

Regional Transit Service between Montrose and Telluride



Location

New fixed-route transit service on US 550, SH 62, and SH 145

- Montrose, Ouray, and San Miguel counties
- Gunnison Valley Transportation Planning Region
- CDOT Regions 3 and 5

Description

This project provides a new public fixed-route transit service between Montrose and Telluride on US 550, SH 62, and SH 145. It is anticipated to run 7 days/week, with 4 trips/day, which would require 2 full-size buses. Potential stops include Montrose, Colona, Ridgway, Placerville, and Telluride. Project costs include capital and 10 years of operating.

Project Cost

- \$3.32 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

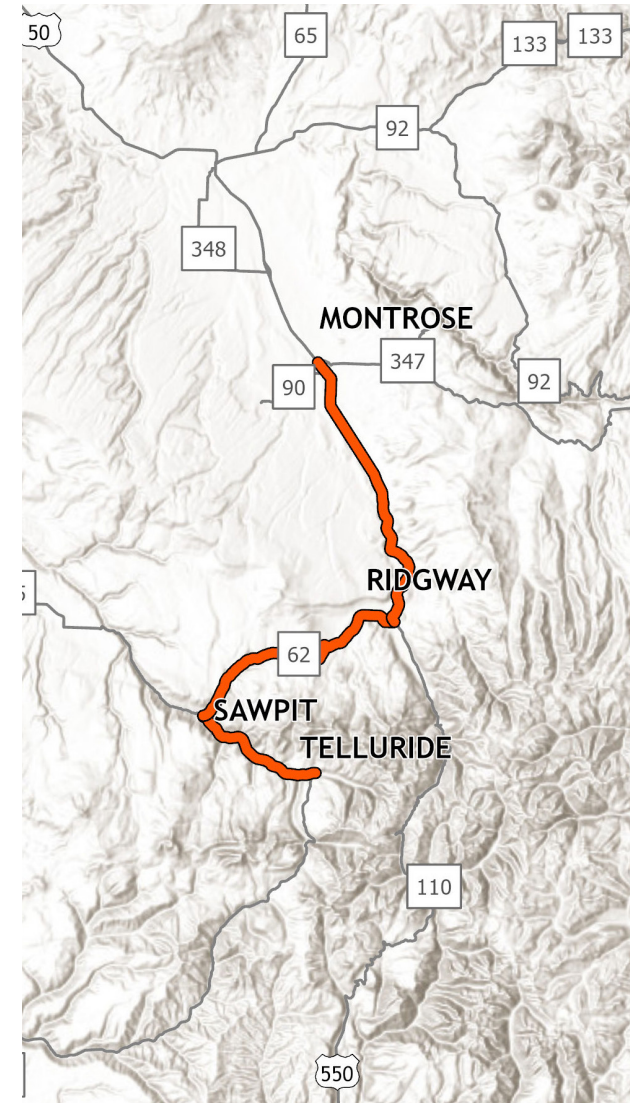
“Fixed route transit service to/from Telluride is a county need, there is a high volume of daily commuters.”

Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, low-income residents, and communities of color reside in Montrose and may require additional mobility options.

Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



New Essential Bus Service between Craig and Frisco (Proposed Bustang Outrider Service)



Location

SH 9, US 40, I-70

- Grand, Moffat, Routt, and Summit counties
- Intermountain and Northwest Transportation Planning Regions
- CDOT Region 3

Description

This project includes the purchase of two vehicles and operating costs to provide Outrider bus service between Craig and Frisco with one roundtrip per day, every day of the year.

Project Cost

- \$200,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

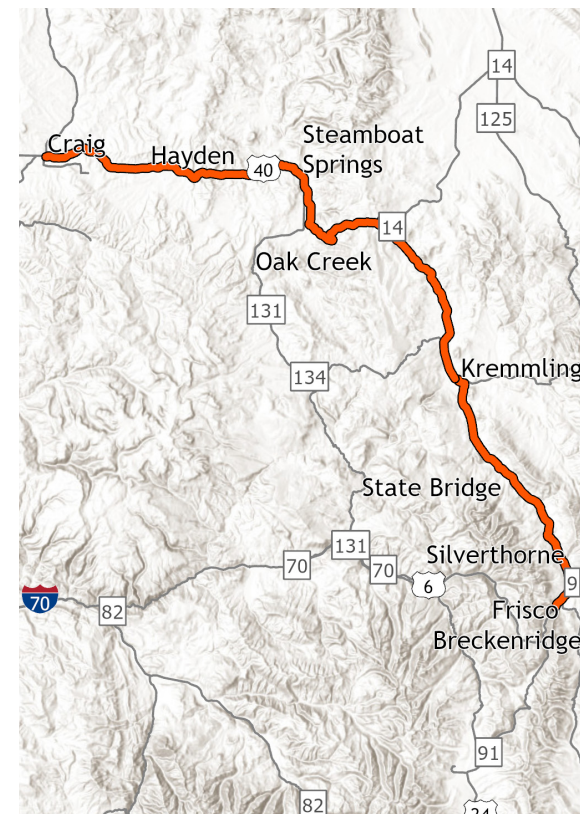
“Connect Craig to Steamboat and Silverthorne via better bus or rail!”

Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, communities of color, and low-income residents, reside in the Intermountain and Northwest TPRs and may require additional mobility options.

Benefits If Funded

- **Mobility:** New transit service provides additional mobility options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life. The service will also provide transit access to the Yampa Valley Regional Airport.



New Regional Transit Service between Montrose and Delta



Location

US 50 between Delta and Montrose

- Delta and Montrose counties
- Gunnison Valley Transportation Planning Region
- CDOT Region 3

Description

This project includes the purchase of one vehicle and operating costs to provide general public fixed-route/flex-route service on US 50 between Montrose and Delta with eight trips per day, five days a week.

Project Cost

- \$200,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Lots of people want to travel from Montrose to Delta and vice versa.”

Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Delta and Montrose and may require additional mobility options.

Benefits If Funded

- **Mobility:** New transit service provides additional mobility options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life. The service will also provide transit access to the Montrose Regional Airport.



New Interregional Transit Service between Montrose and Grand Junction



Location

US 50 between Montrose and Grand Junction

- Delta, Mesa, and Montrose counties
- Gunnison Valley Transportation Planning Region
- CDOT Region 3

Description

This project includes the purchase of one medium-sized bus and operating costs to provide general public fixed-route service on US 50 between Montrose and Grand Junction with eight trips per day, five days a week.

Project Cost

- \$200,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Increase transit options to medical appointments in Grand Junction from rural areas on W[estern] Slope.”

Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Montrose and Grand Junction and may require additional mobility options.

Benefits If Funded

- **Mobility:** New transit service provides additional mobility options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



SH 92 Safety Improvements West of Hotchkiss

Continuation of Planning Project ID 0039



Location

SH 92 west of Hotchkiss

- Delta County
- Gunnison Valley Transportation Planning Region
- CDOT Region 3

Description

This project reconstructs and widens the existing roadway to meet current design standards. It also improves safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and adding left-turn lanes at three county road intersections.

Project Cost

- \$25 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

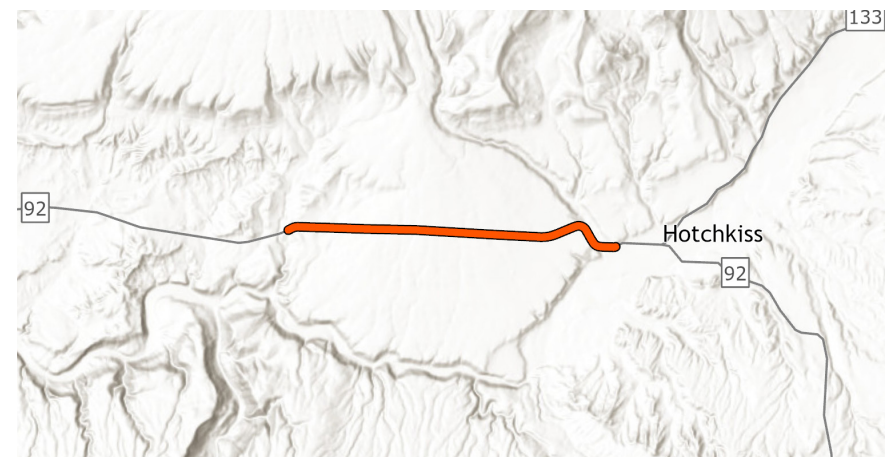
“The roads in and around Hotchkiss are degrading dangerously. Please help us keep our community safe by repaving the road.”

Urgent Need

- **Mobility:** Narrow shoulders create a stressful traveling environment for all users, particularly bicyclists.
- **Safety:** Shoulders are narrow or nonexistent in some sections. 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:** Multimodal facilities enhance mobility for bicyclists.
- **Safety:** Shoulder widening and access consolidation increase traveler safety for all users, including bicyclists. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.
- **Asset Management:** Roadway reconstruction improves drivability life.



New Demand Response Human Services Transportation in Hinsdale County



Location

Countywide service

- Hinsdale County
- Gunnison Valley Transportation Planning Region
- CDOT Region 3

Description

New demand response human services transportation in Hinsdale County.

Project Cost

- \$150,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

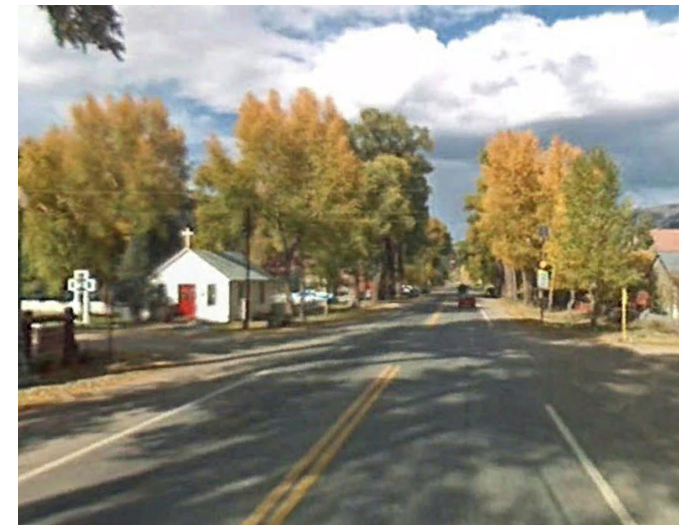
“Mobility and transit for population with disabilities. Local folks have to stay overnight in Grand Junction (veterans).”

Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and low-income residents, reside in Hinsdale County and may require additional mobility options.

Benefits If Funded

- **Mobility:** New transit service provides additional mobility options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



I-70 Glenwood Canyon Critical Asset Repair



Location

I-70 east of Glenwood Springs through Glenwood Canyon

- Garfield County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

Address critical safety need by removing old deficient rail and replacing with standard railing.

Project Cost

- \$11 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“I-70 is falling apart, congested, and dangerous in all weather. It needs guard rail improvement to be safe for tourists and locals.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 17,500 vehicles per day, including over 2,250 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object.

Benefits If Funded

- **Mobility:** The improvements enhance economic vitality and mobility by reducing travel delays caused by crashes and congestion for the freight industry and tourists.
- **Safety:** Replacing the deficient railing addresses a critical safety need.
- **Asset Management:** Replacing the deficient railing keeps the asset in good repair.



I-70 and SH 9 (Exit 203) Interchange Improvements



Location

I-70 and SH 9 in Frisco

- Summit County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

This project improves the capacity of the interchange by improving the westbound ramp and I-70 bridge. It also improves the eastbound ramps and adjacent intersection that affect the operation of this interchange.

Project Cost

- \$30 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

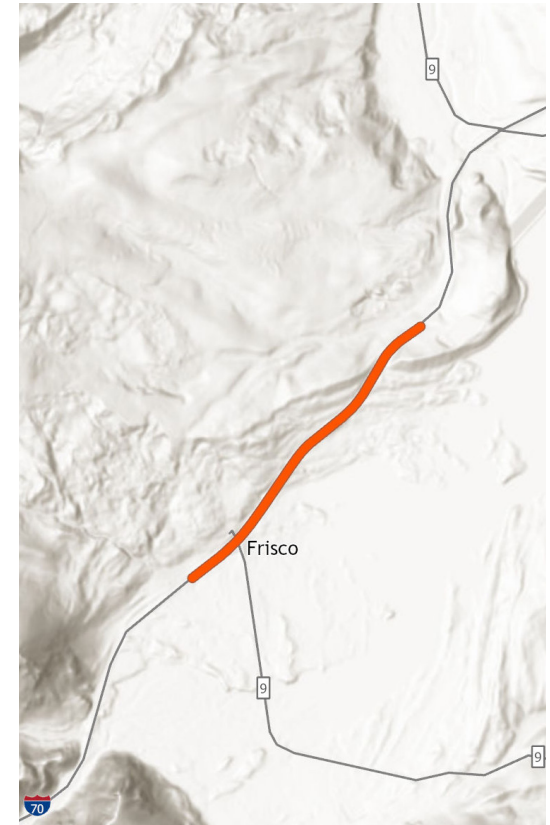
“Exit 203 needs a lot of work.”

Urgent Need

- **Mobility:** SH 9 carries approximately 23,000 vehicles per day, including 300 trucks, and provides access to tourist and recreational opportunities in the Frisco and Breckenridge areas. The interchange experiences congestion during peak travel times. SH 9 serves as an alternate route to I-70 via US 285.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object.

Benefits If Funded

- **Mobility:** Interchange improvements enhance economic vitality and mobility by reducing travel delays caused by crashes and congestion for all users, including the freight industry and tourists. Mobility improvements help regional transit such as Bustang and Summit Stage, the local transit agency that uses I-70.
- **Safety:** Interchange improvements increase traveler safety for all users.



I-70 West Vail Pass Auxiliary Lanes

Continuation of Planning Project ID 0042

Location

I-70 Vail Pass

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

Addition of a climbing lane in the uphill (eastbound) direction and addition of a deceleration lane in the downhill (westbound) direction on the west side of Vail Pass, including enhanced chain stations, enhanced truck parking, ITS improvements, enhanced runaway truck ramps, and improvements to reduce crashes and full closures, including wildlife underpasses and fencing.

Project Cost

- \$50 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“Need to improve capacity on I-70, add more passing lanes and ways for slower traffic to not impede the flow.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 21,000 vehicles per day, including 2,400 trucks. With projected growth in truck traffic to support the state’s growing population, demand for truck parking will continue to increase.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object. In 2016, the west side of Vail Pass was closed for more than 119 hours and partial closures for an additional 188 hours, primarily due to crashes and weather. Without parking areas, truck drivers tend to park on shoulders or along rest area or highway ramps.

Benefits If Funded

- **Mobility:** Improvements like auxiliary lanes reduce traveler delay caused by slower moving vehicles and congestion, enhancing economic vitality. Using real-time information enables drivers to better plan their travels.
- **Safety:** Highway improvements, including wildlife-highway mitigation, increase traveler safety for all users, including trucks and heavy vehicles.
- **Asset Management:** The project resurfaces the highway and rehabilitates bridge(s), wall(s), and culvert(s), improving the drivability life.



I-70 Interchange Improvements in Garfield County

Location

I-70 near New Castle

- Garfield County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

This project upgrades the current 4-way stop at the intersection of I-70 spur road/US 6 with a roundabout as recommended from a recently completed corridor study for I-70.

Project Cost

- \$15 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“This is a busy intersection that does not adequately accommodate all users.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 29,000 vehicles per day, including over 3,000 trucks.
- **Safety:** Most frequent crash type is fixed object on this highly critical corridor.

Benefits If Funded

- **Mobility:** Interchange improvements reduce traveler delay caused by slower moving vehicles and congestion.
- **Safety:** Interchange improvements increase traveler safety for all users.



US 24 Safety Improvements between Minturn and Leadville



Location

US 24 between Minturn and Leadville

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

This project provides safety and mobility improvements along the corridor, including intersections, shoulders, and other necessary improvements.

Project Cost

- \$9.6 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“US 24 is a highly traveled corridor with only 2’ or less shoulders. It’s a safety issue for both drivers and bicyclists.”

Urgent Need

- **Mobility:** This scenic byway (Top of the Rockies) lacks shoulders, creating a stressful traveling environment for all users, particularly bicyclists.
- **Safety:** Shoulders are narrow or nonexistent in several sections. Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

Benefits If Funded

- **Mobility:** Multimodal facilities enhance mobility for bicyclists on a High Demand Bicycle Corridor, enhancing public health.
- **Safety:** Safety improvements such as intersection reconfigurations and shoulder widening increase traveler safety for all users, including bicyclists. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.
- **Asset Management:** The project resurfaces the highway, improving the drivability life.



Snowmass Transit Center



Location

SH 82

- Pitkin County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

This project includes the design and construction of a new transit center in Snowmass.

Project Cost

- \$4 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

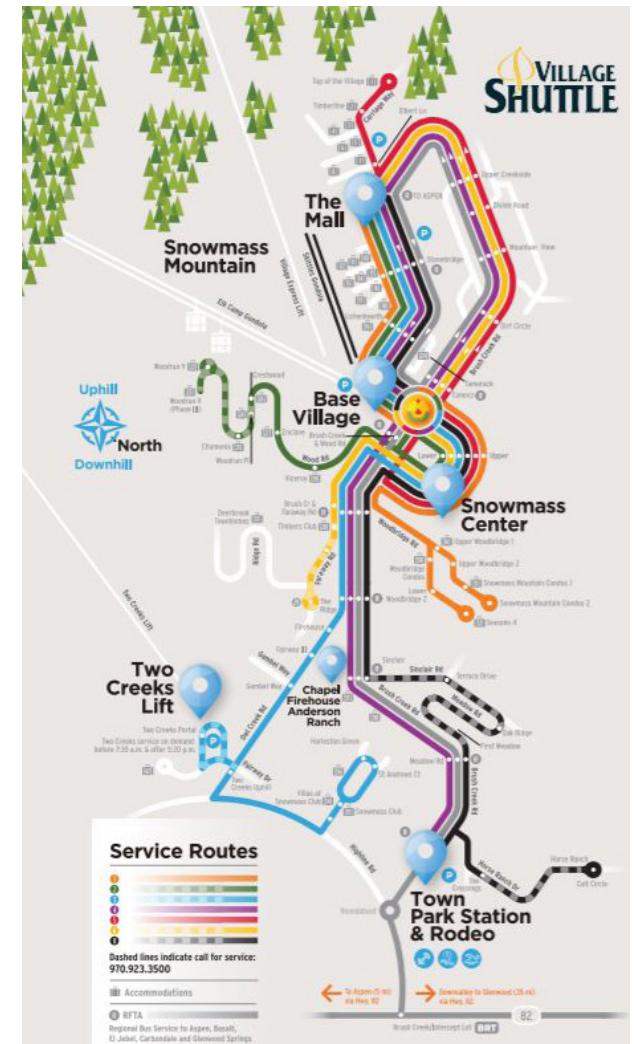
“This town should have a RFTA transportation hub connecting the Hwy 82 service to Glenwood Springs to Denver.”

Urgent Need

- **Mobility:** Snowmass is a regional center for employment, services, recreation, and tourism. A high percentage of historically underrepresented populations, including people age 65+ and minority residents, reside in Snowmass and may require additional mobility options.

Benefits If Funded

- **Mobility:** A transit center provides safe and convenient access and connectivity, improving the mobility experience for those who use and often rely on public transportation, such as employees and tourists. Enhanced transit facilities often positively influence personal health and quality of life.
- **Economic Vitality:** Creating transportation hubs often encourages adjacent development of businesses such as restaurants, coffee shops, and other services.



Steamboat Springs Transit Fleet Expansion



Location

US 40

- Routt County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

This project expands the Steamboat Springs transit fleet with four new diesel/electric hybrid buses.

Project Cost

- \$2.4 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“More transit services to get around. Transit to get workers to Steamboat is overcrowded and insufficient.”

Urgent Need

- **Mobility:** Steamboat Springs is a regional center for employment, services, and recreation. A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and low-income residents, reside in Steamboat Springs and may require additional mobility options.

Benefits If Funded

- **Mobility:** New hybrid/electric buses minimize environmental impact and maintain the quality of transit service for people who live, work, and visit the Region to access jobs, goods, recreational opportunities, and services, which often positively influences personal health and quality of life. Vehicles operating in a state of good repair improve the customer experience and minimize service disruption.



Redesign and Construct the Steamboat Springs Transportation Center (Phase 1)



Location

US 40

- Routt County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

This project includes the full design of the Steamboat Springs Transportation Center (SSTC) and the building of new transit bays between SSTC and Ski Time Square.

Project Cost

- \$2.3 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Bus to ski areas!”

Urgent Need

- **Mobility:** Steamboat Springs is a regional center for employment, services, and recreation. A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and low-income residents, reside in Steamboat Springs and may require additional mobility options.

Benefits If Funded

- **Mobility:** A new transportation center improves the quality of transit service for people who live, work, and visit the Region to access jobs, goods, recreational opportunities, and services, which often positively influences personal health and quality of life. A new transportation center improves the customer experience and makes taking transit more attractive.
- **Economic Vitality:** Creating transportation hubs often encourages adjacent development of businesses such as restaurants, coffee shops, and other services.



Steamboat Springs Bus Rapid Transit Planning Study



Location

US 40

- Routt County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

Conduct a study to determine the viability of implementing bus rapid transit (BRT) routes to connect remote parking lots with higher traffic areas.

Project Cost

- \$250,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Employees parking close to retail, so consumers can’t use it. Also, what about parking cars outside of parks, busing people in?”

Urgent Need

- **Mobility:** Steamboat Springs is a regional center for employment, services, and recreation, but parking is limited. A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and low-income residents, reside in Steamboat Springs and may require additional mobility options.

Benefits If Funded

- **Mobility:** BRT provides efficient and reliable transit service for people who live, work, and visit the Region to access jobs, goods, recreational opportunities, and services.



US 40 Shoulder Improvements West of Kremmling



Location

US 40 west of Kremmling

- Grand County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

This project includes roadway reconstruction, shoulder widening in various locations, and additional passing lanes, between Kremmling and SH 134.

Project Cost

- \$21 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“Better shoulders and passing lanes are needed along US 40 from Kremmling to Rabbit Ears Pass.”

Urgent Need

- **Mobility:** US 40 is a scenic byway, Colorado Freight Corridor, and a High Demand Bicycle Corridor. Narrow shoulders and the lack of multimodal facilities limit mobility for all users.
- **Safety:** Shoulders are narrow or nonexistent in many sections. Significantly higher crash rate compared to that of similar highways (including wildlife crashes), indicating a high potential for crash reduction.

Benefits If Funded

- **Mobility:** Passing lanes reduce unsafe passing maneuvers and traveler delay caused by slower moving vehicles. Multimodal facilities enhance mobility for bicyclists, enhancing public health. Well-maintained shoulders provide a safe area of refuge for drivers and a safer way for bicyclists to travel.
- **Safety:** Shoulder widening increases traveler safety, as shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway improves the drivability life. Making minor repairs to roads (i.e., resurfacing) before they require major repairs is more cost-effective.



US 40 Capacity Improvements



Location

US 40 between Winter Park and Fraser

- Grand County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

This project provides capacity improvements along US 40 and intersection improvements at US 40 and Grand County Road 804.

Project Cost

- \$20 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“Worried about congestion; bottlenecks. Safety improvements are needed as well.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor and High Demand Bicycle Corridor connects downtown Winter Park and Fraser. US 40 is four lanes in Winter Park and Fraser; this section creates a bottleneck with long queues during the peak travel times.
- **Safety:** US 40 is Main Street in Winter Park and Fraser and is active with cars, trucks, pedestrians, and bicyclists interacting along the highway, which can create stressful, unsafe conditions for travelers coming onto and off the highway. Shoulders are narrow or nonexistent in sections.

Benefits If Funded

- **Mobility:** Capacity improvements enhance economic vitality and mobility by reducing travel delays for the freight industry and tourists caused by congestion.
- **Safety:** Intersection improvements at CR 804 increase safety for all users, including heavy vehicles, pedestrians, and bicyclists.



US 50 Asset Management North of Montrose



Location

US 50 north of Montrose

- Montrose County
- Gunnison Valley Transportation Planning Region
- CDOT Region 3

Description

This project includes major asset management and repairs to US 50 north of Montrose approaching Olathe.

Project Cost

- \$15 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“Widen road, widen shoulders, and repair pavement damaged by truck traffic.”

Urgent Need

- **Asset Management:** Low drivability life on this Colorado Freight Corridor carrying over 16,000 vehicles per day, including nearly 1,100 trucks.

Benefits If Funded

- **Asset Management:** Roadway reconstruction and bridge rehabilitation improve drivability life.



US 50 Safety East of Gunnison



Location

US 50 east of Gunnison

- Gunnison County
- Gunnison Valley Transportation Planning Region
- CDOT Region 3

Description

This project includes safety and mobility improvements throughout the corridor, including intersections, shoulders, and other safety improvements.

Project Cost

- \$15 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“Highways in Gunnison are perceived as unsafe. Perception is reality. Traffic must be calmed to increase safety for cyclists and pedestrians.”

Urgent Need

- **Mobility:** This scenic byway (West Elk Loop) lacks shoulders in several segments, creating a stressful traveling environment for all users, particularly bicyclists on this High Demand Bicycle Corridor.
- **Safety:** Shoulders are narrow or nonexistent. Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is wild animal.

Benefits If Funded

- **Mobility:** Multimodal facilities enhance mobility for bicyclists on a High Demand Bicycle Corridor. The improvements enhance economic vitality by reducing travel delays for the freight industry and tourists.
- **Safety:** Safety improvements such as intersection reconfiguration and shoulder widening increase traveler safety for all users, including bicyclists and pedestrians. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway and rehabilitating bridge(s) improve drivability life.



Shoulder Improvements in the Gunnison Valley Transportation Planning Region



Location

Various corridors in the Gunnison Valley Transportation Planning Region

- Hinsdale, Gunnison, Delta, and Montrose counties
- Gunnison Valley Transportation Planning Region
- CDOT Region 3

Description

This project includes shoulder improvements on rural highways throughout the Gunnison Valley.

Project Cost

- \$13.6 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

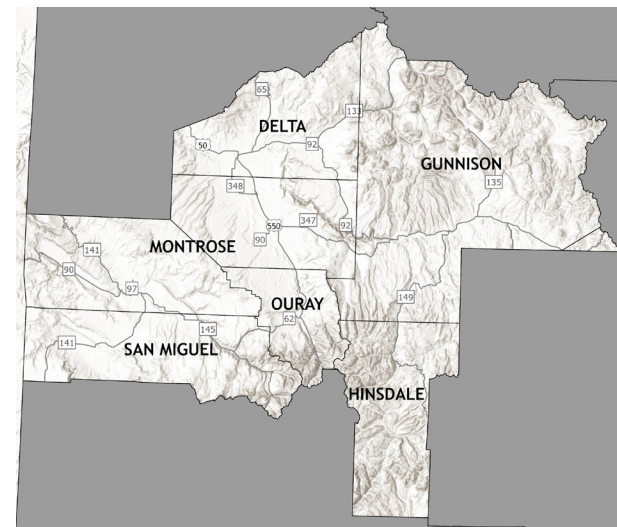
“We need safety improvements in rural areas. Specifically, we need shoulders on our highways and passing lanes.”

Urgent Need

- **Mobility:** Narrow shoulders and the lack of multimodal facilities limit mobility for bicyclists and pedestrians.
- **Safety:** Shoulders are narrow or nonexistent on many rural highways throughout the Gunnison Valley.

Benefits If Funded

- **Mobility:** Wider shoulders provide a more comfortable space for bicyclists, reducing the level of stress for all users.
- **Safety:** Shoulder widening improvements increase traveler safety for all users, including freight and bicyclists. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.



US 34 and US 40

Location

US 34 at US 40 in Granby

- Grand County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

Construct a roundabout at this intersection.

Project Cost

- \$5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“US 34/US 40 intersection is getting extremely congested.”

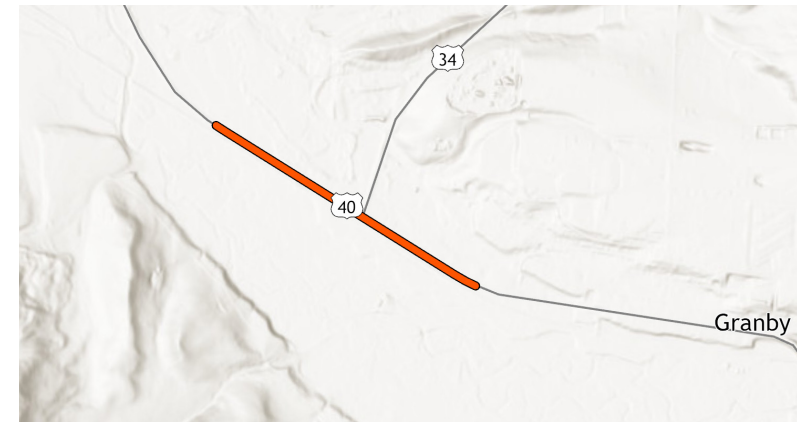
Urgent Need

- **Mobility:** This scenic byway and High Demand Bicycle Corridor carries approximately 6,500 vehicles per day, including 425 trucks. This intersection is the gateway to Rocky Mountain National Park.
- **Safety:** Higher crash rate compared to that of similar highways, indicating a potential for crash reduction. Most frequent crash type is wild animal.



Benefits If Funded

- **Mobility:** Intersection improvements enhance economic vitality by reducing travel delays for the freight industry and tourists.
- **Safety:** Intersection improvements increase traveler safety for all users.
- **Asset Management:** Resurfacing the highway improves the drivability life.



US 40 Passing Lanes West of Kremmling



Location

US 40 north of SH 134

- Grand County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

This project includes widening the roadway and adding passing lanes where feasible.

Project Cost

- \$8.7 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“Need more passing lanes. People pass too quickly on corners and very short straight stretches.”

Urgent Need

- **Mobility:** The lack of passing lanes limits mobility on this scenic byway, Colorado Freight Corridor, and High Demand Bicycle Corridor.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

Benefits If Funded

- **Mobility:** Passing lanes enhance economic vitality by reducing travel delays for all users, including the freight industry and tourists.
- **Safety:** Passing lanes increase traveler safety for all users by reducing unsafe passing maneuvers.
- **Asset Management:** Resurfacing the highway improves the drivability life.



US 40 Passing Lanes between Craig and Steamboat Springs



Location

US 40 between Craig and Steamboat Springs

- Routt County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

This project includes roadway widening and adding passing lanes where feasible.

Project Cost

- \$8 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“More passing lanes are needed between Steamboat Springs and Craig.”

Urgent Need

- **Mobility:** The lack of passing lanes limits mobility on this scenic byway and Colorado Freight Corridor.
- **Safety:** Most frequent crash type is fixed object.

Benefits If Funded

- **Mobility:** Passing lanes enhance economic vitality by reducing travel delays for all users, including the freight industry and tourists.
- **Safety:** Passing lanes increase traveler safety for all users by reducing unsafe passing maneuvers.
- **Asset Management:** Resurfacing the highway improves the drivability life.



US 40 and Downhill Drive Intersection Improvements



Location

US 40 and Downhill Drive, west of Steamboat Springs

- Routt County
- Northwest Transportation Planning Region
- CDOT Region 3

Description

This project includes intersection improvements.

Project Cost

- \$6.5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

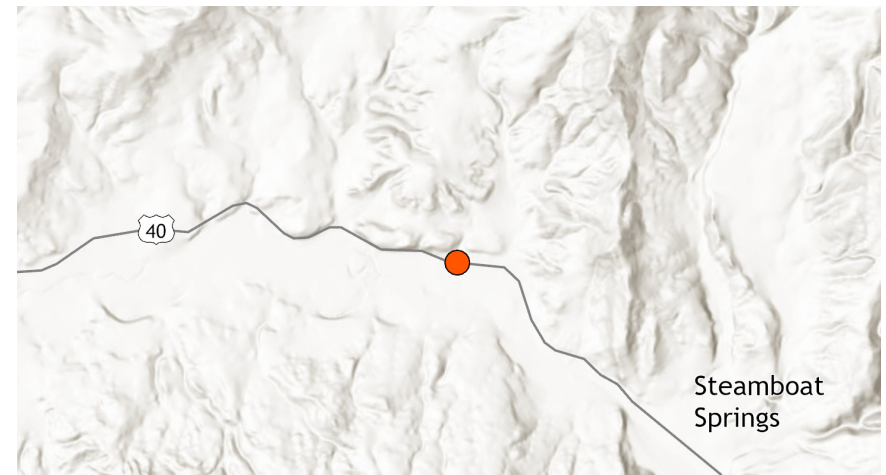
“Need better alignment and improvement to this intersection at Hwy 40 and Downhill Drive.”

Urgent Need

- **Mobility:** A highly traveled corridor, this scenic byway, Colorado Freight Corridor, and High Demand Bicycle Corridor carries over 13,300 vehicles per day, including over 700 trucks.
- **Safety:** High stress travel environment for all users, including those accessing the highway and bicyclists.

Benefits If Funded

- **Mobility:** Intersection improvements enhance economic vitality and mobility by reducing travel delays. Improvements increase connectivity for bicyclists and pedestrians.
- **Safety:** Intersection improvements increase traveler safety for all roadway users.
- **Asset Management:** Resurfacing the highway improves the drivability life.



Vail Intermodal Site

Location

I-70

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

This project includes the design and construction of a new intermodal site in Vail. (No additional details available at this time.)

Project Cost

- \$15 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

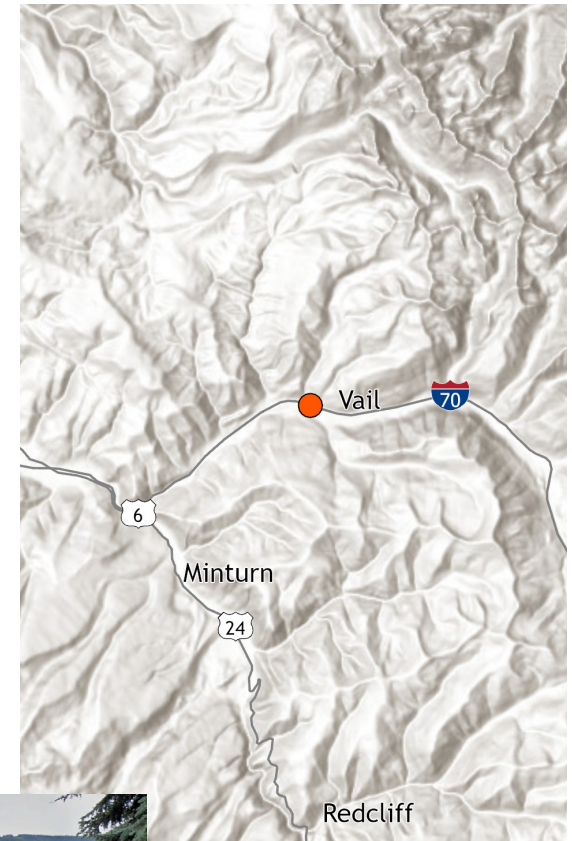
“What transit should look like moving forward, more mobility focused, more multimodal, more Uber/Lyft type applications, how to solve first mile/last mile.”

Urgent Need

- **Mobility:** Vail is a regional center for employment, services, and recreation. A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and minority residents, reside in Vail and may require additional mobility options.

Benefits If Funded

- **Mobility:** An intermodal facility provides additional mobility options for people who live, work, and visit the Region to access jobs, goods, recreational opportunities, and services, which often positively influences personal health and quality of life.
- **Economic Vitality:** Creating transportation hubs often encourages adjacent development of businesses, such as restaurants, coffee shops, and other services.



I-70 West: Dowd Canyon

Location

I-70 between Avon and West Vail

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

Description

Safety and capacity improvements on I-70 through Dowd Canyon.

Project Cost

- \$14 million in preconstruction
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

What We Heard

“Dowd Junction has a safety issue and no resilience since when it closes the detour route is on 2-lane mountainous roads.”

Urgent Need

- **Mobility:** This section of I-70 is a critical corridor for commuters, interstate travelers, and freight with approximately 42,000 vehicles per day, including nearly 3,300 trucks. With no redundancy to the transportation network, when incidents occur, the detour route for the 3-mile trip through the canyon becomes over 80 miles on a mountainous 2-lane road.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object, and there is a pattern of crashes involving wildlife.



Benefits If Funded

- **Mobility:** Capacity improvements enhance economic vitality and mobility by reducing travel delays and lengthy detours.
- **Safety:** Highway improvements increase traveler safety for all users, including trucks and heavy vehicles. A reduction of incidents will reduce the number of I-70 closures, leading to more consistent travel times.



New Essential Bus Service between Craig and Grand Junction (Proposed Outrider Service)



Location

SH 13, I-70

- Garfield, Mesa, Moffatt, and Rio Blanco counties
- Northwest Transportation Planning Region and Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

This project includes the purchase of two vehicles and operating costs to provide essential bus service between Craig and Grand Junction with one roundtrip per day, every day of the year.

Project Cost

- \$200,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

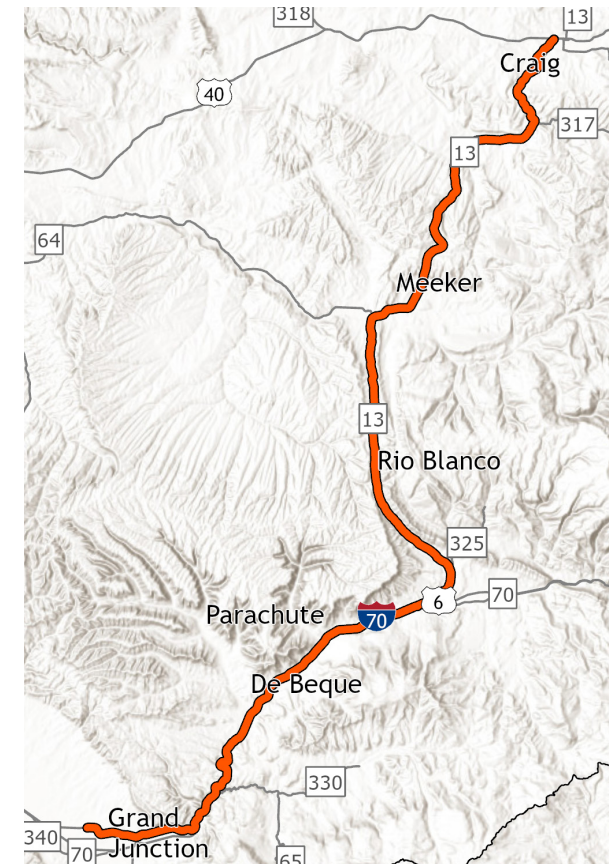
“What can we do to help express our need for transit along these routes? SH 131 Route. SH 40 Route. Big need is Craig to Grand Junction. Craig to I-70.”

Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people with disabilities and minority residents, reside in Craig and other rural parts of the Region and may require additional mobility options.

Benefits If Funded

- **Mobility:** New transit service provides additional mobility options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



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(October 2020)



COLORADO
Department of Transportation

I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street



Location

I-70 Business (Pitkin Avenue) in Grand Junction

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

Reconstruction of the First Street and Grand Avenue intersection will improve operations and safety, meet current geometric design standards, and improve pedestrian safety. Corridor improvements will be between First Street and 15th Street.

Project Cost

- \$18 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

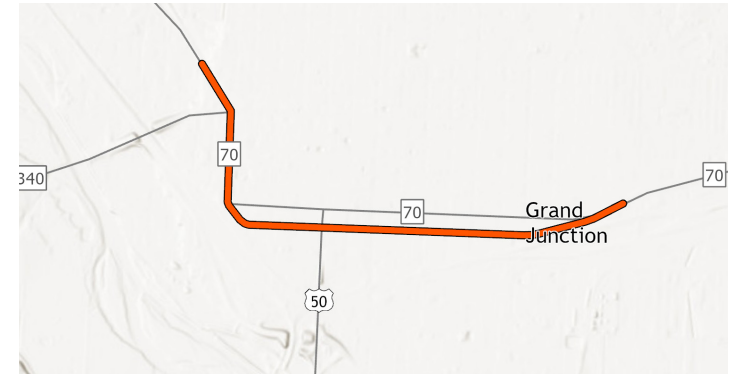
“This intersection is a real safety issue for ped and bikes to cross.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries nearly 13,500 vehicles per day, including over 700 trucks. Lack of connectivity for bicycles and pedestrians.
- **Safety:** I-70 Business (Pitkin Avenue) is a Main Street through Grand Junction and is active with cars, trucks, pedestrians, and bicyclists interacting along the highway, which can create stressful, unsafe conditions for travelers. Most frequent crash type is broadside.
- **Asset Management:** Low drivability life.

Benefits If Funded

- **Mobility:** Multimodal facilities enhance mobility and connectivity and encourage walking and biking, improving public health.
- **Safety:** Intersection and corridor improvements enhance safety for all users, including bicyclists and pedestrians.
- **Asset Management:** Roadway reconstruction improves drivability life. Sidewalk improvements ensure federal compliance of sidewalks along state highways.



For more information, visit codot.gov/programs/your-transportation-priorities

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COLORADO
Department of Transportation

I-70 Business Corridor Improvements between 32 Road and I-70 in Grand Junction



Location

I-70 Business between 32 Road and I-70 in Grand Junction

- Mesa County
- Grand Valley Metropolitan Transportation Organization
- CDOT Region 3

Description

Safety and mobility improvements throughout the corridor include intersections, shoulders, and other safety and mobility improvements.

Project Cost

- \$5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“The road is narrow, no shoulders, and heavy traffic.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries 18,200 vehicles per day, including nearly 900 trucks. Lack of connectivity for bicycles and pedestrians.
- **Safety:** Most frequent crash type is rear-end. A narrow highway with narrow and/or no shoulders creates unsafe travel conditions for all users.

Benefits If Funded

- **Mobility:** Improvements enhance economic vitality and mobility by reducing travel delays. Multimodal improvements increase mobility options for bicyclists and pedestrians.
- **Safety:** Intersection improvements and shoulder widening increase traveler safety. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway improves drivability life.



I-70 Business Corridor Improvements between Main Street and 32 Road



Location

I-70 Business between Main Street and 32 Road in Grand Junction

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

This project includes safety and mobility improvements throughout the corridor, including intersections, shoulders, and other safety and mobility improvements.

Project Cost

- \$14 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

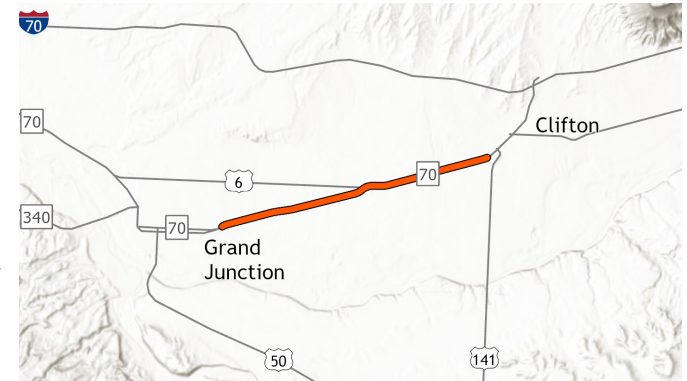
“We need shoulders and improvements for resiliency.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries over 17,000 vehicles per day, including over 700 trucks. Lack of connectivity for bicycles and pedestrians.
- **Safety:** Most frequent crash type is rear-end.

Benefits If Funded

- **Mobility:** Improvements enhance economic vitality and mobility by reducing travel delays. Multimodal improvements increase mobility options for bicyclists and pedestrians.
- **Safety:** Intersection improvements and shoulder widening increase traveler safety. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway and replacing aging traffic signals improve drivability life. Sidewalk improvements ensure federal compliance of sidewalks along state highways.



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(October 2020)



COLORADO
Department of Transportation

US 6 Corridor Improvements in Mesa County



Location

US 6 between Mack and Palisade

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

This project includes improvements on sections of US 6 in Fruita, Clifton, and Palisade. The Fruita section includes intersection improvements and widening to the west of 22 Road. The Clifton section includes safety and mobility improvements, along with access control and multimodal facilities. The Palisade section includes intersection improvements from Clifton to Palisade, including acceleration, deceleration and turn lanes.

Project Cost

- \$13 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Wide paved shoulders are needed to keep us all safe.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries over 17,000 vehicles per day, including over 700 trucks, but lacks connectivity for bicycles and pedestrians.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

Benefits If Funded

- **Mobility:** Improvements enhance economic vitality and mobility by reducing travel delays and increase mobility options for bicyclists and pedestrians.
- **Safety:** Intersection improvements and shoulder widening increase traveler safety. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery, and improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway, rehabilitating bridge(s), and replacing aging traffic signals improve drivability life. Making minor repairs to roads before they require major repairs is cost-effective. Sidewalk improvements ensure federal compliance of sidewalks along the state highways.



For more information, visit codot.gov/programs/your-transportation-priorities

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COLORADO
Department of Transportation

SH 340 Safety Improvements



Location

SH 340 west of Grand Junction (Redlands)

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

This project focuses on the safety and mobility of commuters, bicyclists, and pedestrians by widening the existing narrow corridor to provide consistent shoulders throughout and improve major intersections by adding acceleration, deceleration, and turn lanes.

Project Cost

- \$9 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“These intersections are a real safety issue for ped and bikes to cross. No shoulders or passing lanes make this road very dangerous as people choose to pass on solid double yellow.”

Urgent Need

- **Mobility:** This highly traveled corridor carries approximately 12,800 vehicles per day, including over 350 trucks. Lack of multimodal facilities limits connectivity for bicyclists and pedestrians.
- **Safety:** Most frequent crash type is rear-end. A narrow highway with narrow and/or no shoulders creates unsafe travel conditions for all users.

Benefits If Funded

- **Mobility:** Multimodal facilities at intersections enhance mobility and connectivity and encourage walking and biking, improving public health. Pedestrian facilities will also be improved for students walking to and from three schools located along this stretch of roadway.
- **Safety:** Intersection improvements increase safety, and improvements like shoulders enhance safety for bicyclists and pedestrians. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery and improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway and rehabilitating bridge(s) and culvert(s) improve the drivability life. Making minor repairs to roads (i.e., resurfacing them) before they require major repairs is more cost-effective.



For more information, visit codot.gov/programs/your-transportation-priorities

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COLORADO
Department of Transportation

SH 141 (32 Road) Safety and Capacity Improvements



Location

SH 141 between US 50 and I-70 Business in Grand Junction

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

This project includes additional lanes between D Road and B 1/2 Road for safety and congestion mitigation.

Project Cost

- \$15 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Add a lane for traffic traveling through. The current traffic can be ridiculous.”

Urgent Need

- **Mobility:** This Colorado Freight Corridor carries 13,000 vehicles per day, including over 800 trucks.
- **Safety:** Most frequent crash types are broadside and rear-end.

Benefits If Funded

- **Mobility:** Passing lanes enhance mobility by reducing travel delays caused by slower moving vehicles.
- **Safety:** Additional lanes increase traveler safety for all users, including trucks and heavy vehicles.
- **Asset Management:** Resurfacing the highway improves drivability life.



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COLORADO
Department of Transportation

Shoulder Improvements in Mesa County



Location

State highways in Mesa County

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

This project includes shoulder improvements on rural highways in Mesa County.

Project Cost

- \$1.5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“We need safety improvements in rural areas like the Western Slope. Specifically we need shoulders on our highways and passing lanes.”

Urgent Need

- **Mobility:** Narrow shoulders and the lack of multimodal facilities limit mobility for bicyclists and pedestrians.
- **Safety:** Shoulders are narrow or nonexistent on many rural highways in Mesa County.

Benefits If Funded

- **Mobility:** Wider shoulders increase mobility options for bicyclists and pedestrians and encourage walking and biking, improving public health.
- **Safety:** Shoulder widening improvements increase traveler safety for all users, as shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.



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COLORADO
Department of Transportation

Grand Valley Transit Bus Replacement



Location

Covers Mesa County

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

Bus replacement for Grand Valley Transit (GVT) to maintain fleet in a state of good repair.

Project Cost

- \$2 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“No widening of highways, more transit and electric buses!”

Urgent Need

- **Mobility:** For transit vehicles to operate in a state of good repair, they must be replaced prior to the end of their useful lives (which varies based on vehicle type). Timely vehicle replacement is an important element of the state’s Transit Asset Management Plan and goals.

Benefits If Funded

- **Mobility:** New buses maintain reliable transit service for people who live and work in the Region to access jobs, goods, and services. Vehicles operating in a state of good repair improve the customer experience and minimize service disruption.



For more information, visit codot.gov/programs/your-transportation-priorities

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COLORADO
Department of Transportation

Grand Valley Transit System Enhancements



Location

Grand Valley Transit serves all of Mesa County

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

Bus replacements for Grand Valley Transit (GVT) (no details provided).

Project Cost

- \$1.25 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“How do we better combine transit systems and transfers between systems...seamless connections.”

Urgent Need

- **Mobility:** Grand Valley Transit demand response ridership is up nearly 50 percent since 2014. A high percentage of historically underrepresented populations reside in Mesa County who may require additional mobility options.

Benefits If Funded

- **Mobility:** Transit technology improvements such as ITS enhance mobility options and transit service for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



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(October 2020)



COLORADO
Department of Transportation

Grand Valley Transit Maintenance Facility



Location

Mesa County

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

New maintenance facility; potential to partner with CDOT for Bustang maintenance.

Project Cost

- \$1.5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

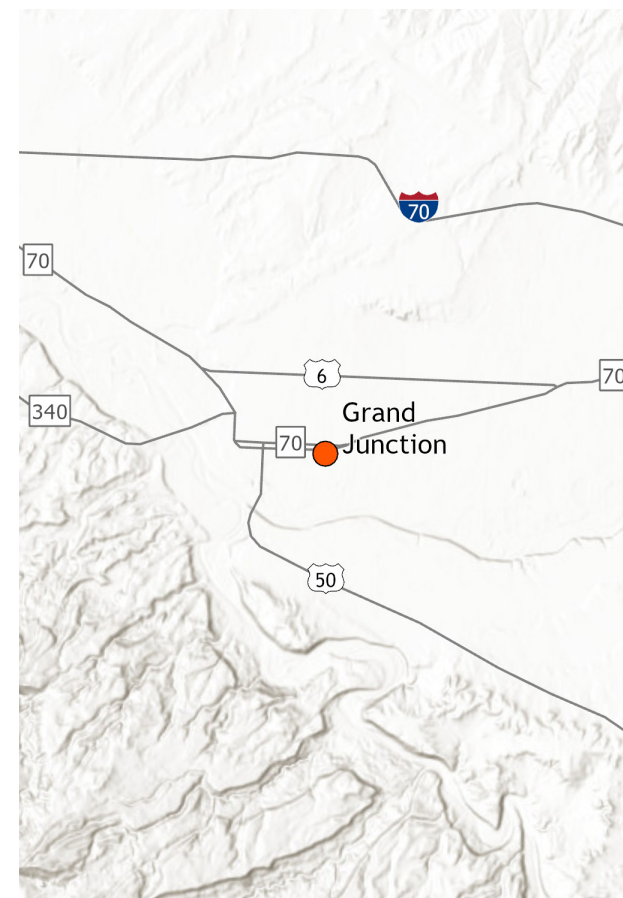
“Connect to Bustang and use existing freight lines for transportation.”

Urgent Need

- **Mobility:** Aging vehicles and infrastructure require maintenance facilities to keep vehicles in a state of good repair and extend their useful lives.

Benefits If Funded

- **Mobility:** A new maintenance facility allows Grand Valley Transit to keep vehicles well maintained. Well-maintained vehicles operating in a state of good repair improve the customer experience and minimize service disruption.



For more information, visit codot.gov/programs/your-transportation-priorities

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COLORADO
Department of Transportation

Grand Valley Transit Compressed Natural Gas Storage and Production Facility



Location

Mesa County

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

Description

Compressed natural gas (CNG) storage and production facility to support Grand Valley Transit operations.

Project Cost

- \$540,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

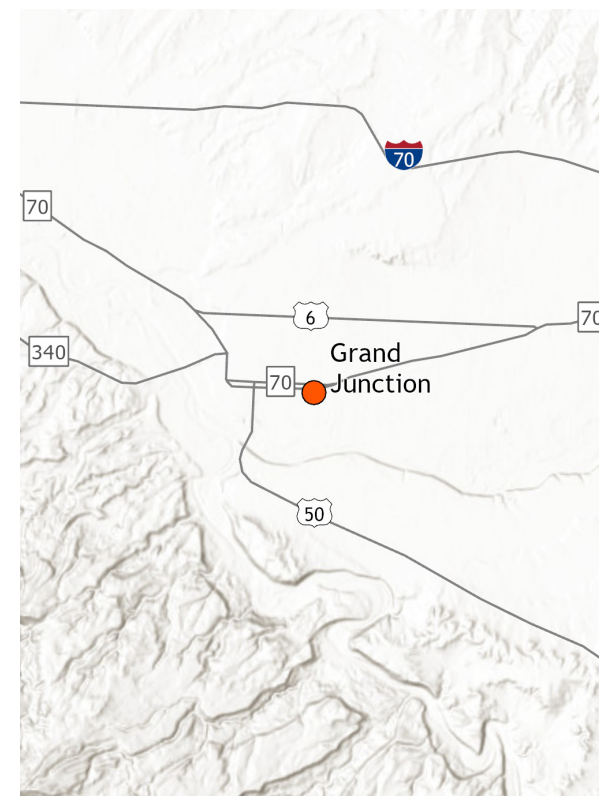
“Future technologies - automated vehicles, electric vehicles, fuel diversification - need to be considered.”

Urgent Need

- **Mobility:** Alternative fueling and storage options are needed to support future Grand Valley Transit services and to continue to provide high-quality transit to those who rely on public transportation to access jobs, goods, and services.

Benefits If Funded

- **Mobility:** Transitioning to alternative fuels minimizes environmental impact and potentially decreases operating costs to allow expanded service for the historically underrepresented populations who live in Mesa County.



For more information, visit codot.gov/programs/your-transportation-priorities

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COLORADO
Department of Transportation

Northwest Rural Road Resurfacing Projects

Location

- Select locations throughout Region 3 (refer to map)
- Delta, Grand, Gunnison, Jackson, Montrose, Rio Blanco, Routt, and Summit counties
- Gunnison Valley, Intermountain, and Northwest Transportation Planning Regions

Description

Resurfacing of approximately 127 miles of highway in Region 3.

Project Cost

- \$114.27 million total
- Projects range from \$1 million to \$8 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

What We Heard

“Widen road, widen shoulders, and repair pavement damaged by truck traffic.”

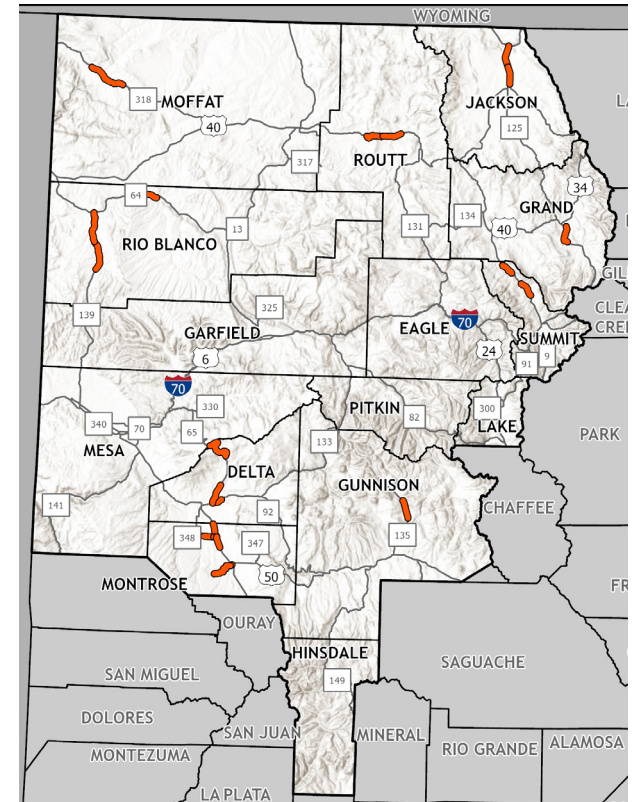
“The roads in and around Hotchkiss are degrading dangerously. Please help us keep our community safe by repaving the road.”

Urgent Need

Many corridors in Region 3 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. Resurfacing the highway improves the drivability life. Making minor repairs to roads (i.e., resurfacing) before they require major repairs is cost-effective. According to a study done by the Transportation Research Board, making major repairs to roadways costs four times more than resurfacing them.



See next page for a list of rural road resurfacing projects

Northwest Rural Road Resurfacing Projects (Continued)

Planning Project ID	TPR	County	Highway	Location
2645	GV	Delta	SH 65	SH 65 Between SH 92 and Orchard City
2648	GV	Gunnison	SH 135	SH 135 south of Crested Butte
2651	GV	Delta	SH 65	SH 65 Grand Mesa
2654	GV	Montrose	US 50	US 50 south of Delta
2657	GV	Montrose	US 50	US 50 south of Olathe
2658	GV	Delta	SH 92	SH 92 between SH 65 and Austin
2661	GV	Montrose	SH 90	SH 90 west of Montrose
2662	GV	Montrose	SH 90	SH 90 west of Montrose
2663	GV	Montrose	US 50	US 50 Olathe Business Loop
2664	GV	Montrose	SH 348	SH 348 between Olathe and US 50
2665	GV	Montrose	SH 348	SH 348 west of Olathe
2644	IM	Summit	SH 9	SH 9 south of Green Mountain Reservoir
2647	IM	Summit	SH 9	SH 9 Green Mountain Reservoir (Phase 1)
2650	IM	Summit	SH 9	SH 9 Green Mountain Reservoir (Phase 2)
2643	NW	Routt	US 40	US 40 east of Hayden (Phase 1)
2646	NW	Routt	US 40	US 40 east of Hayden (Phase 2)
2649	NW	Routt	SH 318	SH 318 west of Maybell
2652	NW	Rio Blanco	SH 139	SH 139 between the Garfield/Rio Blanco County Line and Douglas Creek
2653	NW	Grand	US 40	US 40 west of Tabernash
2655	NW	Rio Blanco	SH 139	SH 139 between Douglas Creek and Rangely
2656	NW	Jackson	SH 125	SH 125 north of Walden
2659	NW	Rio Blanco	SH 64	SH 64 east of Rangely
2660	NW	Jackson	SH 125	SH 125 south of Cowdrey to SH 127

TPR = Transportation Planning Region NW = Northwest IM = Intermountain GV = Gunnison Valley

(October 2020)

