



# Heartland Expressway in Colorado

Background

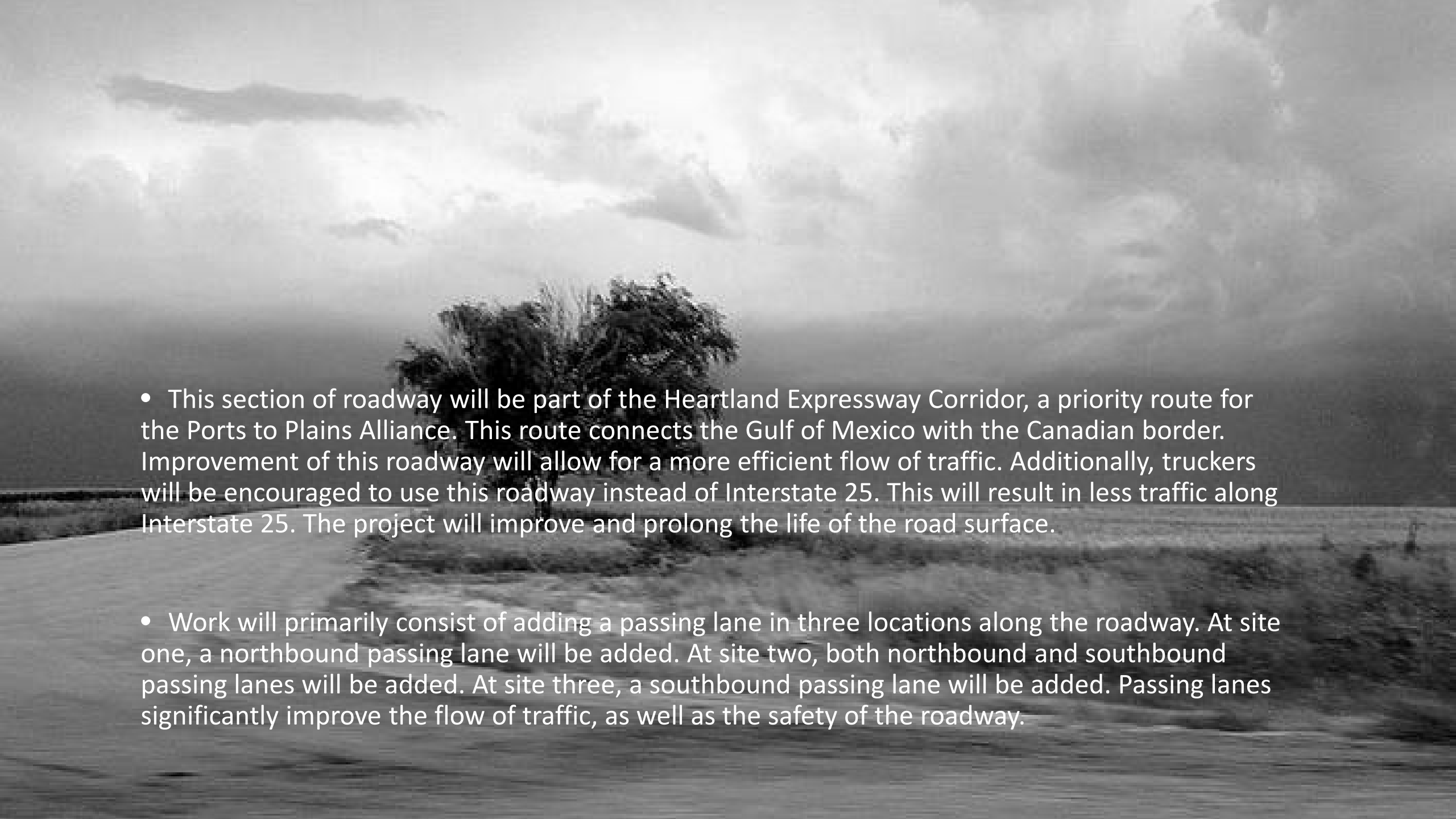
- **CDOT begins passing lane installation on CO 71 between Limon and Brush on Monday (Heartland Expressway)**

- Work will primarily consist of adding a passing lane in three locations along the roadway  
Lincoln and Washington Counties — The Colorado Department of Transportation will begin passing lane construction work on Monday, Aug. 8. Work will take place along Colorado Highway 71, between Limon and Brush.

- This project consists of constructing passing lanes in three sections along CO 71 from MP 111 to MP 152. Work will include asphalt paving, erosion control, seeding, installation of new signage, and new striping. IHC Scott, of Englewood, is the contractor for this project.

- “This is the first of several safety projects planned along this corridor in our 10-year plan of projects,” said Region Transportation Director Heather Paddock. “This is an important area and we want to keep freight and other vehicles safe.”





- This section of roadway will be part of the Heartland Expressway Corridor, a priority route for the Ports to Plains Alliance. This route connects the Gulf of Mexico with the Canadian border. Improvement of this roadway will allow for a more efficient flow of traffic. Additionally, truckers will be encouraged to use this roadway instead of Interstate 25. This will result in less traffic along Interstate 25. The project will improve and prolong the life of the road surface.

- Work will primarily consist of adding a passing lane in three locations along the roadway. At site one, a northbound passing lane will be added. At site two, both northbound and southbound passing lanes will be added. At site three, a southbound passing lane will be added. Passing lanes significantly improve the flow of traffic, as well as the safety of the roadway.



## Travel Impacts

Daytime work hours range from 7 a.m. to 5 p.m. Monday through Friday. Vehicles may be reduced to single-lane, alternating traffic intermittently in either direction, throughout the duration of the project. These lane closures, guided by flaggers and pilot cars, may have up to 15-minute delays. The speed limit will be reduced to 40 mph through the work zone. There will be 12-foot width restrictions in place. The project is expected to last until December 2022.

## Project Contact Information

For additional information about this project, contact the project team.

Project/study/other website: <https://www.codot.gov/projects/co71-passing-lanes-limon-brush>

Project hotline: 970.339.0225

Project email: [highway71passinglanes@gmail.com](mailto:highway71passinglanes@gmail.com)

## Heartland Expressway (CO-71) and the 10-Year Vision Plan

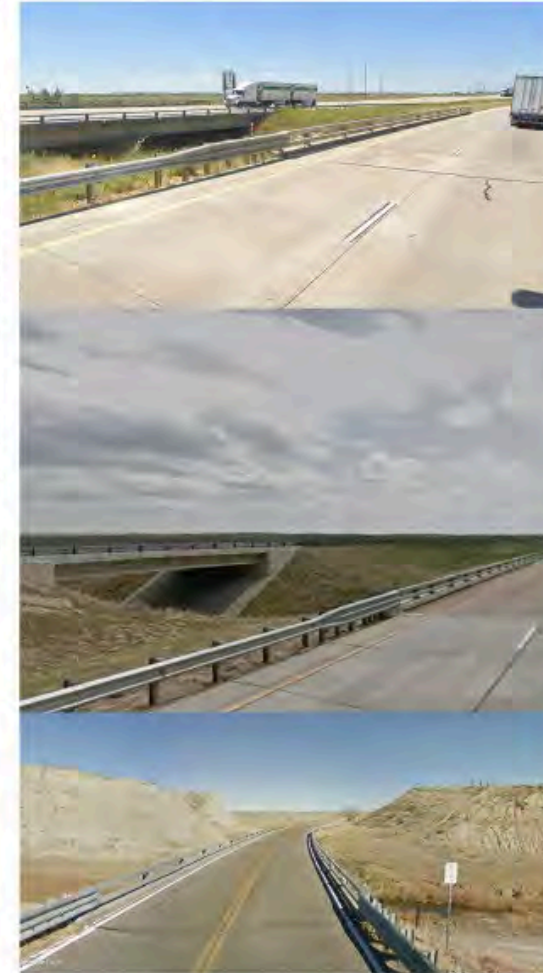
For the Heartland Expressway, there is good and not as good news. In terms of Bridge Improvements, the Northeast Bridge Rehabilitation and Repair Project includes bridge rehabilitation and/or repair in the Eastern and Upper Front Range Transportation Planning Regions in counties of Lincoln, Washington, Morgan and Weld. The Project includes three locations.

The CO 71 Limon Structures has a project estimate of \$620,000. The not-as-good news is that any funding has been postponed beyond years 5-8. The same is true for CO 71 Stoneham with a project cost of \$140,000. The good news is that the CO 71 Big Beaver Creek with a project estimate of \$4,780,000. Colorado Department of Transportation has recommended full funding for years 5-8.

# Northeast Bridge Rehabilitation and Repair (Continued)

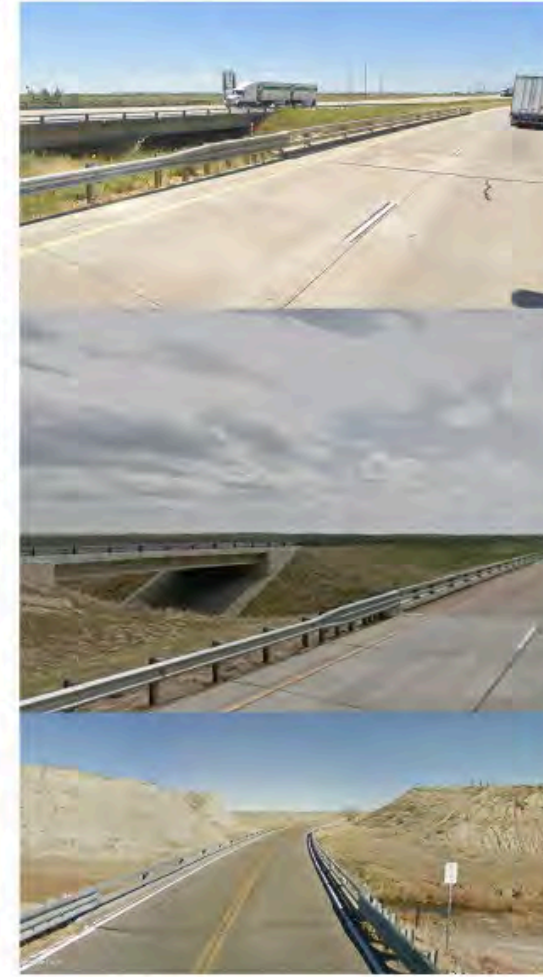


Planning Project ID	Transportation Planning Region	County	Bridge Locations
2670	Eastern	Lincoln	I-70: Bridges near Limon
2671	Eastern	Logan	I-76: Atwood
2672	Eastern	Cheyenne, Lincoln	US 40: Wild Horse
2673	Eastern	Cheyenne	287/40/94
2674	Eastern	Phillips	CO 59: Sandy Creek Bridge
2675	Eastern	Phillips, Sedgwick, Yuma	CO 59 Bridges
2676	Eastern	Phillips	Six Mile Creek
2677	Eastern	Kit Carson, Washington	CO 59: Siebert to Cope
2678	Eastern	Cheyenne	US 385: Burlington
2679	Eastern	Yuma	US 385: Idalia North
2680	Eastern	Lincoln, Washington	CO 71: Limon Structures
2681	Upper Front Range	Morgan	CO 71: Big Beaver Creek
2682	Upper Front Range	Morgan, Weld	CO 71: Stoneham



# Northeast Bridge Rehabilitation and Repair (Continued)

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2681	Upper Front Range	Morgan	CO 71: Big Beaver Creek
2682	Upper Front Range	Morgan, Weld	CO 71: Stoneham





- **Northeast Rural Road Resurfacing Project**

Providing resurfacing of CO 71 in Lincoln, Washington, Morgan and Weld Counties.

Resurfacing **CO 71 South of CO 14**, with a project estimate of \$24,130,000 has recommended projects funding of \$15,000,000 for years of 5-8. However, the **CO 71 North of Brush** with a project estimate of \$3,480,000 has been postponed beyond years 5-8.



# Northeast Rural Road Resurfacing Projects

## Location

- Select locations throughout Region 4 (refer to map)
- Cheyenne, Lincoln, Morgan, Sedgwick, Weld, and Yuma counties
- Eastern and Upper Front Range Transportation Planning Regions

## Description

Resurfacing of over 72 miles of highway in Region 4. Reconstruction of 12 miles of I-70 and I-76.

## Project Cost

- \$122.81 million total
- Projects range from \$3 million to \$29 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“The condition of the pavements on 71 need to be addressed. They are to the point where there are considered unsafe.”

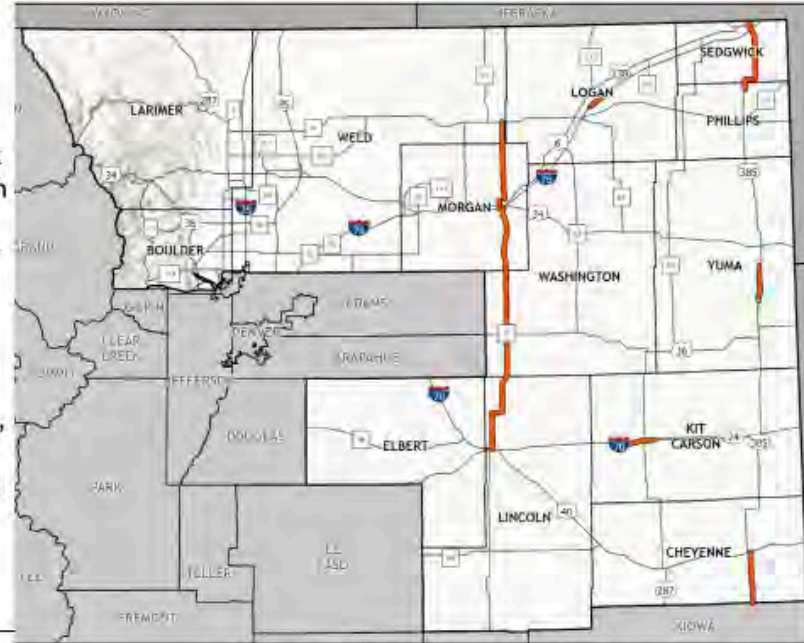
“The pavement here is deteriorating due to increased traffic. The road is continually getting deep pot holes. Safety needs to always be a priority.”

## Urgent Need

Many corridors in Region 4 have sections of low drivability life caused by deteriorating pavement condition. Driving on rough or deteriorated roadways costs each Colorado driver approximately \$468 a year in additional vehicle operating costs. Rough roads contribute to a decrease in fuel efficiency, wear and tear on tires, and can increase the need for minor repairs like strut replacements and realignments.

## Benefits If Funded

Roads that are free of potholes, cracks, and other damage improve mobility by supporting higher travel speeds and minimize crashes caused by drivers swerving to avoid damaged sections of highway. Well-maintained shoulders provide a safe area of refuge for drivers who encounter an incident on the roadway and can also provide a safer way for bicyclists to travel independently of motorized vehicles.



See next page for a list of rural road resurfacing projects




# Northeast Rural Road Resurfacing Projects (Continued)

Planning Project ID	TPR	County	Highway	Location
2683*	EA	Logan	I-76	I-76 east of Sterling (Part 2 Slabs and Diamond Grind)
2684*	EA	Kit Carson	I-70	Resurfacing select segments of I-70 between Seibert and Stratton
2685	EA	Yuma	US 385	US 385 between Sand Creek and County Road 29
2686	EA	Cheyenne	US 385	US 385 south of Cheyenne Wells
2687	EA	Sedgwick	US 385	US 385 south of Julesburg
2688	UFR	Morgan, Weld	CO 71	CO 71 south of CO 14
2689	UFR	Morgan	CO 71	CO 71 north of Brush

TPR = Transportation Planning Region EA = Eastern UFR = Upper Front Range

\*Interstate Reconstruction Projects



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- **CO 71 Corridor Improvements** includes reconstruction of corridor, shoulder widening, safety, operational, and Intelligent Transportation Systems (ITS) components on CO 71 between south of Limon and the Nebraska State Line in Lincoln, Washington, Morgan, and Weld counties.

The total project estimate is \$200,000,000. The 10-year Vision Plan provides for strategic funding of \$27.38 million, but through years 5-8 \$11,400,000 is funded.

# CO 71 Corridor Improvements



## Location

CO 71 between south of Limon and the Nebraska State Line

- Lincoln, Morgan, and Weld counties
- Eastern and Upper Front Range Transportation Planning Regions
- CDOT Region 4

## Description

This project includes reconstruction of corridor, shoulder widening, safety, operational, and Intelligent Transportation Systems (ITS) components.

## Project Cost

- Total Project Cost: \$200 million
- Strategic Funding: \$27.38 million
- \$6.25 million funded to date through SB 267
- Priority project advanced from the unfunded years of 10-Year Strategic Project Pipeline due to urgent need

## What We Heard

“The condition of the pavements on 71 needs to be addressed. They are to the point where they are considered unsafe.”

For more information, visit [codot.gov/programs/your-transportation-priorities](https://codot.gov/programs/your-transportation-priorities) (October 2021)

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 2,400 vehicles per day, including nearly 500 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** Corridor improvements like passing lanes increase traveler safety by minimizing unsafe passing maneuvers. ITS devices provide real-time information to travelers such as road conditions and closures to enable them to better plan their travels.
- **Safety:** Corridor improvements like passing lanes increase traveler safety by minimizing unsafe passing maneuvers.
- **Asset Management:** Improved drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.

