

GUNNISON VALLEY 2040 REGIONAL TRANSPORTATION PLAN
CORRIDOR PROFILES

Corridor: US 50A (PGV7001)

Map ID: 1

Description: Grand Junction to Montrose-MP 38.50 to MP 92.8

The Vision for the US 50 Grand Junction to Montrose corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes east-west connections within the area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The Montrose Regional, Delta Blake, and Delta Hawkins airports lie within this corridor. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase, in large part due to commuter and other energy industry traffic. This increase in volume has created a desire to improve emergency vehicle delays and the removal of hazardous waste trucks through towns. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, recreation, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, hazardous materials and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Increase travel reliability and improve mobility
- Expand transit usage
- Reduce fatalities, injuries and property damage crash rate
- Support economic development while maintaining environmental responsibility
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

Solutions

Benefits	Strategy
Safety	Improve hot spots
Capacity	Add/improve intersections
Transit	Provide and expand transit bus and rail services
Aviation	Meet facility objectives for the airport as identified in the Colorado Airport System Plan
	Expand air service
	Provide inter-modal connections
Freight	Improve rail crossings
Environment	Add wildlife crossing structures and wildlife fencing

Corridor: US 50 B (PGV7002)

Map ID: 2

Description: Montrose to Sargents-MP 92.8 to MP 272.11

The Vision for the US 50 Montrose to Sargents corridor is primarily to improve safety, maintain system quality as well as to increase mobility. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the area. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and aviation. The Gunnison airport lies within this corridor. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, recreation, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the urban, rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, hazardous materials and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Segments of the US 50 corridor were identified as candidate projects in the 2003 Strategic Investment Program. Specifically, pavement improvements through Gunnison and alternate routes for hazardous waste trucks have been identified as a top priority.

Goals

- Reduce fatalities, injuries and property damage crash rate
- Increase travel reliability and improve mobility
- Expand transit usage
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Support economic development while maintaining environmental responsibility

Solutions

Benefits	Strategy
Safety	Improve hot spots
	Add passing lanes/turn lanes
	Add/improve shoulders
Transit	Provide and expand transit bus and rail services
	Market transit services and provide incentives
Bicycle and Pedestrian	Add/improve shoulders
Aviation	Meet facility objectives for the airport as identified in the Colorado Airport System Plan
	Expand air service
	Provide inter-modal connections
System Preservation	Add Surface treatment/overlays
Environment	Add wildlife crossing structures and wildlife fencing

Corridor: SH 62 (PGV7003)

Map ID: 3

Description: Highway from Placerville to Ridgway -MP 0.0 to MP 23.4

The Vision for the SH 62 corridor is primarily to improve mobility as well as to maintain system quality and to improve safety. This corridor is part of the San Juan Skyway Scenic and Historic Byway, which has also been designated an All-American Road and serves as a multi-modal local facility, provides commuter access, and makes connections between Montrose, Ridgway, and Telluride. Future travel modes include passenger vehicle, truck freight, bicycle and pedestrian facilities, aviation, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. This corridor has been identified as the only route to local medical facilities. It is also a major commuter route in the region. 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 transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the wildlife, environmental, economic and social needs of the surrounding area.

Goals

- Support commuter travel
- Provide and expand transit usage
- Preserve and enhance the existing transportation system
- Increase travel reliability and improve mobility
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Engage in context-sensitive design practices on all future projects

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Add center turning lanes and shoulders through the Town of Ridgway
Capacity	Promote carpooling and vanpooling
	Add general purpose lanes
Transit	Provide and expand transit service
Bicycle and Pedestrian	Add/improve shoulders
	Add sidewalks and bicycle lanes through the Town of Ridgway
Economic Vitality	Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties.
System Preservation	Add Surface treatment/overlays
	Bridge repairs and replacement
Environment	Add wildlife/vehicle collision reduction measures, such as wildlife fencing, underpasses, overpasses, elevated highways or equally effective methods of mitigation to enhance safety

Corridor: SH 65 (PGV7004)

Map ID: 4

Description: Highway from SH 92 over the Grand Mesa to I-70 MP 0.00 to-MP 61.38

The Vision for the SH 65 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This heavily used recreation corridor provides access and makes north-south connections within the Grand Mesa National Forest, Plateau Valley, and Surface Creek Valley. Future travel modes include passenger vehicle, bicycle and pedestrian facilities and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor and also connects Interstate 70 through the Grand Mesa area to US 50 as well as destinations outside of the corridor. It is also an important for providing access to medical facilities. As a result of these myriad uses, the differing needs of commuters, retirees, and others are sometimes in conflict on this corridor. Colorado 65 has been designated as a National Scenic Byway and serves as an important recreation route in the area. Based on historic and projected population and employment levels, both passenger and freight volumes are expected to increase significantly in large part due to commuter and other energy industry traffic. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, logging, recreational, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, agricultural, and recreational character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Rehabilitate and repair deficient bridges

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add/improve shoulders
	Add turn lanes
	Improve Geometrics
	Add pullouts for wildlife viewing and slow vehicles
Capacity	Construct, improve and maintain the system of local roads
Operations	Improve ITS Traveler Information, Traffic Management and Incident Management
Bicycle and Pedestrian	Add/improve shoulders
Aviation	Provide inter-modal connections
Economic Vitality	Add pullouts for wildlife viewing and slow vehicles
System Preservation	Bridge repairs/replacement
	Add Surface treatment/overlays
Transit	Provide and expand transit services

Corridor: SH 90 A, SH 90 B (PGV7005)

Map ID: 5

Description: From State Line to Highway 141 by Naturita –MP 0.0 to MP 33.87

The Vision for the SH. 90 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Major segment west of Naturita with small segment west of Montrose area. These two segments are separated by the Uncompahgre Plateau. The future goal is to connect these two segments to provide a contiguous highway. Future travel modes include passenger vehicle, bicycle and pedestrian facilities and truck freight. Consideration of this corridor as a potential Scenic Byway could also impact future travel patterns. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Significant growth in truck traffic is anticipated as a result of energy development on and near the corridor. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Provide improved freight linkages
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Reduce fatalities, injuries, and property damage crash rate

Solutions

Benefits	Strategy
Safety	Geometric improvements
	Add/improve shoulders
	Add guard rails
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

Corridor: SH 92 A (PGV7006)

Map ID: 6

Description: Between Delta and Hotchkiss-MP 0.00 to MP 21.0

The Vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Delta to Hotchkiss area. Future travel modes include passenger vehicle, truck freight, rail freight (coal) and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. This corridor has been identified as the only route to local medical facilities, as well as a major commuter route. For both of these reasons there is a desire for greater transit service along 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 high levels of mobility, transportation choices, safety, and system preservation. Significant growth in truck traffic is anticipated as a result of energy development on and near the corridor. They depend on tourism, access to public lands, agriculture, and natural resource recovery for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Increase travel reliability and improve mobility
- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Preserve and enhance the existing transportation system
- Reduce fatalities, injuries and vehicle crash rate

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve Geometrics
	Improve visibility/sight lines
Capacity	Construct intersection/interchange improvements
Transit	Provide and expand transit bus and rail services and connections
Bicycle & Pedestrian	Add/improve shoulders
Freight	Improve railroad crossings

Corridor: SH 92 B (PGV7007)

Map ID: 7

Description: Highway between Hotchkiss and Blue Mesa -MP 21.0 to MP73.29

The Vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This Highway also serves as a scenic byway as designated by the State. This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Hotchkiss to Blue Mesa area. Future travel modes include passenger vehicle, truck freight, aviation, and bicycle and pedestrian facilities. The Crawford Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that will maximize existing investment while also meeting current and future needs of the traveling public. 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 high levels of mobility, transportation choices, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, recreation, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Support recreation travel and maintain the scenic and historic byway character
- Provide for safe movement of bicycles and pedestrians
- Ensure airport facilities are maintained in a safe operating condition and are adequate meet existing and projected demands

Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve Geometrics
Capacity	Construct intersection/interchange improvements
Bicycle & Pedestrian	Provide for safe bicycle/pedestrian travel
	Add/improve shoulders
Aviation	Meet airport facility objectives in Airport System Plan

Corridor: SH 97 (PGV7008)

Map ID: 8

Description: Short Highway Connecting Naturita and Nucla-MP0.00 to MP 4.58

The Vision for the SH 97 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the connecting highway between Naturita and Nucla area. Future travel modes include passenger vehicle, truck freight, aviation, and bicycle and pedestrian facilities. The Nucla Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value transportation choices, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support commuter travel
- Provide for safe movement of bicycles and pedestrians
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Solutions

Benefits	Strategy
Safety	Add acceleration/deceleration lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve Geometrics
	Improve hot spots
	Use improved striping paint / beads
Operations	Study and change speed limits
System Preservation	Add Surface treatment/overlays

Corridor: SH 114 (PGV7009)

Map ID: 9

Description: From Highway 50 south to Highway 285 -MP 0.00 to MP 61.69

The Vision for the SH 114 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This means, for example, improving tight curves through the Cochetopa Canyon. This corridor serves as a multi-modal local facility, provides commuter access, and makes north-south connections within the corridor from US 50 east of Gunnison south to US 285 area. It is also the only alternative to using Monarch Pass between US 50 and US 285. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The transportation system in the area primarily serves towns, cities, and destinations within the corridor and provides a commercial truck route in addition to providing access for recreational activity in the Gunnison area. 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 connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Solutions

Benefits	Strategy
Safety	Add acceleration/deceleration lanes
	Add passing lanes
	Add/improve shoulders
	Improve Geometrics
	Improve hot spots
	Improve rock fall mitigation
	Use improved striping paint / beads
Operations	Study and change speed limits
System Preservation	Add Surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: SH 133 (PGV7010)

Map ID: 10

Description: Highway between Hotchkiss and Carbondale-MP 0.00 to MP 68.82

The Vision for the SH 133 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides commuter access to public lands, natural resource recovery, and makes east-west connections within the corridor from Hotchkiss to Carbondale area. This highway also serves as an important West Slope access to the I-70 corridor, heavily used by commuter traffic in all seasons. This corridor has been identified as a route to local medical facilities. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The Paonia Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximizes existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Significant growth in truck and rail traffic is anticipated as a result of energy development on and near the corridor. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support commuter travel
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands
- Reduce fatalities, injuries and property damage crash rate

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Improve hot spots
	Improve rock fall mitigation
Capacity	Construct intersection/interchange improvements
	Promote carpooling and vanpooling
Aviation	Meet airport facility objectives in Airport System Plan
Freight	Improve railroad crossings
System Preservation	Add Surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: SH 135 (PGV7011)

Map ID: 11

Description: Highway between Gunnison and Crested Butte MP 0.00 to MP 27.48

The Vision for the SH 135 corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, provides commuter and recreational access, and makes north-south connections within the Gunnison to Crested Butte area. This Highway also serves as access to the North Fork and the I-70 corridor in the summer. Future travel modes include passenger vehicle, bus service, truck 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 transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial industries for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition including sweeping to improve bicycle safety
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Improve hot spots
	Use improved striping paint / beads
Capacity	Promote carpooling and vanpooling
Operations	Study and change speed limits
Transit	Provide and expand transit bus and rail services
Bicycle & Pedestrian	Construct separated bike facilities
Aviation	Expand air service
System Preservation	Add Surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings

Corridor: SH 141 (PGV7012)

Map ID: 12

Description: From Dove Creek north to US 50 thru Naturita to South Grand Junction-MP 0.00 To MP 153.99

The Vision for the SH 141 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, serves as a route to local medical facilities, connects to places outside the region, and makes north-south connections within the North south route West End of San Miguel and Montrose counties area. The segment of SH 141 northwest of the junction with SH 145 to the Montrose County border is part of the Unaweep and Tabeguache Scenic Byway. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, access to public lands, natural resource recovery, and commercial activity for economic activity in the area. Due to the nature of economic activity, hazardous waste trucks frequently travel along this corridor. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Accommodate growth in freight transport
- Preserve the existing transportation system
- Maintain statewide transportation connections
- Reduce fatalities, injuries, and property damage crash rate

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add passing lanes
	Add/improve shoulders
	Improve hot spots
	Use improved striping paint / beads
Capacity	Construct, improve and maintain the system of local roads
Operations	Study and change speed limits
System Preservation	Add Surface treatment/overlays

Corridor: SH 145 (PGV7013)

Map ID: 13

Description: US 160 to Jct. SH 141-MP 0.00 to MP 116.87

The Vision for the SH 145 corridor is primarily to improve mobility as well as to increase safety and to maintain system quality. This corridor serves as a multi-modal local facility, provides commuter access, particularly within the Montrose, Ridgway and Telluride Corridor. It is also an alternative to Red Mountain Pass between Ouray and Durango. Future travel modes include passenger vehicle, truck freight, aviation, bicycle and pedestrian facilities, and Transportation Demand Management (telecommuting and carpooling). The Telluride Airport lies within this corridor. This airport should continue to be maintained in a safe and efficient condition that maximize existing investment while also meeting current and future needs of the traveling public. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The need for expanded shoulders and passing lanes south of Sawpit, the realignment of the roadway and bridge at the bottom of Norwood Hill, and address rock fall issues has made this corridor a high priority. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support commuter travel
- Expand transit usage
- Increase travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Solutions

Benefits	Strategy
Safety	Add acceleration/deceleration lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve rock fall mitigation
Transit	Provide and expand intercity bus services
	Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties
Bicycle & Pedestrian	Construct separated bike facilities
	Add/improve shoulders
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add Surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: SH 149 (PGV7014)

Map ID: 14

Description: From US 160 north to US 50 west of Gunnison MP 0.00 to MP 117.52

The Vision for the SH 149 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, is the only connection to places outside the region (including medical facilities), and makes north-south connections within the corridor from US 160 north to US 50 west of Gunnison area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. This route is the sole access to and from Lake City. 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 connections to other areas, safety, and system preservation. They depend on tourism, agriculture, public lands access, and natural resource recovery. It is anticipated that there will be an increase of truck traffic associated with mining operations and commercial activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Preserve the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Reduce fatalities, injuries and property damage crash rate
- Bridge repairs/replacement

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Improve Geometrics
	Improve rock fall mitigation
	Use improved striping paint / beads
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
System Perseveration	Add Surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings

Corridor: SH 347 (PGV7016)

Map ID: 16

Description: Access from US 50 to the Black Canyon -MP 0.00 to MP 4.99

The Vision for the SH. 347 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Access from US 50 to the Black Canyon area. Future travel modes include passenger vehicle, bus service, and bicycle and pedestrian 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, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value transportation choices, safety, and system preservation. They depend on tourism and 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 tourists and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Provide for bicycle/pedestrian travel
- Provide information to traveling public
- Eliminate shoulder deficiencies
- Improve signing/stripping
- Preserve the existing transportation system

Strategies

Benefits	Strategy
Safety	Add passing lanes
	Add signage
	Add/improve shoulders
	Improve Geometrics
	Use improved striping paint / beads
Operations	Post informational signs
Bicycle & Pedestrian	Stripe and sign designated bike lanes
	Add/improve shoulders
System Preservation	Add Surface treatment/overlays

Corridor: SH 348 (PGV7017)

Map ID: 17

Description: Road from Olathe to Delta -MP 0.00 to MP 16.99

The Vision for the SH 348 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility. This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the Road from Olathe to Delta area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian 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 stay the same. The communities along the corridor value safety and system preservation. They depend on agriculture and freight movements for economic activity in the area. Users of this corridor want to preserve the rural and agricultural character of the area while supporting the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support commuter travel
- Provide for bicycle/pedestrian travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Reduce fatalities, injuries and property damage crash rate

Solutions

Benefits	Strategy
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve visibility/sight lines
	Use improved striping paint / beads
Operations	Study and change speed limits
Bicycle & Pedestrian	Construct separated bike facilities
	Add/improve shoulders
System Preservation	Add Surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: US 550 (PGV7018)

Map ID: 18

Description: From Durango to Montrose -MP 21.0 to MP 129.25

The Vision for the US 550 corridor is primarily to improve mobility as well as to maintain system quality and to increase safety. This corridor serves is part of the San Juan Skyway Scenic and Historic Byway, which has also been designated an All-American Road and as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections within the Durango to Montrose area. Users have recommended extending the East Riverside Snowshed and the addition of slowing moving vehicle turnouts on scenic byways. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor, particularly the Montrose, Ridgway and Telluride 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 transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, access to public lands, energy development and freight movements for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the wildlife, environmental, economic and social needs of the surrounding area. Segments of US 550 were identified as candidate projects in the CDOT 2003 Strategic Investment Program. Important wildlife linkages exist for elk, deer, big horn sheep, and mountain lion along the corridor from Montrose to Ridgway.

Goals

- Increase travel reliability and improve mobility through safety improvements
- Improve transit options
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Improve Geometrics between Ridgway and Ouray
	Improve hot spots
	Improve rock fall mitigation
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles especially on Red Mountain Pass
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Develop a Regional Transportation Authority for San Miguel, Ouray, and Montrose Counties
	Provide and expand intercity bus services
Bicycle & Pedestrian	Construct separated bike facilities
Environment	Improve wildlife crossings