environmentally responsible

**Solutions**

<b>Benefit</b>	<b>Strategy</b>
Capacity	Construct intersection/interchange improvements
	Construct, improve and maintain the system of local roads
Safety	Improve geometrics
System Preservation	Add surface treatment/overlays
	Reconstruct roadways