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Statewide Transportation Plan Appendix E - Corridor Profiles

Final
December 2020



Corridor Profiles

What are the Corridor Profiles?

As part of Colorado’s Statewide Transportation Plan, Your Transportation Plan, extensive public engagement and data analysis helped to identify transportation needs across the state. The Corridor Profiles are a synthesis of the public feedback, stakeholder insight, and key data used to identify the transportation needs across the state. This synthesis culminated in the development of a comprehensive multimodal project list for each region to meet the corridor needs, as well as the 10-Year Vision. Each interstate, US highway, and state highway corridor in all 10 of CDOT’s rural Transportation Planning Regions (TPR) has a Corridor Profile.

Metropolitan Planning Organizations (MPO) like the Denver Regional Council of Governments, Grand Valley MPO, North Front Range MPO, Pikes Peak Area Council of Governments, and Pueblo Area Council of Governments create their own regional plans that become part of the Statewide Transportation Plan. These plans help metropolitan regions set their own transportation priorities and goals. The MPOs are responsible for providing a vision for their corridors whereas these Corridor Profiles are the culmination of the statewide planning process for the rural regions of Colorado. For more information about transportation planning in Colorado’s MPOs, visit the following websites:

- | | |
|--|--|
| Denver Regional Council of Governments | drcog.org |
| Grand Valley MPO | gv2045rtp.com |
| North Front Range MPO | nfrmpo.org/rtp |
| Pikes Peak Area Council of Governments | www.ppacg.org |
| Pueblo Area Council of Governments | pacog.net |

What’s Included?

Overview Page:

The overview page includes a map of the corridor, alongside details about the corridor, including the official name, descriptions, and a corridor vision. The map on the overview page shows the full extent of each corridor, which sometimes extends outside of the TPR boundary to a logical termini. State or federal designations are listed and may include:

- Colorado Freight Corridor
- High Demand Bicycle Corridor
- National Highway System
- Tier 1 Compressed Natural Gas, Electric Vehicle, and Hydrogen Corridor
- Scenic Byway

Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
State Highway 9: Fairplay to Breckenridge	This corridor serves as a multimodal local facility connecting to places outside the region and making north-south connections within the Upper Basin River Valley. The transportation system serves buses, bikes, and pedestrians within the corridor as well as destinations outside the corridor.	None	<ul style="list-style-type: none"> • 18 comments specifically about this corridor • Frustration with lack of maintenance • Desire for better pedestrian facilities • Desire for better bicycle facilities • Desire for transit improvements
Corridor Vision	The vision for the SH 9 corridor north of Breckenridge is primarily to improve safety, as well as to maintain system quality and to increase mobility.		

Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
US 24 A (I): Trout Creek Pass East to Lake George	The vision for the US 24 - Trout Creek Pass East to Lake George corridor is primarily to maintain system quality, as well as to improve safety and to increase mobility.	None	<ul style="list-style-type: none"> • 5 comments specifically about this corridor • Desire for paving lanes • Desire for transit options • Desired improvements for freight and truck movement
Corridor Vision	The vision for the US 24 corridor is primarily to improve safety, as well as to maintain system quality and to increase mobility.		

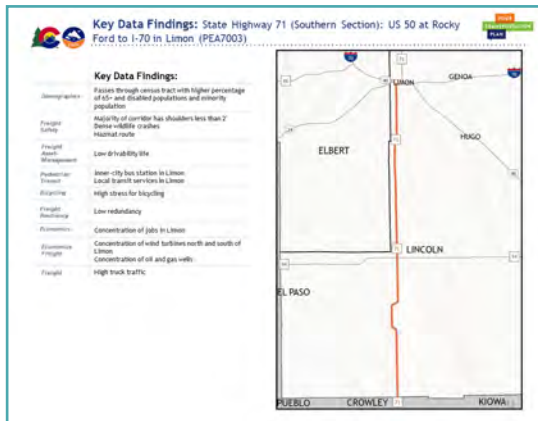
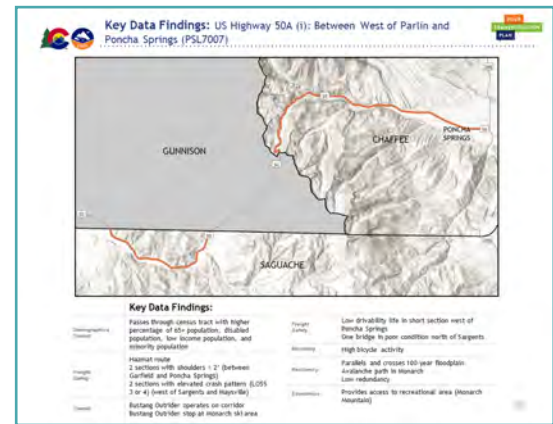
Additionally, a public input synthesis labeled **What We’ve Heard About the Corridor** summarizes the public input specific to the corridor garnered through the extensive public engagement undertaken for this Plan including:

- Over 9,000 surveys
- Over 17,000 online map comments
- Over 15,000 website pageviews
- Over 16,000 telephone town hall participants
- 1.2 million + views on social media
- Discussions with over 3,500 people at community events

Key Data Findings:

This page highlights the key findings of data analysis performed on each corridor. Data points include:

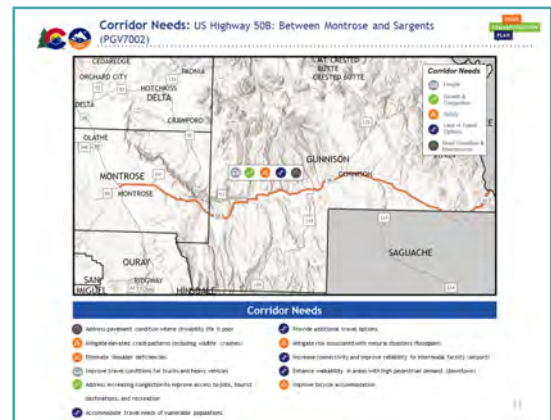
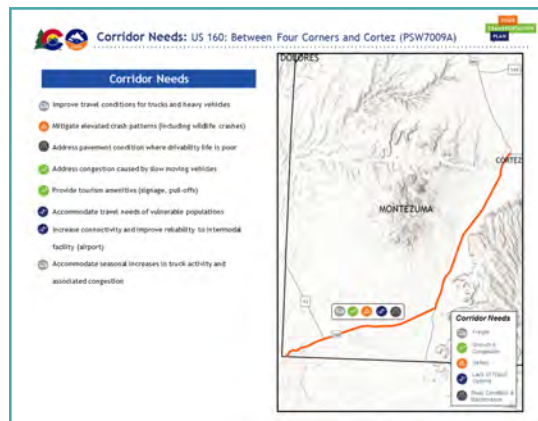
- Demographics
- Growth and congestion patterns
- Crash patterns
- Shoulder availability
- Drivability life
- Bicycle activity and safety
- Main Street designations
- Transit option



- Job concentrations
- Freight movement
- Recreational opportunities
- Airports
- Criticality
- Redundancy
- Natural disaster factors
- Hazardous materials (hazmat) route

Corridor Needs:

The key data findings and public input for each corridor were used to identify transportation-related needs for each corridor. This broad set of needs were then categorized into one of the following to help identify project solutions:



- Freight
- Growth & congestion
- Safety
- Lack of travel options
- Road condition & maintenance

Project List:

Corridor needs were addressed through project identification, gathering existing projects from CDOT Plans and project lists, and identifying new projects when necessary. This created a comprehensive multimodal project list for each corridor displayed on these Project List pages. To help visualize the project benefits and

their relationship to statewide needs, each project was categorized based on primary project type (Table 1), additional project benefits (Table 2), and statewide plan goal areas (Table 3) represented as icons on the Corridor Profiles and the 10 Regional Transportation Plans (RTP).

The primary project type and additional project benefits were identified uniformly across projects and TPRs. More details on this identification method are provided in the tables below.

Name	Title/Address	Project ID	Primary Project Type	Additional Project Benefits	SWP Goal Area	Project Cost (\$ millions)
Steamboat Springs Transportation Center Build (Phase II)	Improve pedestrian connections, transit/curb access and improve safety in the DTC	3250	Transit	Accessibility, Safety, Capacity	Transit	\$13.70
Steamboat Springs Transit Facility Improvements	Rebuild existing transit facilities to increase storage, improve efficiency and add housing	3251	Transit	Accessibility, Safety, Capacity	Transit	\$4.40
Hayden Park on Ride	Expand regional transportation hub and park-in-Ride facility that is located on Hayden	3252	Transit	Accessibility, Safety, Capacity	Transit	\$5.40
New Local Transit Service in Craig	Choose and implement transit system that serves the City of Craig	3253	Transit	Accessibility, Safety, Capacity	Transit	\$6.13
Steamboat Springs Transit Planning Study: Develop BRT Routes to Remove Traffic and Service Remote Parking Lots	Develop focused transit routes to incorporate remote parking lots with high traffic use	3254	Transit	Accessibility, Safety, Capacity	Transit	\$0.25
Arapahoe Steamboat Springs Transit Service	Expand Steamboat Springs into western Steamboat Springs	3255	Transit	Accessibility, Safety, Capacity	Transit	\$1.40
Essential Bus Service between Craig and Steam Springs (Proposed Outside Service)	Customer for service from Craig to Steam Springs. Assumes one roundtrip per day 8/5 days/week, purchase of 2 vehicles. Cost based on \$4.20 per mile.	3256	Transit	Accessibility, Safety, Capacity	Transit	\$3.18
US 40 East of Kremling Shoulder Improv.	Reconstruction and additional paved shoulder widening and passing lanes East of Kremling.	3257	Safety	Accessibility, Safety, Capacity	Capacity	\$20.30
US 40 West of Kremling Shoulder Improv.	Reconstruction and additional paved shoulder widening and passing lanes West of Kremling.	3258	Safety	Accessibility, Safety, Capacity	Capacity	\$21.00




Table 1: Primary Project Type

For most projects, one primary project type was selected. In some cases, two were needed to adequately represent the project (e.g., Bicycle and Pedestrian for streetscape improvements or Safety and Operations for intersection improvements).

Icon	Type	Description
	Pedestrian	Trail projects, Main Street projects with a primary focus on improving pedestrian infrastructure including sidewalks, crosswalks, ADA ramps
	Bicycle	Trail projects, bike lane projects, shoulder projects (only if this is a primary reason for the shoulders - otherwise bicycle as additional benefit)
	Safety	Shoulder projects, wildlife crossing projects, pull-offs, intersection or interchange projects that specify safety improvements
	Operations	Intersection projects, interchange projects, ITS projects
	Capacity	Major widening projects, passing lane projects
	Transit	Any type of transit project - including capital, operating, or planning
	Asset Management	Reconstruction projects, resurfacing projects, bridge or culvert reconstruction
	Freight	Chain up stations, rest areas, specific freight-related projects

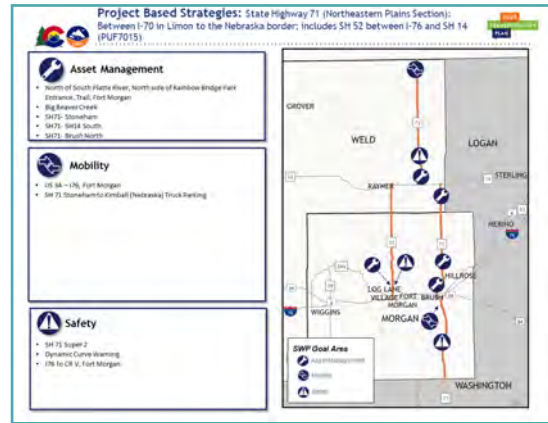
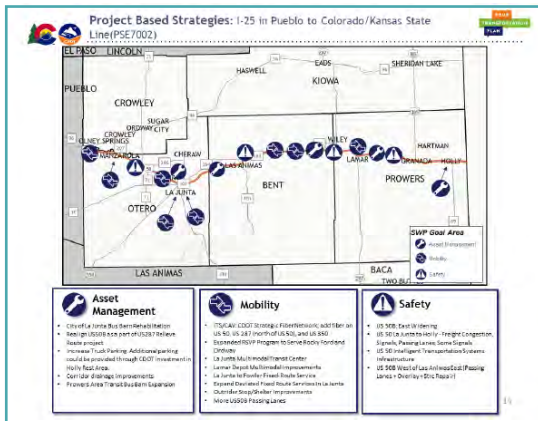
Table 2: Additional Project Benefits

The additional project benefits describe the secondary benefits of the project. The benefits are generally different categories from the project type; however, there are a few exceptions. Bicycle and/or Pedestrian may be selected as a project benefit if the primary project type is something else - but the project includes bicycle and/or pedestrian improvements. Similarly, Asset Management may be selected as a project benefit if asset management treatments are being bundled with a capital project.

Icon	Type	Description
	Economic Vitality	Project is located on a Colorado Freight Corridor; Main Street improvements to enhance downtown economic vitality
	Public Health	Project Type is Bike or Pedestrian; Transit service; If secondary bicycle benefit and High Demand Bicycle Corridor
	Tourism	Project would improve access to a tourist destination such as a National Park or State Park or is an improvement on scenic byways that impacts visitors
	Mobility Options	Project would expand biking, walking, or transit options
	Resilience	Project includes a specific component to address resiliency, (e.g., drainage improvements, rockfall mitigation, flooding, etc.)
	Environmental	Project includes a component that specifically enhances environmental resources (e.g., wildlife underpass, electric buses)
	Quality of Life	Project gives people the opportunity to access jobs, medical services, social activities, grocery stores, etc. (typically transit service projects)
	Bicycle	Project includes bicycle improvements or would make bicycling safer/easier (e.g., shoulder widening); only included if NOT the primary project type
	Pedestrian	Project includes pedestrian improvements; only included if NOT the primary project type
	Freight	Project would provide specific benefits for freight travel (Used only if not a primary freight project and if it's a Colorado Freight Corridor) (e.g., interchange improvement with larger turning radius; bridge replacement that would allow heavier loads to use)
	Transit	Project is not transit-focused but could benefit transit (e.g., capacity/operations improvements on a state highway with fixed-route transit service, ADA sidewalk improvements proximate to transit stop)
	Asset Management	Project includes an asset management component; bus maintenance or vehicle storage facility
	Aviation	Project would improve access to a commercial airport
	Safety	Project would include pull-offs, passing lanes, if an asset replacement (e.g., bridge) likely also a safety benefit

Project Based Strategies:

Your Transportation Plan uses three goal areas to address the transportation needs of the state; namely, Mobility, Safety, and Asset Management, identified as icons on the Project List pages. Many projects provide benefits of more than one goal area and may have had multiple goal areas identified. For the Project Based Strategies page, projects were placed into the



goal area that best aligned with the project type. Projects were then mapped using the goal area icons, by location, to visualize the projects along each corridor. More information on the goal areas can be found in Your Transportation Plan.

The SWP goal areas were identified uniformly across projects and TPRs. More details on this identification method are provided in Table 3.

Table 3: SWP Goal Areas

SWP goal areas that are addressed with the project.

Icon	Type	Description
	Safety	Safety
	Mobility	Bike, Ped, Transit, Operations, Capacity projects, or an Intelligent Transportation Systems (ITS) project
	Asset Management	Any component of asset management, including transit asset management (e.g., fleet replacement), or geohazard (rockfall, avalanche mitigation)

Connection to the 10-Year Vision

The 10-Year Vision reflects the highest priorities of the state and Regions. The 10-Year Vision’s purpose is to create an implementation plan that best uses reasonably expected current and future funding to meet the needs identified by the state and the Regions. CDOT used what they heard from Coloradans and the Corridor Profiles’ needs analysis, alongside the Priority Projects list from each TPR, to create five strategic focus categories for projects that align with the statewide needs for the 10-Year Vision:

- Improving Our Interstates
- Relieving Traffic
- Improving Rural Access Statewide
- Fixing Rural Roads
- Improving the Condition of our Roadway System

More details on project categories and how they align to corridor and regional needs can be found in Your Transportation Plan and in the 10-Year Vision (Appendix A).

Table of Contents

Central Front Range Transportation Planning Region	CFR 1
Eastern Transportation Planning Region	EA 1
Gunnison Valley Transportation Planning Region	GV 1
Intermountain Transportation Planning Region	IM 1
Northwest Transportation Planning Region	NW 1
South Central Transportation Planning Region	SC 1
Southeast Transportation Planning Region	SE 1
San Luis Valley Transportation Planning Region	SLV 1
Southeast Transportation Planning Region	SW 1
Upper Front Range Transportation Planning Region	UFR 1

List of Acronyms

ADA	Americans with Disabilities Act
CFR	Central Front Range
CNG	Compressed Natural Gas
CR	County Road
DOLA`	Department of Local Affairs
DRCOG	Denver Regional Council of Governments
EA	Eastern
EV	Electric Vehicle
GV	Gunnison Valley
GVMPO	Grand Valley Metropolitan Planning Organization
HDBC	High Demand Bicycle Corridor
IM	Intermountain
ITS	Intelligent Transportation Systems
LCR	Larimer County Road
LOSS	Level of Safety Service
MP	Mile Post
MPO	Metropolitan Planning Organization
NECALG	Northeastern Colorado Association of Local Governments
NFRMPO	North Front Range Metropolitan Planning Organization
NW	Northwest
PACOG	Pueblo Area Council of Governments
PPACG	Pikes Peak Area Council of Governments
RTP	Regional Transportation Plan
SCCOG	South Central Council of Governments
SC	South Central
SE	Southeast
SL	San Luis Valley
SW	Southwest
SWP	Statewide Plan
SH	State highway
TPR	Transportation Planning Region
UFR	Upper Front Range
WCR	Weld County Road



Central Front Range TPR Corridor Profiles - Final

CDOT Region 2

Counties:

Custer, El Paso, Fremont, Park, Teller

Non-Corridor Specific Needs

- Provide additional travel options
- Accommodate travel needs of vulnerable populations

* Corridor needs are listed in order of importance based on TPR and public feedback

What We've Heard about the Central Front Range

- 759 public and stakeholder comments specifically about the Central Front Range
- 558 surveys completed by residents with a zip code in the CFR TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" public survey respondents in the CFR TPR, combined with stakeholder input selected: Road Condition and Safety, Lack of Travel Options, and Growth and Congestion
- The highest frequency topics for location-specific comments in the Central Front Range (in order of frequency) included: Safety, Congestion, Road Condition, Roadway Capacity, Passing Lanes, Travel Time Reliability, Trucking/Freight, Bus Service/Transit, Bike Lanes

/// The vision for the Central Front Range TPR RTP is that the transportation system will accommodate the region's rapidly growing multimodal transportation needs through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the transportation system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the environmental conditions that make this a great place to live, work, and visit. The transportation system supports economic development by providing mobility for people and goods, as well as multimodal access to services. ///



Key Data Findings:

Demographics	2015 Population: 89,542 2045 Forecasted Population: 114,583
Economics	2015 Jobs: 34,068 2045 Forecasted Jobs: 56,304
Economics	Top Industries: mineral extraction, agriculture, tourism, outdoor recreation

Growth	2015 Vehicle Miles of Travel (VMT): 2.4 Million 2045 Vehicle Miles of Travel (VMT): 3.3 Million
Asset Management	73 Miles of highway with high drivability life 297 Miles of highway with moderate drivability life 117 Miles of highway with low drivability life



State Highway 9A: US 50 North to US 24 (Hartsel) (PCF7001)

Corridor Name

State Highway 9A: US 50 North to US 24

Corridor Vision

The Vision for the SH 9 - US 50 north to US 24 (Hartsel) corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor serves as a regional facility providing both local access and connectivity of US 50 to the South Park area. The corridor serves as a detour during closures of US 50 and provides mobility for freight and commuter traffic.

Corridor Designations

- None

What we heard about the Corridor

- 5 comments specifically about this corridor
- Desire for bicycle/pedestrian improvements
- Desire for safety improvements
- Concerns about natural disasters

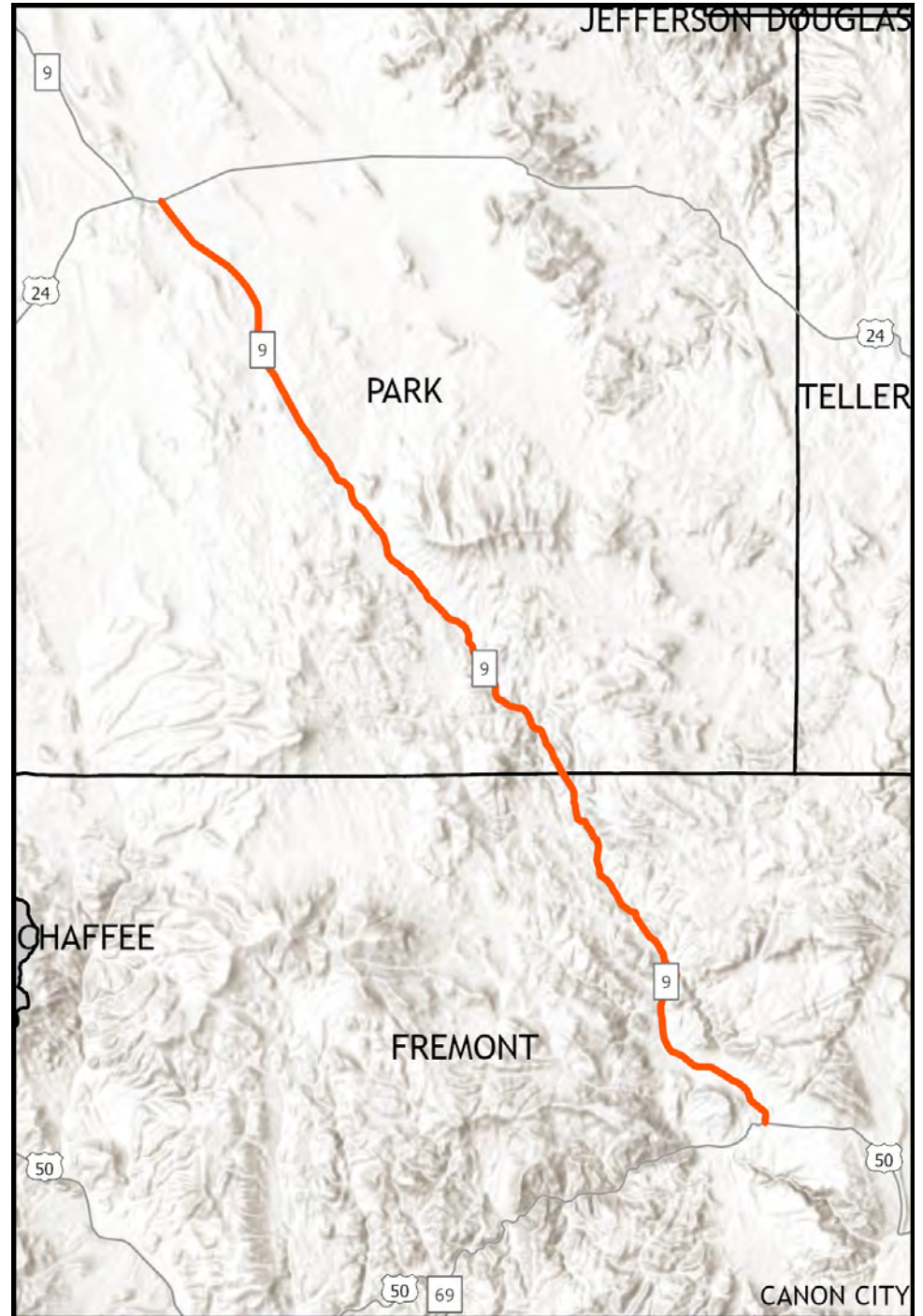




Key Data Findings: State Highway 9A: US 50 North to US 24 (Hartsel) (PCF7001)

Key Data Findings:

Demographics Transit	Passes through census tract with high percentage of 65+ & disabled populations
Freight Safety	Majority of corridor has shoulders <2' Dense wildlife collisions Two segments with elevated crash patterns (LOSS 3 or 4)
Freight Asset Management	One bridge in poor condition
Bicycling	High stress for bicycling
Resiliency	Parallels 100-year floodplain
Freight Economics	High percentage of truck traffic Provides access to recreational area



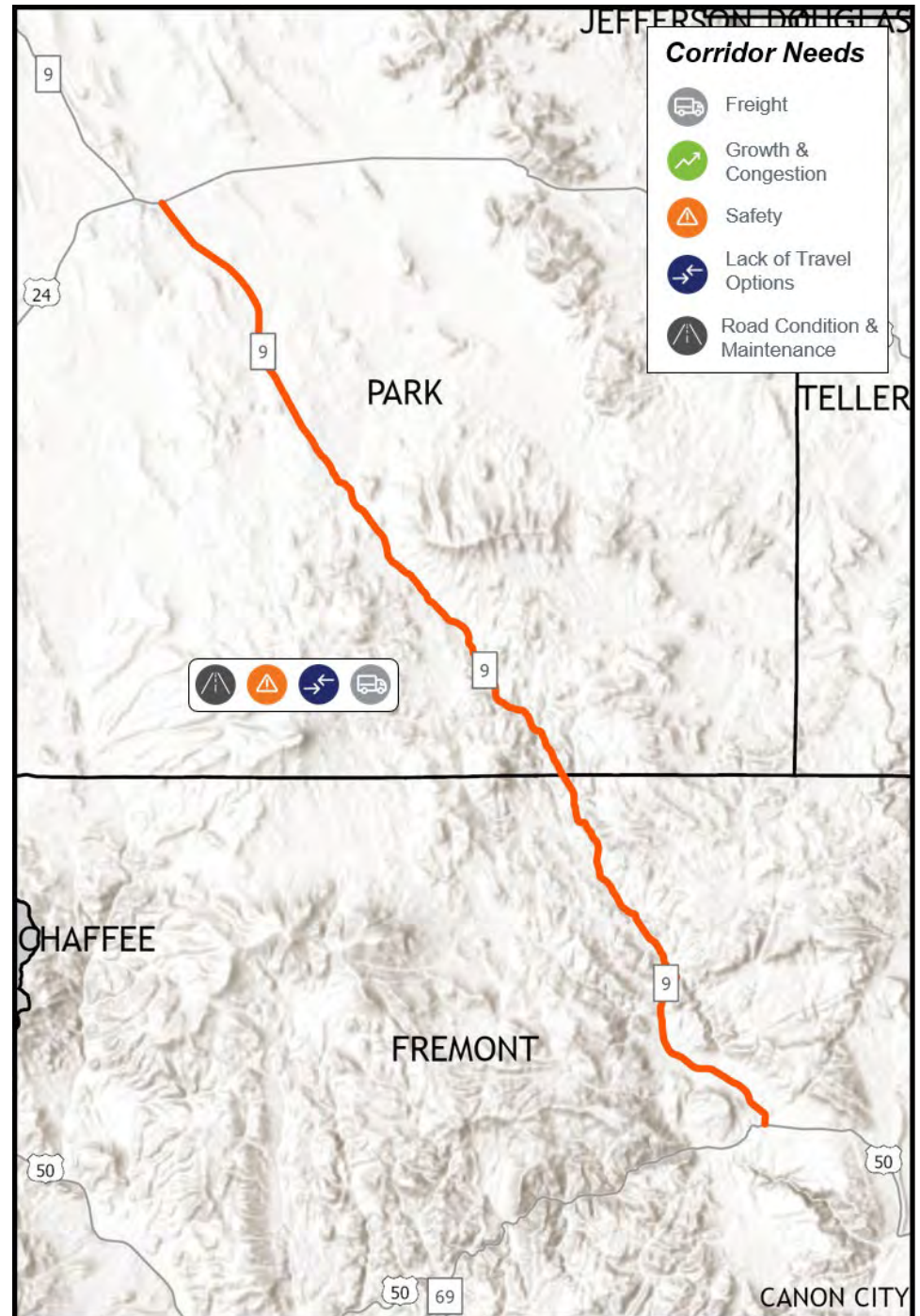


Corridor Needs: State Highway 9A: US 50 North to US 24 (Hartse) (PCF7001)



Corridor Needs

- ⚠️ Eliminate shoulder deficiencies
- ⚠️ Mitigate elevated crash patterns (including wildlife crashes)
- ⚠️ Address bridge in poor condition
- 🚛 Improve travel conditions for trucks and heavy vehicles
- ⚠️ Mitigate risk associated with natural disasters
- ↔️ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 9A: US 50 North to US 24 (Hartsel) (PCF7001)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 9 Shoulder Widening	Widen SH 9 along selected location, estimated ~ 25% of corridor (Along SH 9 MP 0 to 47)	1634				\$24.00
SH 9 Safety Study	Most frequent crash types: Wild Animal, Fixed Objects, Overturning	2396				\$0.08

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 9A: US 50 North to US 24 (Hartsel) (PCF7001)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



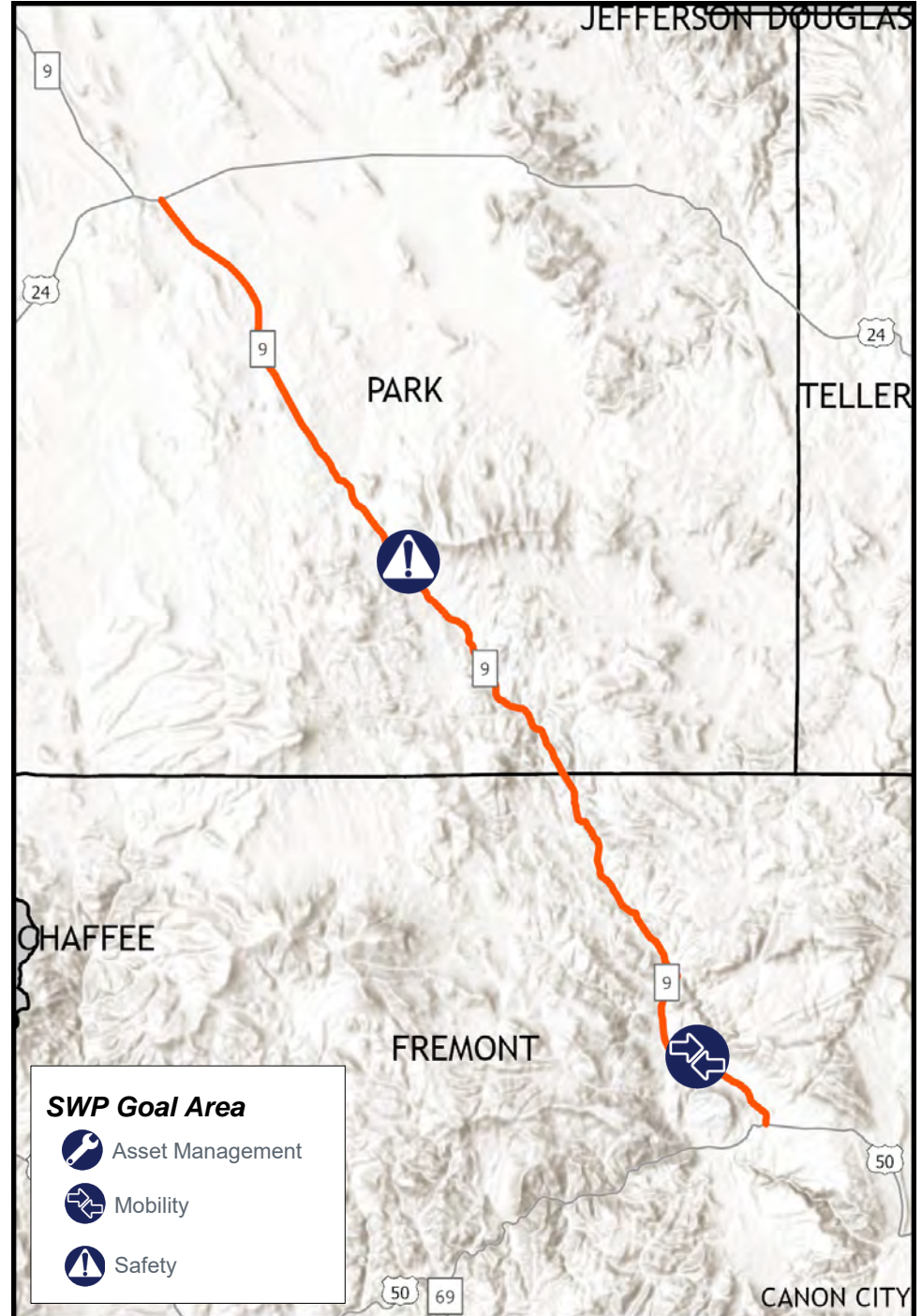
Mobility

- SH 9 Shoulder Widening



Safety

- SH 9 Safety Study





State Highway 9B: US 24 (Hartsel) North to Breckenridge (PCF7002)

Corridor Name

State Highway 9B: US 24 (Hartsel) North to Breckenridge

Corridor Vision

The Vision for the SH 9 - US 24 (Hartsel) north to Breckenridge corridor is primarily to improve safety as well as maintain system quality.

Corridor Description

This corridor serves as a north-south connection to areas outside of the region via Hoosier Pass. The corridor provides an important linkage to communities and towns along the corridor while also providing a direct connection to Summit County and I-70. SH 9 often serves as a reliever route due to congestion and/or weather conditions on I-70. The corridor is important to commuters and tourists as it provides access to jobs and recreation in the region.

Corridor Designations

- High Demand Bicycle Corridor (R2-1)
- Section of Scenic Byway (Golden Belt Tour)

What we heard about the Corridor

- 18 comments specifically about this corridor
- Desire for passing lanes
- Desire for safety improvements (particularly at US 285 and SH 9)
- Desire for pedestrian improvements

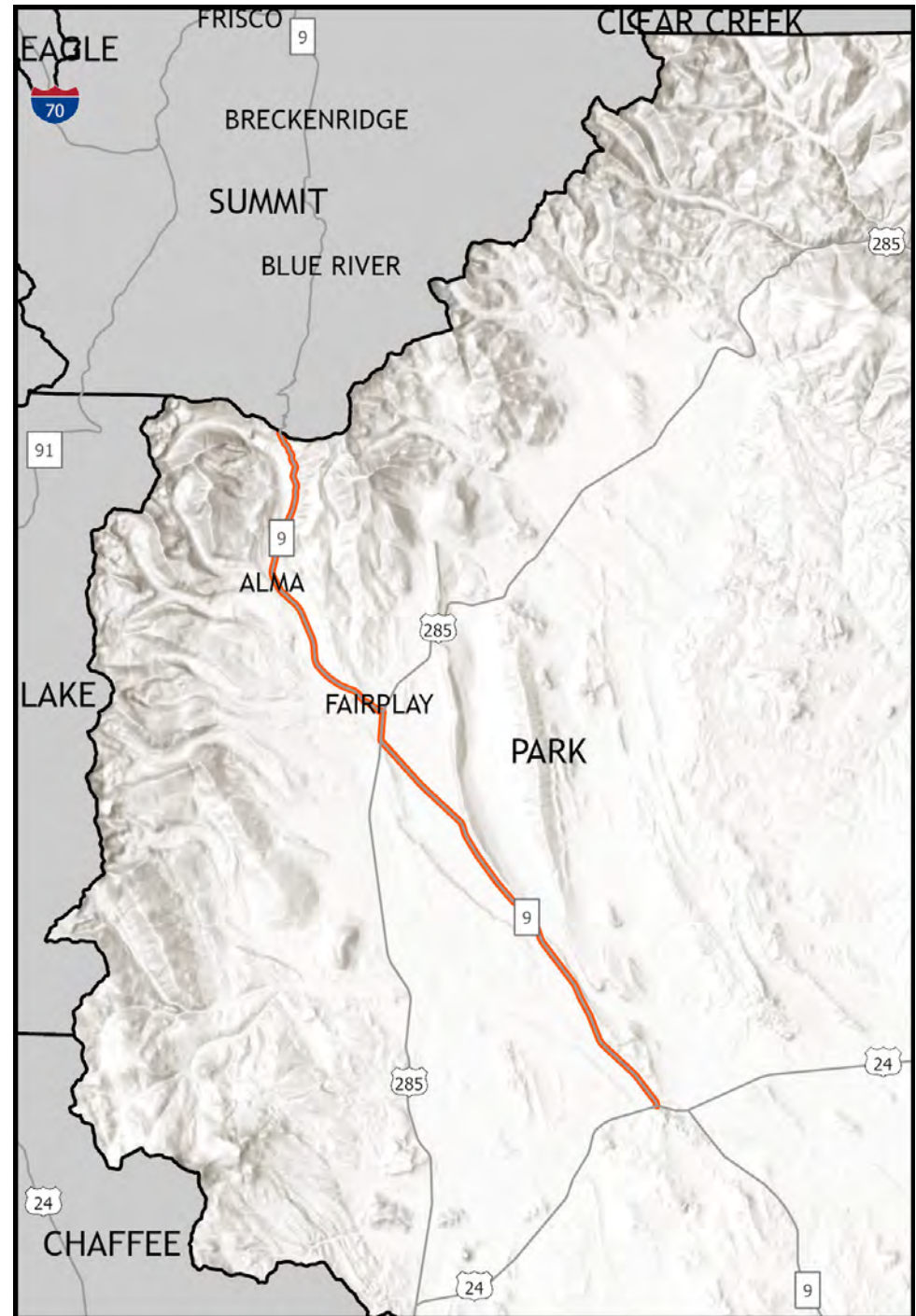




Key Data Findings: State Highway 9B: US 24 (Hartsel) North to Breckenridge (PCF7002)

Key Data Findings:








<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+ & low-income populations
<i>Safety</i>	Shoulders <2' between Fairplay & Alma Dense wildlife collisions Four segments with elevated crash patterns (LOSS 3 or 4)
<i>Resiliency</i>	Medium bike activity on SH 9 Two locations with bicycle crashes
<i>Bicycling</i>	Crosses and parallels 100-year flood plain
<i>Economics</i>	Concentration of hard rock mining locations Concentration of jobs in Fairplay

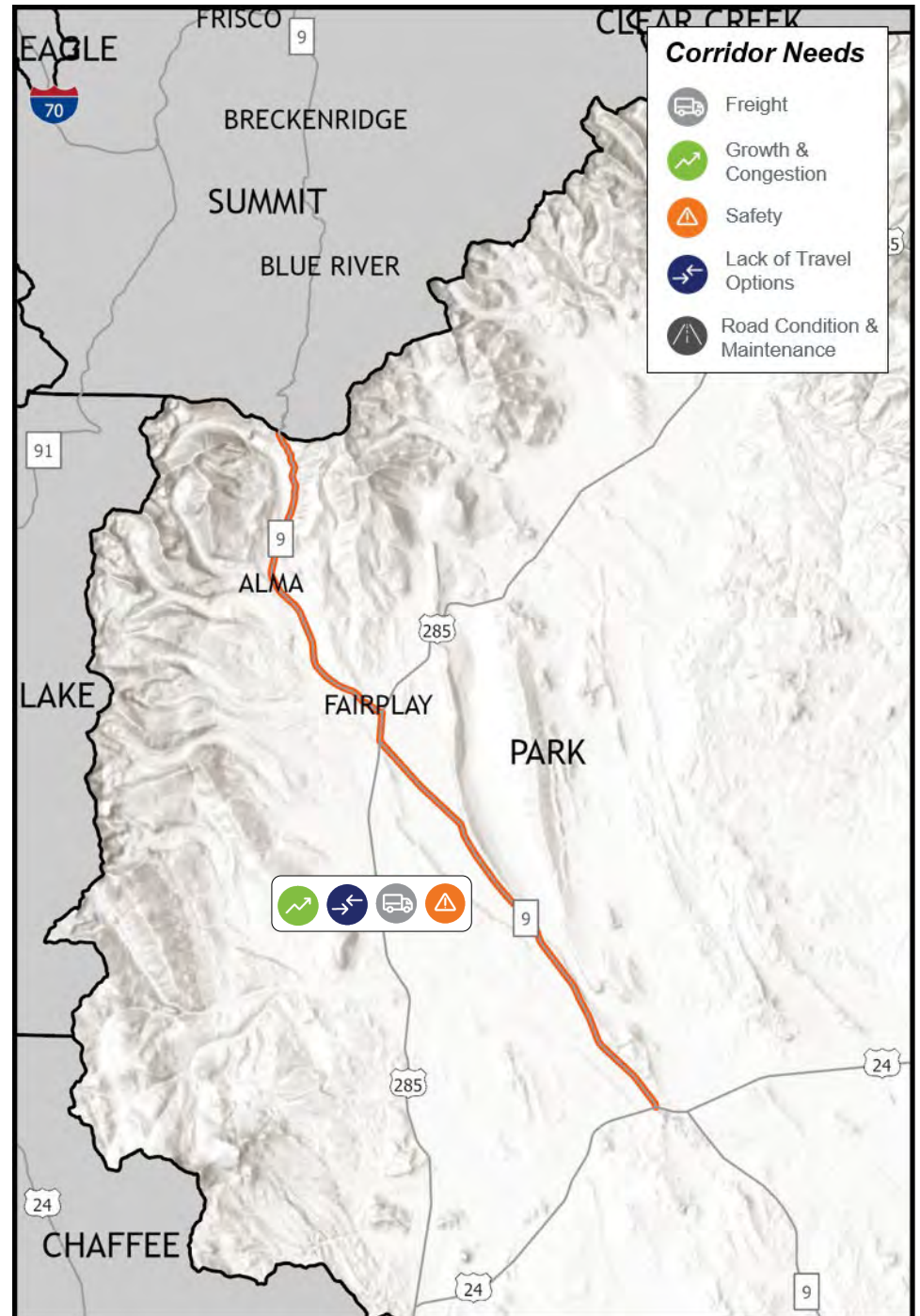




Corridor Needs: State Highway 9B: US 24 (Hartsel) North to Breckenridge (PCF7002)

Corridor Needs

-  Eliminate unsafe passing conditions
-  Mitigate elevated crash patterns (including wildlife crashes)
-  Improve bicycle accommodation
-  Enhance walkability in areas with high pedestrian demand (downtown areas)
-  Accommodate travel needs of vulnerable populations
-  Improve travel conditions for trucks and heavy vehicles
-  Address increasing congestion to provide access to jobs and recreation





Corridor Projects: State Highway 9B: US 24 (Hartsel) North to Breckenridge (PCF7002)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Inter-regional Transit Service between Summit County and Colorado Springs	Inter-regional Transit Service From Summit County to Fairplay to Hartsel to Colorado Springs, 5 days per week, 4 trips per day	1001				\$0.70
SH 9: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fairplay and Breckenridge	1002				\$19.00
SH 9 Chain Up Station South of Hoosier Pass	Chain up station for CMV's heading north over Hoosier Pass	1066				\$4.50
Hoosier Pass Northbound Climb Lane (MP 72.5-76.5)	Hoosier Pass Northbound Climb Lane (MP 72.5-76.5)	1636				\$9.00
SH 9 Shoulder Widening	Widen shoulders for safety and accommodate bikes, estimated ~25% of corridor (MP 47 to 64) and Breckenridge to Alma (MP 71-86), including other safety improvements	1637				\$28.00
US 285/CO 9 Intersection Improvement with Bridge Widening	Upgrades the intersection with dual left turn lanes, protected pedestrian crossings, and new sidewalks. This project also includes a bridge widening and replacement along US 285.	8				\$15.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 9B: US 24 (Hartsel) North to Breckenridge (PCF7002)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



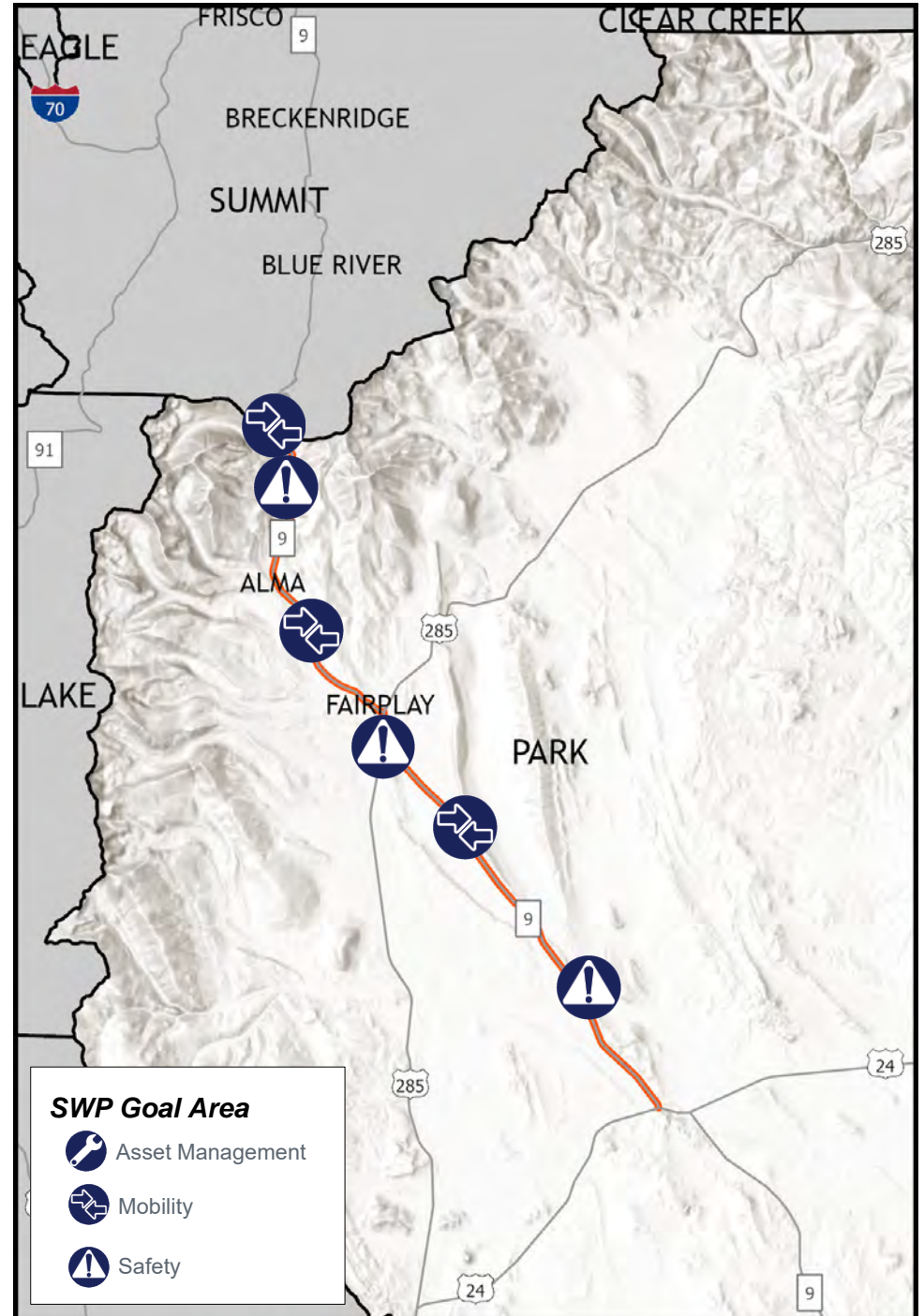
Mobility

- New Inter-regional Transit Service between Summit County and Colorado Springs
- SH 9: Intelligent Transportation Systems Infrastructure
- Hoosier Pass Northbound Climb Lane (MP 72.5-76.5)



Safety

- SH 9 Chain Up Station South of Hoosier Pass
- SH 9 Shoulder Widening
- US 285/CO 9 Intersection Improvement with Bridge Widening





US 24 A (i): Trout Creek Pass East to Lake George (PCF7003)

Corridor Name

US 24 A (i): Trout Creek Pass East to Lake George

Corridor Vision

The Vision for the US 24 - Trout Creek Pass east to Lake George corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

This corridor provides an important east-west connection between the Upper Arkansas River and South Park areas. Currently, the corridor has two distinct sets of operating characteristics:

- The western portion, Trout Creek Pass, has significant periodic congestion as well as on-going safety concerns on the winding, steep road.
- The South Park and Wilkerson Pass area currently shows little congestion, but will benefit from the construction of non-capacity improvements.

Additionally, the corridor serves as an alternative route from the Front Range to recreation in the central mountain area and serves as a reliever route for I-70 due to congestion and weather related closures.

Corridor Designations

- None

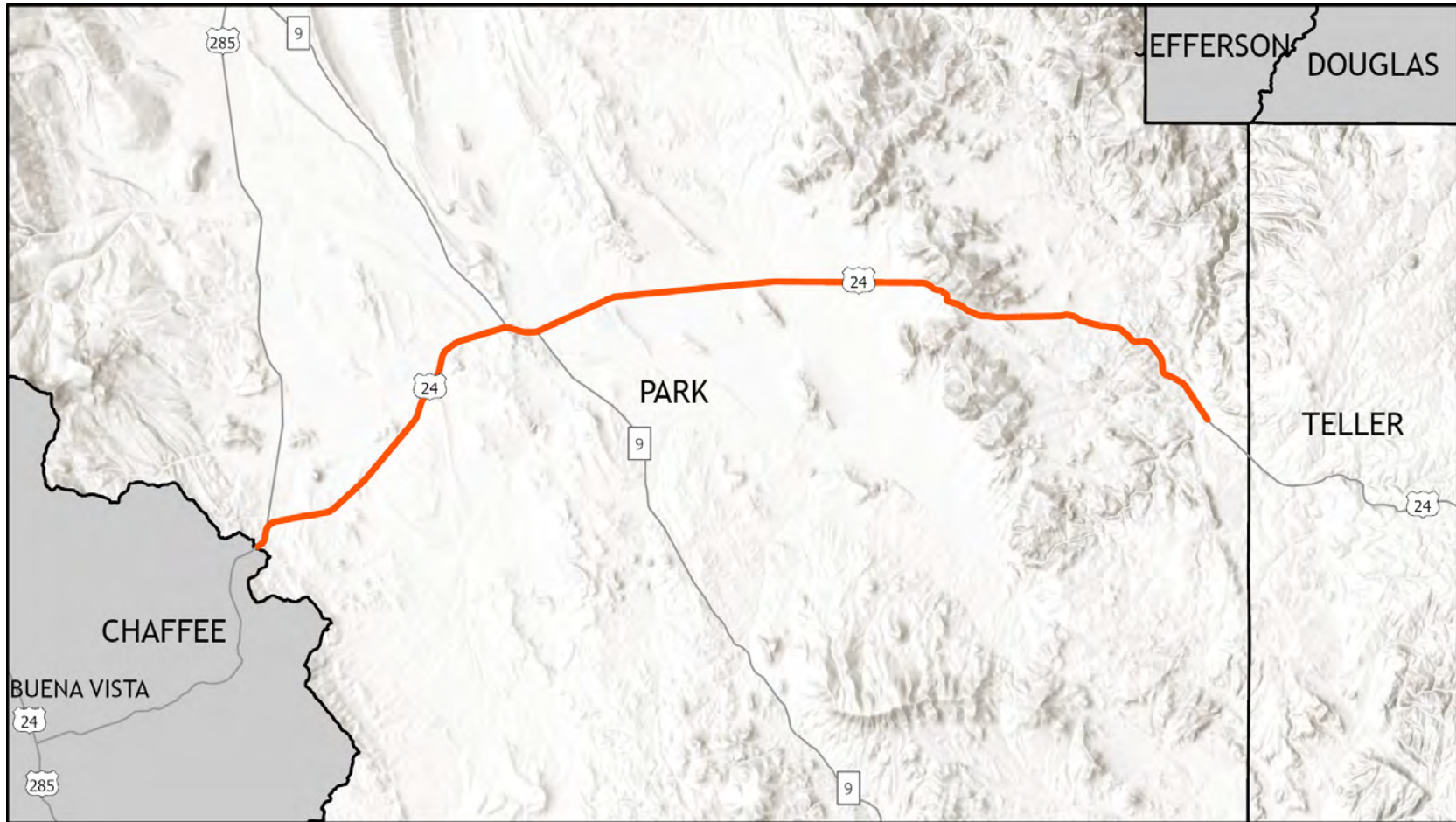
What we heard about the Corridor

- 5 comments specifically about this corridor
- Desire for passing lanes
- Desire for transit options
- Desired improvements for freight and truck movement





Key Data Findings: US 24 A (i): Trout Creek Pass East to Lake George (PCF7003)



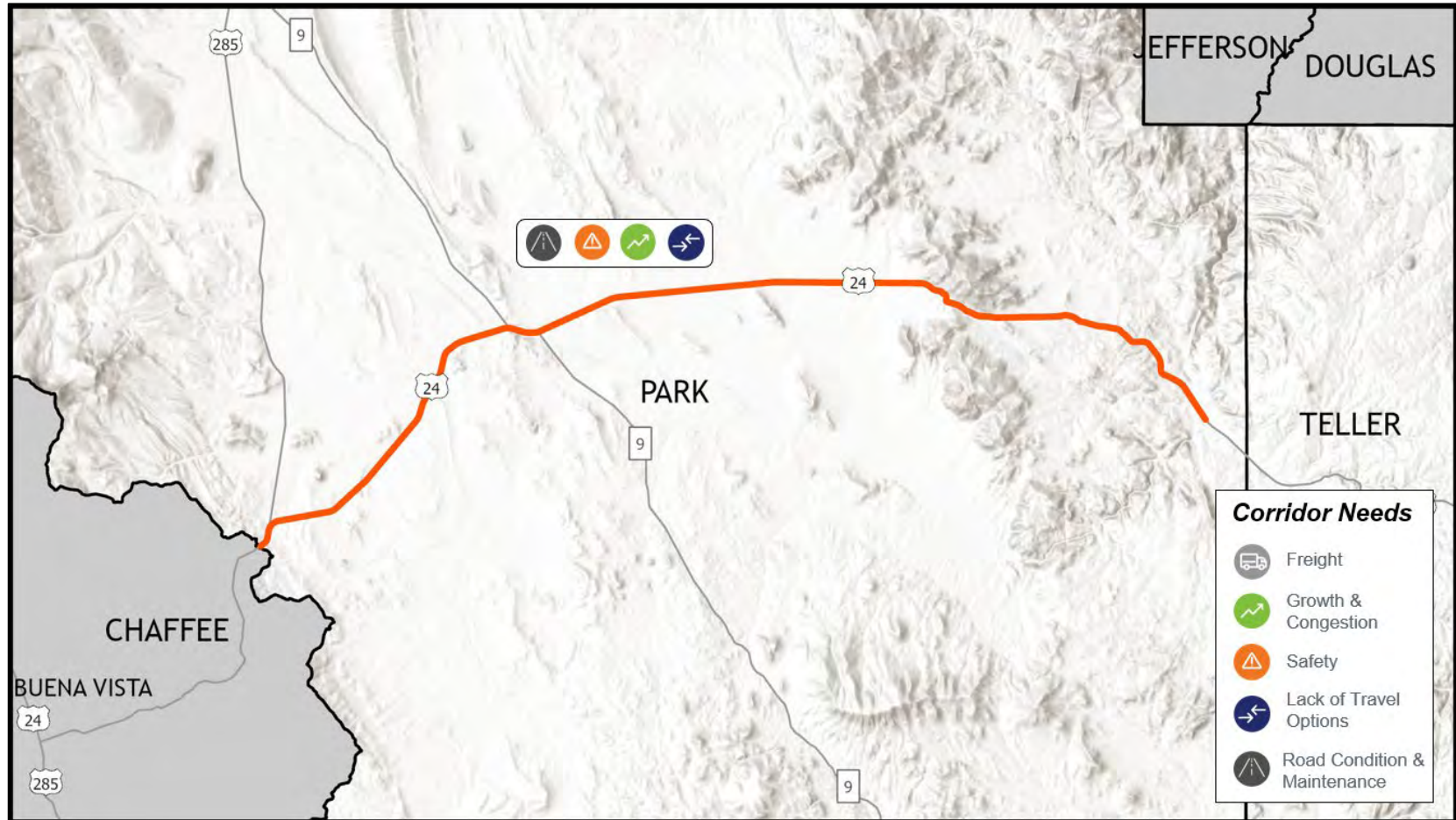
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+, low-income & disabled populations
<i>Safety</i>	Two segments with elevated crash patterns (LOSS 3 or 4) Two segments with shoulders <2' Hazmat route
<i>Asset Management</i>	Low drivability life (one segment) Two bridges in poor condition

<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Crosses 100-year flood plain
<i>Economics</i>	Provides access to recreational area



Corridor Needs: US 24 A (i): Trout Creek Pass East to Lake George (PCF7003)



Corridor Needs

- Eliminate shoulder deficiencies
- Accommodate seasonal increases in tourism activity and associated congestion
- Address pavement condition where drivability life is poor
- Eliminate unsafe passing conditions
- Accommodate travel needs of vulnerable populations



Corridor Projects: US 24 A (i): Trout Creek Pass East to Lake George (PCF7003)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Inter-regional Transit Service between Summit County and Colorado Springs	Inter-regional Transit Service From Summit County to Fairplay to Hartsel to Colorado Springs, 5 days per week, 4 trips per day	1001				\$0.70
ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50	Installation of fiber-optics and Intelligent Transportation Systems devices	1003				-
US 24 Shoulder Widening	Widen US 24 at selected locations, estimated ~ 25% of corridor (MP 225 to 284)	1639				\$30.00
US 24 Passing lanes in South Park	Additional passing lanes in South Park	1640				\$15.00
Between Trout Creek Pass & Hartsel	Rural road surface treatment	2610				\$7.14
Hartsel to east of Wilkerson Pass	Rural road surface treatment	2611				\$9.83
East of Wilkerson Pass to Lake George	Rural road surface treatment	2612				\$3.29
Between Lake George & Divide	Rural road surface treatment	2613				\$5.13

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 24 A (i): Trout Creek Pass East to Lake George (PCF7003)



Asset Management

- Between Trout Creek Pass & Hartsel
- Hartsel to east of Wilkerson Pass
- East of Wilkerson Pass to Lake George
- Between Lake George & Divide



Mobility

- New Inter-regional Transit Service between Summit County and Colorado Springs
- ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50
- US 24 Passing lanes in South Park



Safety

- US 24 Shoulder Widening



US 24 A (ii): Lake George East to SH 67 (Woodland Park) (PCF7004)

Corridor Name

US 24 A (ii): Lake George East to SH 67 (Woodland Park)

Corridor Vision

The Vision for the US 24 - Lake George east to SH 67 (Woodland Park) corridor is primarily to increase mobility, improve safety and maintain system quality.

Corridor Description

This corridor serves as a multi-modal National Highway System facility (from Divide to Woodland Park), provides commuter access, and makes east-west connections within the mountainous region west of Colorado Springs. It is a primary connector to corridors serving the gaming community of Cripple Creek. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor.

Corridor Designations

- On National Highway System (Divide to Woodland Park)

What we heard about the Corridor

- 28 comments specifically about this corridor
- Desire for transit stop and park-n-ride improvements
- Improve bicycle accommodation
- Improve communication from CDOT about projects and closures
- Concerns about congestion
- Concerns about seasonal congestion





Key Data Findings: US 24 A (ii): Lake George East to SH 67 (Woodland Park) (PCF7004)



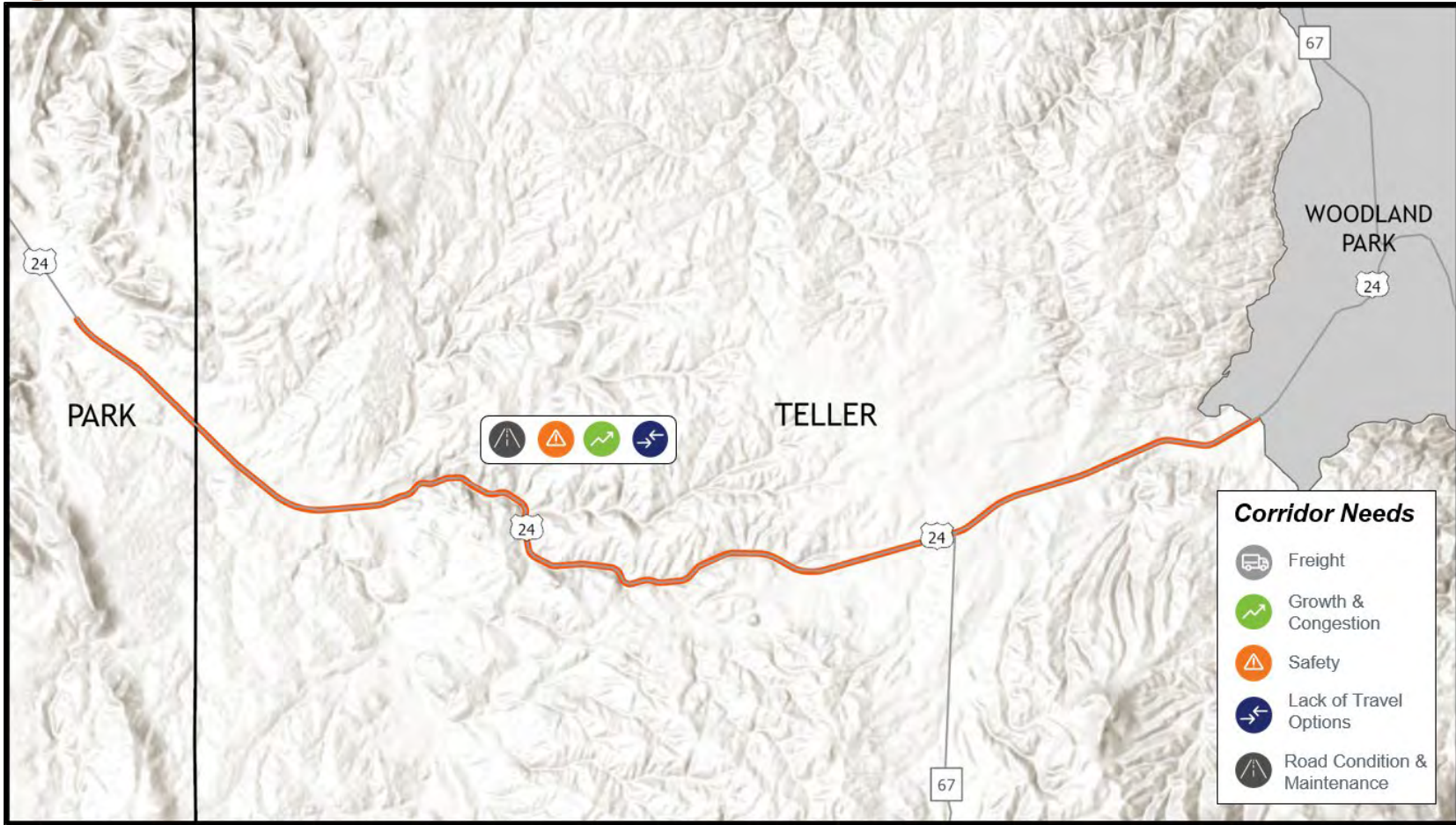
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+ & disabled populations
<i>Safety</i>	One segment with elevated crash patterns (LOSS 3 or 4) Several segments with shoulders <2' Hazmat route
<i>Growth</i>	Moderate to high congestion (2030, 2045)

<i>Asset Management</i>	Low drivability life (eastern half the corridor)
<i>Bicycling</i>	High stress for bicycling One location with a bicycle crash (near Divide)
<i>Resiliency</i>	Crosses 100-year flood plain
<i>Economics</i>	Provides access to recreational area



Corridor Needs: US 24 A (ii): Lake George East to SH 67 (Woodland Park) (PCF7004)



Corridor Needs

- Address increasing congestion to improve access to jobs, tourist destinations, and recreation and minimize growth impacts
- Accommodate seasonal increases in tourism activity and associated congestion

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Improve access and parking for intercity transit



Corridor Projects: US 24 A (ii): Lake George East to SH 67 (Woodland Park) (PCF7004)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50	Installation of fiber-optics and Intelligent Transportation Systems devices	1003				-
Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)	Provide Transfer Facilities For Regional Services in Cripple Creek, Cañon City, and Woodland Park	1004				\$0.39
Between Lake George & Divide	Rural road surface treatment	2613		-		\$5.13
New Inter-regional Service between Cripple Creek-Woodland Park-Colorado Springs	Connecting Cripple Creek with Woodland Park and then Colorado Springs (via US 24). 5-7 days per week, 9 hours per day, estimated 2,300-3,230 hours per year	1067				\$1.78
New Regional Fixed-Route Transit Service in Teller County (including Lake George, Florissant, Evergreen Station, and others)	Establish twice daily fixed services throughout Teller County serving Lake George, Florissant, Evergreen Station, others; requires one cutaway vehicle; 3 days/week; twice daily	1068				\$0.60

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 24 A (ii): Lake George East to SH 67 (Woodland Park) (PCF7004)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 24A Passing Lanes (Lake George to Florissant)	US 24A Passing Lanes (MP 266-268)	1641				\$6.00
US 24 Shoulder Widening	Widen US 24 at selected location (US 24 MP 143 to 304)	1642				\$20.00
US 24A Wilkerson Pass Safety Improvements (shoulder widening + rumble strips + geometry correction)	US 24A Wilkerson Pass Safety Improvements (shoulder widening + rumble strips + geometry correction) - MP 253-254.5 FY21	1643				\$3.00
US 24 Ute Pass Median	US 24 Ute Pass Median - MP 278.18-292.6	1644				\$3.00
US 24A Blind Curve Safety Improvements (near Florissant (curve re-align/flattening)	US 24A Blind Curve Safety Improvements (near Florissant (curve re-align/flattening) - MP 278.18-292.6	1645		-		\$1.00
Teller Senior Coalition Transit Stops, Facilities, and Wayfinding	Shelters, benches, signage for bus stops in Woodland Park	2487				\$0.03
New Inter-regional Transit Service between Summit County and Colorado Springs	Inter-regional Transit Service From Summit County to Fairplay to Hartsel to Colorado Springs, 5 days per week, 4 trips per day	1001				\$0.70

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 24 A (ii): Lake George East to SH 67 (Woodland Park) (PCF7004)



SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- Between Lake George & Divide US 24 Shoulder Widening



Mobility

- Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)
- New Inter-regional Service between Cripple Creek-Woodland Park-Colorado Springs
- New Regional Fixed-Route Transit Service in Teller County (including Lake George, Florissant, Evergreen Station, and others)
- Teller Senior Coalition Transit Stops, Facilities, and Wayfinding
- US 24A Passing Lanes (Lake George to Florissant) - MP 266-268



Safety

- ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50
- US 24A Wilkerson Pass Safety Improvements (shoulder widening + rumble strips + geometry correction)
- US 24 Ute Pass Median (MP 278.18-292.6)
- US 24A Blind Curve Safety Improvements (near Florissant (curve re-align/flattening) - MP 278.18-292.6)



US 24 G: Elbert Road East to I-70 (Limon) (PCF7005)

Corridor Name

US 24 G: Elbert Road East to I-70 (Limon)

Corridor Vision

The Vision for the US 24 - Peyton east to I-70 (Limon) corridor is to increase mobility as well as to improve safety and maintain system quality.

Corridor Description

This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes east-west connections from the plains east of Colorado Springs. It is a link to the Ports to Plains Corridor on US 287 and to I-70 from Colorado Springs.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R2-4) - Pikes Peak TRP to Peyton

What we heard about the Corridor

- 16 comments specifically about this corridor
- Desire for safety improvements
- Desire for passing lanes
- Desire for roadway condition improvements
- Concerns about travel conditions from snowstorms





Key Data Findings: US 24 G: Elbert Road East to I-70 (Limon) (PCF7005)



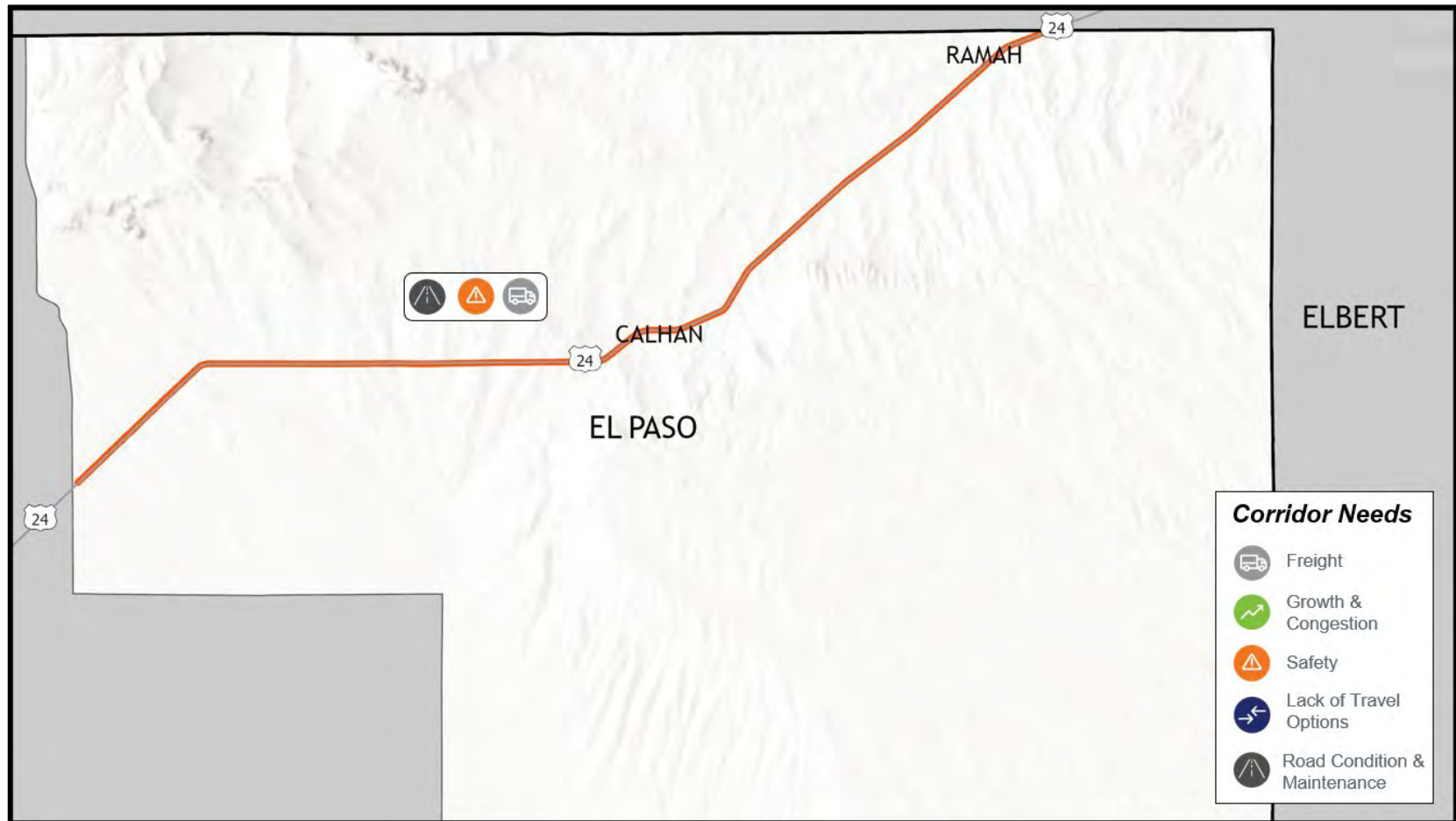
Key Data Findings:

<i>Freight Safety</i>	Hazmat route
<i>Freight Asset Management</i>	Low drivability life (two segments) One bridge in poor condition near Peyton
<i>Bicycling</i>	Medium to high bike activity (east of Peyton)

<i>Resiliency</i>	High criticality (Peyton to Calhan) Crosses 100-year flood plain
<i>Freight Economics</i>	High percentage of truck traffic High concentration of wind turbines



Corridor Needs: US 24 G: Elbert Road East to I-70 (Limon) (PCF7005)



Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate unsafe passing conditions
- Improve travel conditions for trucks and heavy vehicles
- Address bridge in poor condition
- Mitigate risk associated with natural disasters



Corridor Projects: US 24 G: Elbert Road East to I-70 (Limon) (PCF7005)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Limon to Colorado Springs (Proposed Outrider Service)	Outrider bus service between Limon and Colorado Springs. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1006		 		1.97
US 24: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Colorado Springs and Limon	1007		 	 	\$11.00
US 24 East: Elbert Road to El Paso County Line Turn and Passing Lanes	Addition of turn and passing lanes on US 24 from Elbert Rd. to El Paso County line. (MP 325.5-350.5)	1069	 	 	 	\$32.00
US 24 Passing Lanes	US 24 East Passing Lanes (MP 326 to 329)	1647		 	 	\$6.00
US 24 Calhan East Eastbound Passing Lane	US 24 Calhan east Passing Lanes (MP 341.3-342.58)	1648		 	 	\$4.00
US 24G Bridge Replacement (widen bridge and install guardrail for bridge approaches)	Widen bridge and install guardrail for bridge approaches	1649		-		\$3.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Asset Management
- Freight
- Transit
- Mobility Options
- Safety
- Safety

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 24 G: Elbert Road East to I-70 (Limon) (PCF7005)



Asset Management

- US 24G Bridge Replacement (widen bridge and install guardrail for bridge approaches)



Mobility

- Essential Bus Service between Limon to Colorado Springs (Proposed Outrider Service)
- US 24: Intelligent Transportation Systems Infrastructure



Safety

- US 24 East: Elbert Road to El Paso County Line Turn and Passing Lanes
- US 24 Passing Lanes
- US 24 Calhan East Eastbound Passing Lane (MP 341.3-342.58)



US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)



Corridor Name

US 50 A (i): East of Salida East to SH 115 (Cañon City)

Corridor Vision

The Vision for the US 50 - East of Salida east to SH 115 (Cañon City) corridor is primarily to improve safety and to maintain system quality, but includes mobility in terms of public transportation and pedestrian improvements.

Corridor Description

This corridor serves as an east-west multimodal National Highway System facility and serves as the major arterial in Cañon City. This corridor has become a southern alternative to I-70 for tourist and freight traffic, requiring interstate level mobility. The transportation system in the area serves towns, cities, and destinations such as the Arkansas River, one of the most scenic areas of the state with vast recreational opportunities.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Scenic Byway (Parkdale to Cañon City - Gold Belt Tour)
- Tier 2 EV Corridor

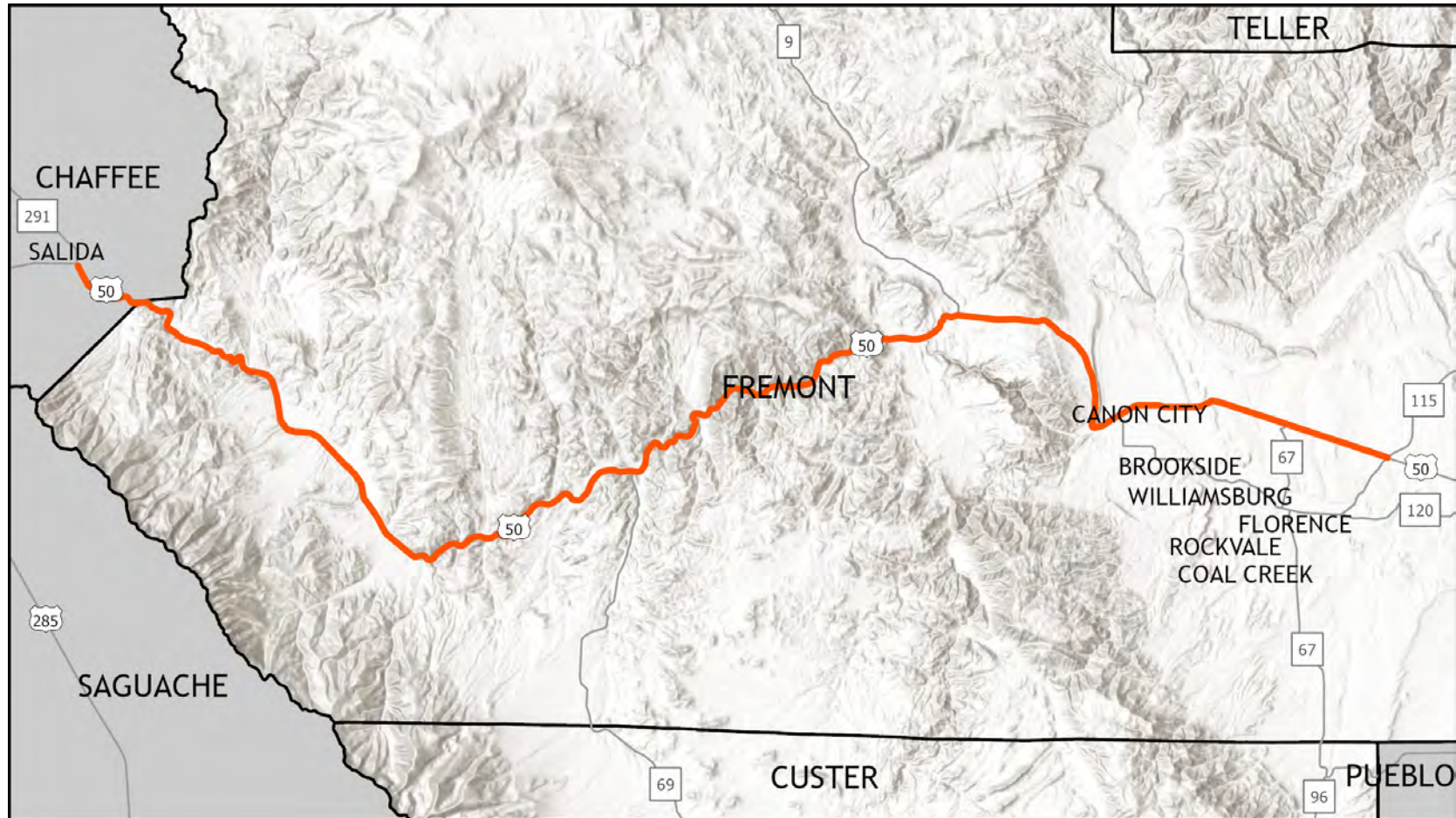
What we heard about the Corridor

- 120 comments specifically about this corridor
- Improve bicycle accommodations
- Improve travel time reliability (Cañon City)
- Improve roadway condition
- Provide pedestrian crossings (Cañon City)
- Improve accel/decel/turn lanes





Key Data Findings: US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)

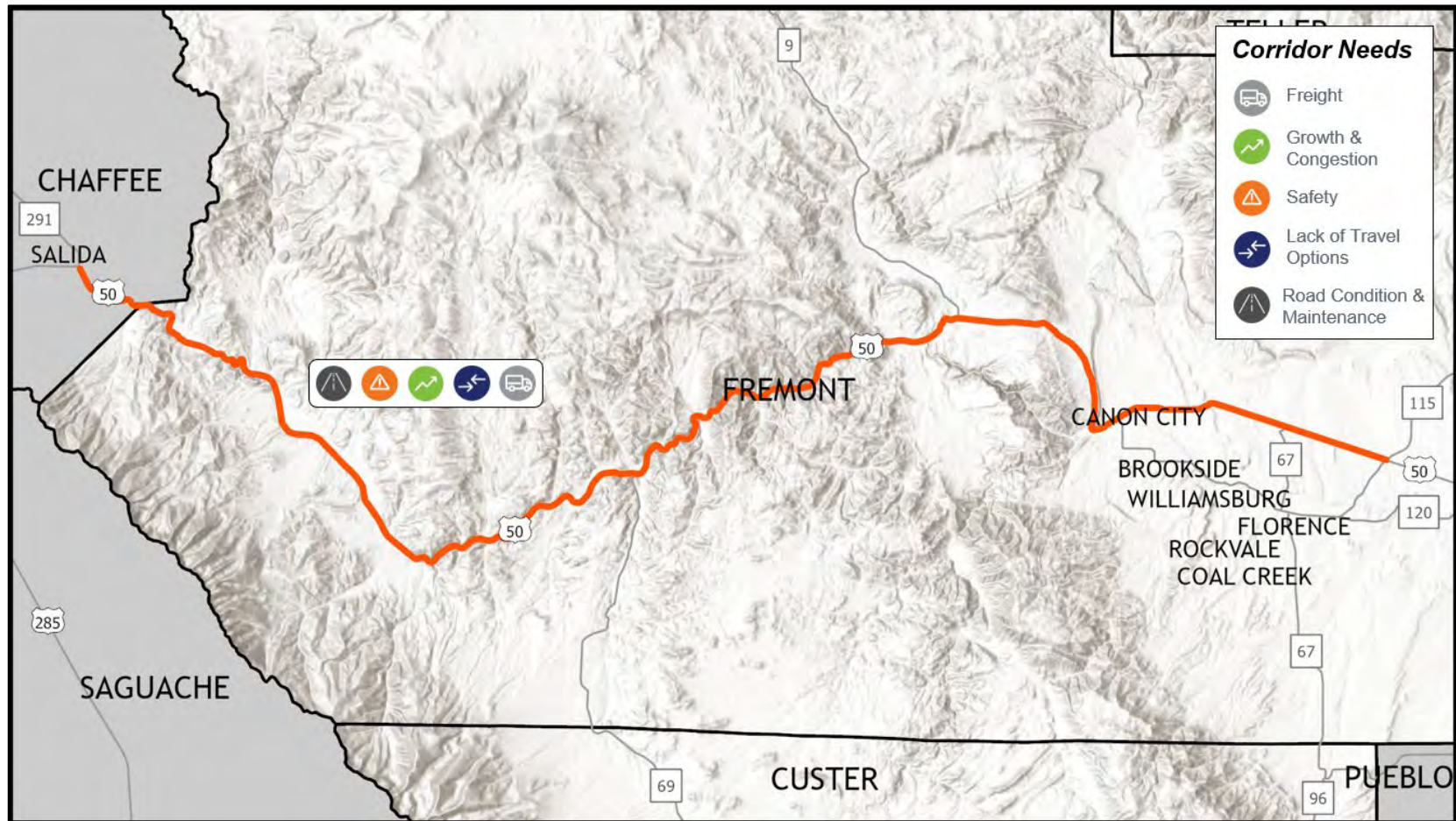


Key Data Findings:










<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+, minority, & disabled populations	<i>Transit</i>	Black Hills Stage Lines operates on the corridor Bustang Outrider operates on the Corridor with stops in Cotopaxi and Cañon City
<i>Freight Safety</i>	Three segments with elevated crash patterns (LOSS 3 or 4) Several segments with shoulders <2' Dense wildlife crashes Hazmat route	<i>Bicycling</i>	Medium bicycle activity (Parkdale to Cañon City) Medium-high stress for bicycling DOLA Main street through Cañon City
<i>Freight Asset Management</i>	Low drivability life (one large segment of the corridor)	<i>Resiliency</i>	High criticality Crosses 100-year flood plain
		<i>Freight Economics</i>	High percentage of truck traffic High concentration of jobs in Cañon City



Corridor Needs: US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)



Corridor Needs

-  Eliminate shoulder deficiencies
-  Address pavement condition where drivability life is poor
-  Improve travel conditions for trucks and heavy vehicles
-  Accommodate increasing congestion to improve access
-  Mitigate risk associated with natural disasters
-  Mitigate elevated crash patterns (including wildlife crashes)
-  Enhance walkability in areas with high pedestrian demand
-  Improve bicycle accommodations
-  Accommodate travel needs of vulnerable populations



Corridor Projects: US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)(Page 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, and Woodland Park)	Provide Transfer Facilities For Regional Services in Cripple Creek, Cañon City, and Woodland Park	1004		 		\$0.39
US 50 Corridor Plan	Access/multimodal improvements along US 50	2461		 	 	\$0.20
Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)	Outrider bus service between Salida and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1008		 		\$2.34
Between Penrose & Fremont/Pueblo County Line	Rural road surface treatment	2607				\$9.14
US 50 Passing Lanes East of Salida	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection on US 50 east of Salida.	1009	 	 	 	\$8.50
New Golden Shuttle Fixed-Route Service in Fremont County (Cotopaxi and outlying areas)	Expand service to include weekend and evening service. Estimated 4,400 hrs./yr. Annual depreciated cost of one-half time body-on-chassis bus	1070		 		\$1.33

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Environmental

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)(Page 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expanded Local Fixed-Route Service between Florence-Penrose-Cañon City	Expand Fixed Services in Fremont County serving Florence, Penrose and towns west along US50. Requires one cutaway vehicle	1071				\$0.76
Expanded Starpoint Demand Response Transit Service	Expand Starpoint client-based service to include weekend and early morning service. Estimated 1,000 hrs./yr. Annual depreciated cost of one-half time body-on-chassis bus	1072				\$0.29
US 50: Salida to Cañon City Passing Lanes	Addition of passing lanes between Salida and Cañon City. (MP 223-277)	1073				\$25.00
US 50A Texas Creek Overlay (Install new Guardrail)	US 50A Texas Creek Overlay (Install new Guardrail) - MP 243.94-244.06	1650		-		\$0.03
US 50 West Cable Barrier Near Penrose (median cable barrier and slope flattening)	US 50 West Cable Barrier Near Penrose (median cable barrier and slope flattening) - MP 284.5-291	1651		-		\$2.85
US 50A at 8 Mile Canyon (passing lane fix and median barrier)	US 50A at 8 Mile Canyon (passing lane fix and median barrier) - MP 269-275	1652				\$10.00
US 50 8 Mile Canyon Super Elevation Corrections	US 50 8 Mile Canyon Super Elevation Corrections (MP 269-275)	1653		-		\$2.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)(Page 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 50 and Dozier Intersection Improvements	Intersection improvements at US 50 and Dozier	1654				\$1.50
US 50A at SH 120A/R St Intersection Improvements	US 50A at SH 120A/R St Intersection Improvements (re-construct intersection as a reduced conflict intersection or J-Turn Intersection)	1656				\$3.00
US 50 Resurfacing (MP 241 to 251)	US 50 Resurfacing (MP 241 to 251)	1657				\$7.00
US 50 Shoulder Widening and Improvements (where feasible)	Shoulder widening along corridor, some locations in the canyon for example are not practical, estimated ~25% of corridor (Locations within MP 225 to 277)	1658				\$26.00
Expansion of Transit Services to Cotopaxi and Surrounding Areas	Expansion of transit services to the Cotopaxi & Howard and surrounding areas. Adding a fixed route service to Cañon City, (will also retain Demand Services)	2489				\$0.86
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 2 locations: Cañon City and Cotopaxi	2496				\$0.16
US 50 Texas Creek east from MP 251 to MP 261	Rural road surface treatment	22				\$9.00

Project Types

- Safety
- Capacity
- Transit
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)(Page 1/2)



Asset Management

- Between Penrose & Fremont/Pueblo County Line
- US 50A Texas Creek Overlay (Install new Guardrail) - MP 243.94-244.06
- US 50 Resurfacing (MP 241 to 251)
- US 50 Texas Creek east from MP 251 to MP 261



Mobility

- Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)
- Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)
- Expanded Starpoint Demand Response Transit Service
- Outrider Stop/Shelter Improvements

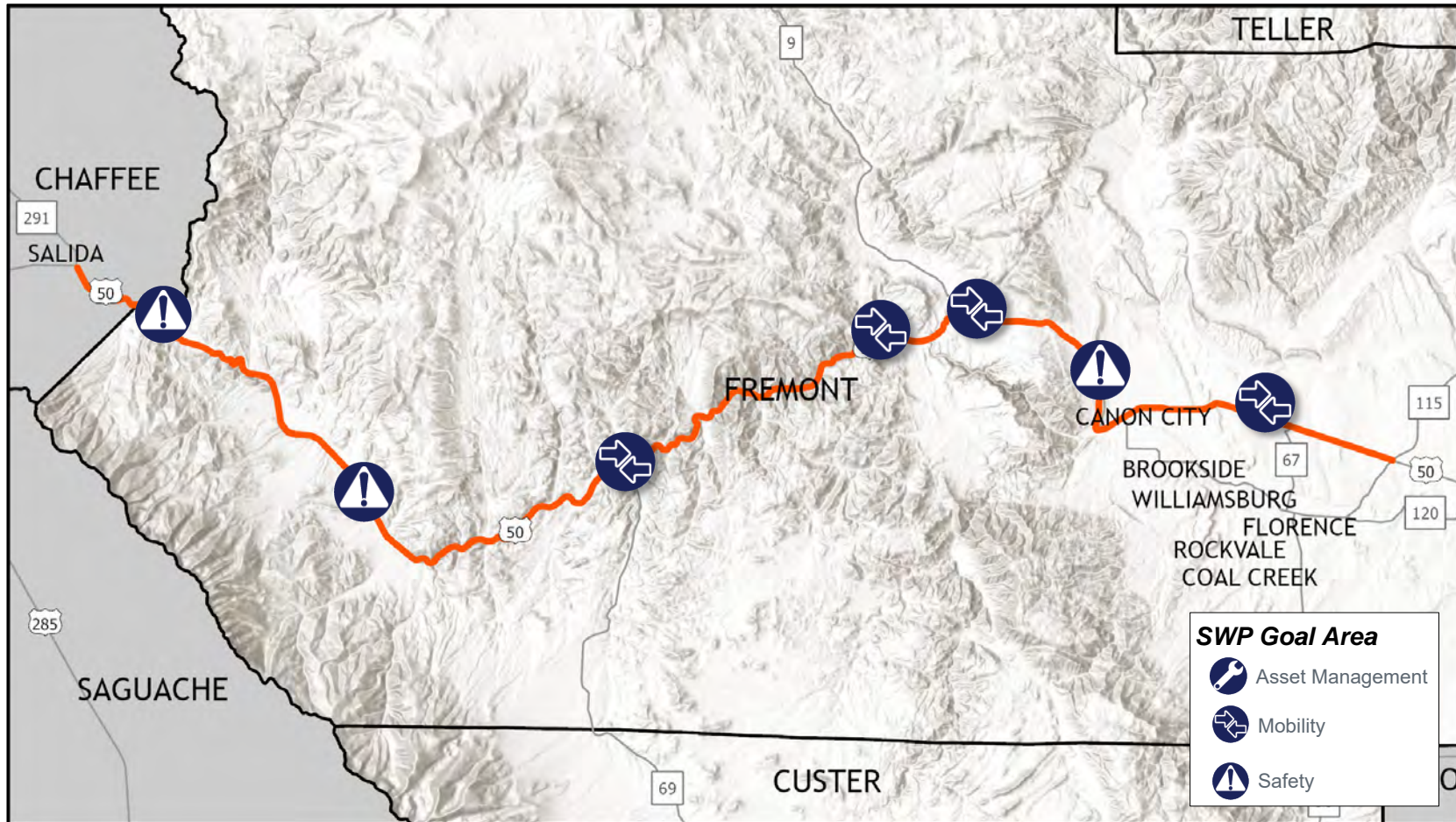


Safety

- US 50 Corridor Plan
- US 50 Passing Lanes East of Salida
- US 50 West Cable Barrier Near Penrose (median cable barrier and slope flattening) - MP 284.5-291
- US 50 8 Mile Canyon Super Elevation Corrections (MP 269-275)



Project Based Strategies: US 50 A (i): East of Salida East to SH 115 (Cañon City) (PCF7006)(Page 2/2)



Asset Management

- See previous page



Mobility

- Expanded Local Fixed-Route Service between Florence-Penrose- Cañon City
- US 50 and Dozier Intersection Improvements
- US 50 Shoulder Widening and Improvements (where feasible)
- Expansion of Transit Services to Cotopaxi and Surrounding Areas



Safety

- US 50: Salida to Cañon City Passing Lanes
- US 50A at 8 Mile Canyon (passing lane fix and median barrier) - MP 269-275
- US 50A at SH 120A/R St Intersection Improvements



US 50 A (ii): SH 115 East to I-25/Pueblo (PCF7007)

Corridor Name

US 50 A (ii): SH 115 east to I-25/Pueblo

Corridor Vision

The Vision for the US 50 - SH 115 (Cañon City) east to I-25 (Pueblo) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

This east-west corridor connects Cañon City to I-25 and Pueblo. The corridor is a multimodal National Highway System facility and serves as an alternative to I-70 for tourist and freight activity in the region. The corridor plays an important role in supporting the local economy by providing access to jobs and commercial activity, supporting manufacturing, and providing a linkage to the Department of Corrections facilities in the region. Maintaining the urban/rural character and maximizing mobility are the desires for the corridor.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Tier 2 EV Corridor

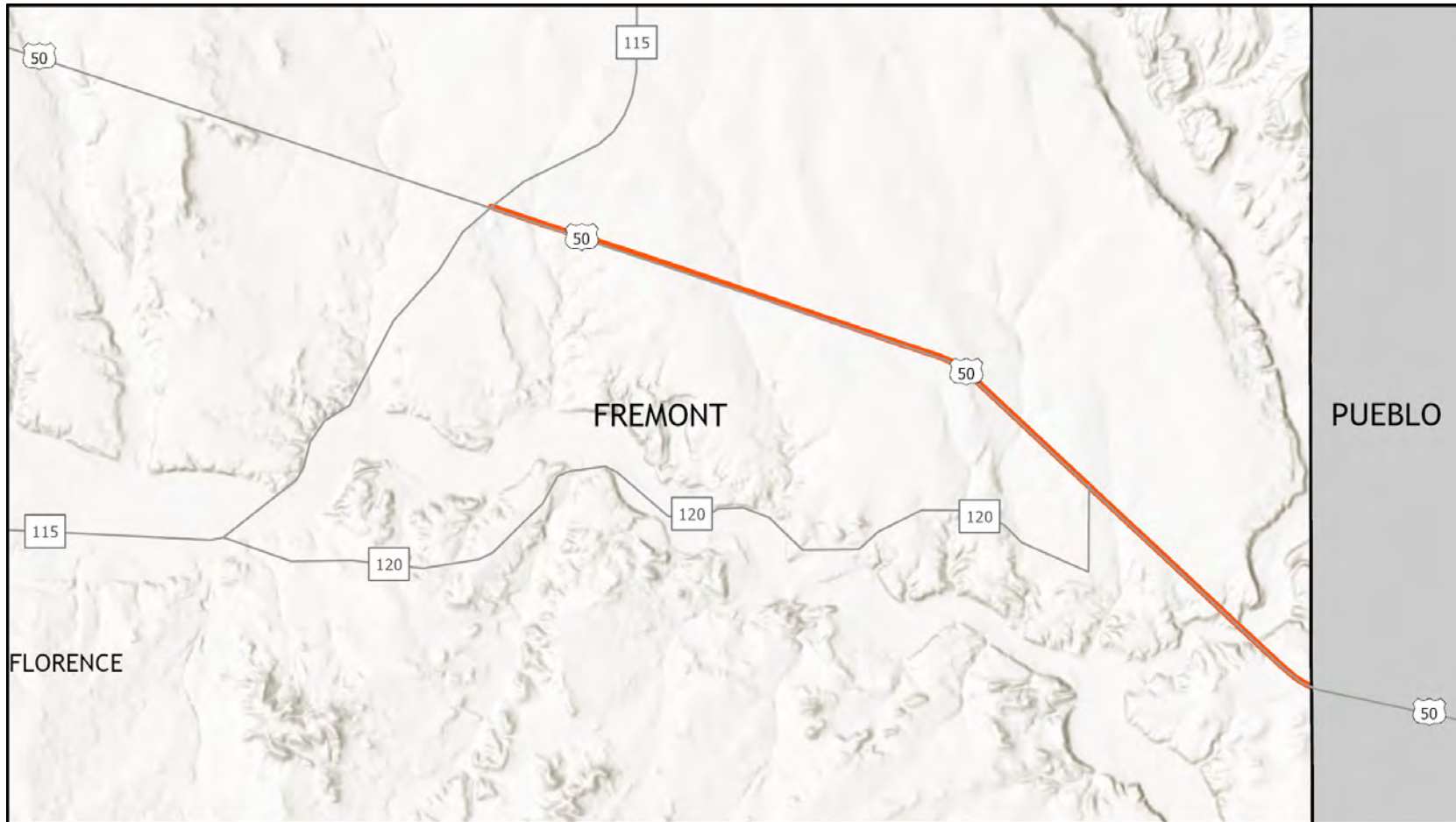
What we heard about the Corridor

- 48 comments specifically about this corridor
- Add turn lanes
- Desire for safety improvements
- Improve roadway condition



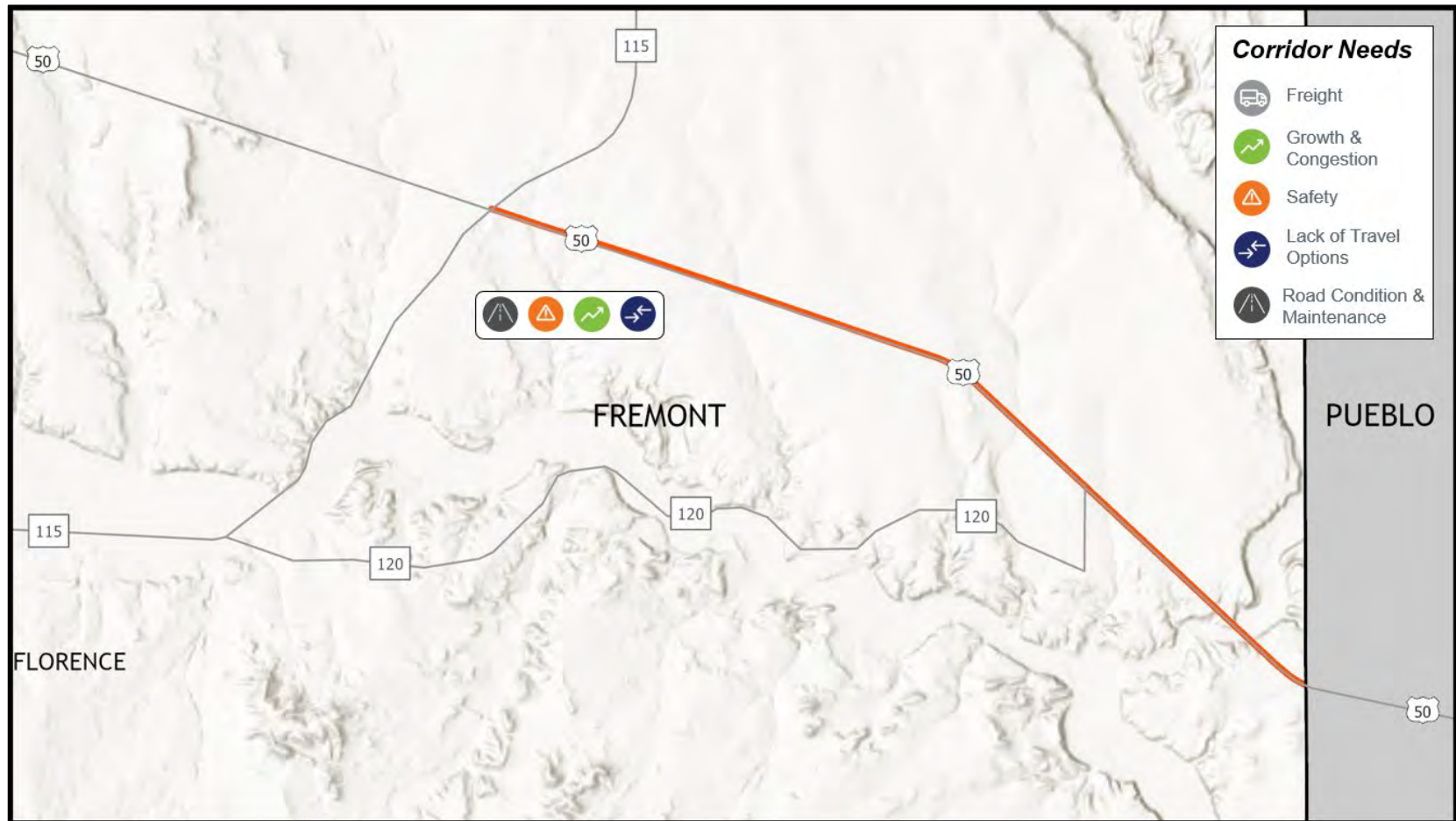


Key Data Findings: US 50 A (ii): SH 115 East to I-25/Pueblo (PCF7007)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+, disabled, and low-income populations	<i>Transit</i>	Black Hills Stage Lines operates on the corridor Bustang Outrider operates on the Corridor with stops in Cotopaxi and Cañon City
<i>Freight Safety</i>	Two segments with elevated crash patterns (LOSS 3 or 4) Several segments with shoulders <2' Dense wildlife crashes Hazmat route	<i>Bicycling</i>	High stress for bicycling Numerous bicycle crashes (in and around Cañon City)
<i>Freight Asset Management</i>	Low drivability life (eastern segment of corridor)	<i>Resiliency</i>	High criticality Crosses 100-year flood plain
		<i>Economics</i>	High concentration of jobs in Cañon City. Concentration of jobs in Penrose



Corridor Needs

- Address pavement condition where drivability life is poor
- Mitigate risk associated with natural disasters
- Address increasing congestion to improve access
- Accommodate travel needs of vulnerable populations



Corridor Projects: US 50 A (ii): SH 115 East to I-25/Pueblo (PCF7007)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 50 Corridor Plan	Access/multimodal improvements along US 50	2461				\$0.20
Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)	Outrider bus service between Salida and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1008				\$2.34
Between Penrose & Fremont/Pueblo County Line	Rural road surface treatment	2607		-		\$9.14
Carpool or Vanpool Service Connecting Cripple Creek to Pueblo	New carpool/vanpool service to connecting Cripple Creek, Woodland Park, Colorado Springs, Cañon City, and Pueblo. 5 days per week, 2 vans	1074				\$0.10
US 50 Safety Study	Most frequent crash types: Rear End, Wild Animals, Broadside	2397				\$0.15

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

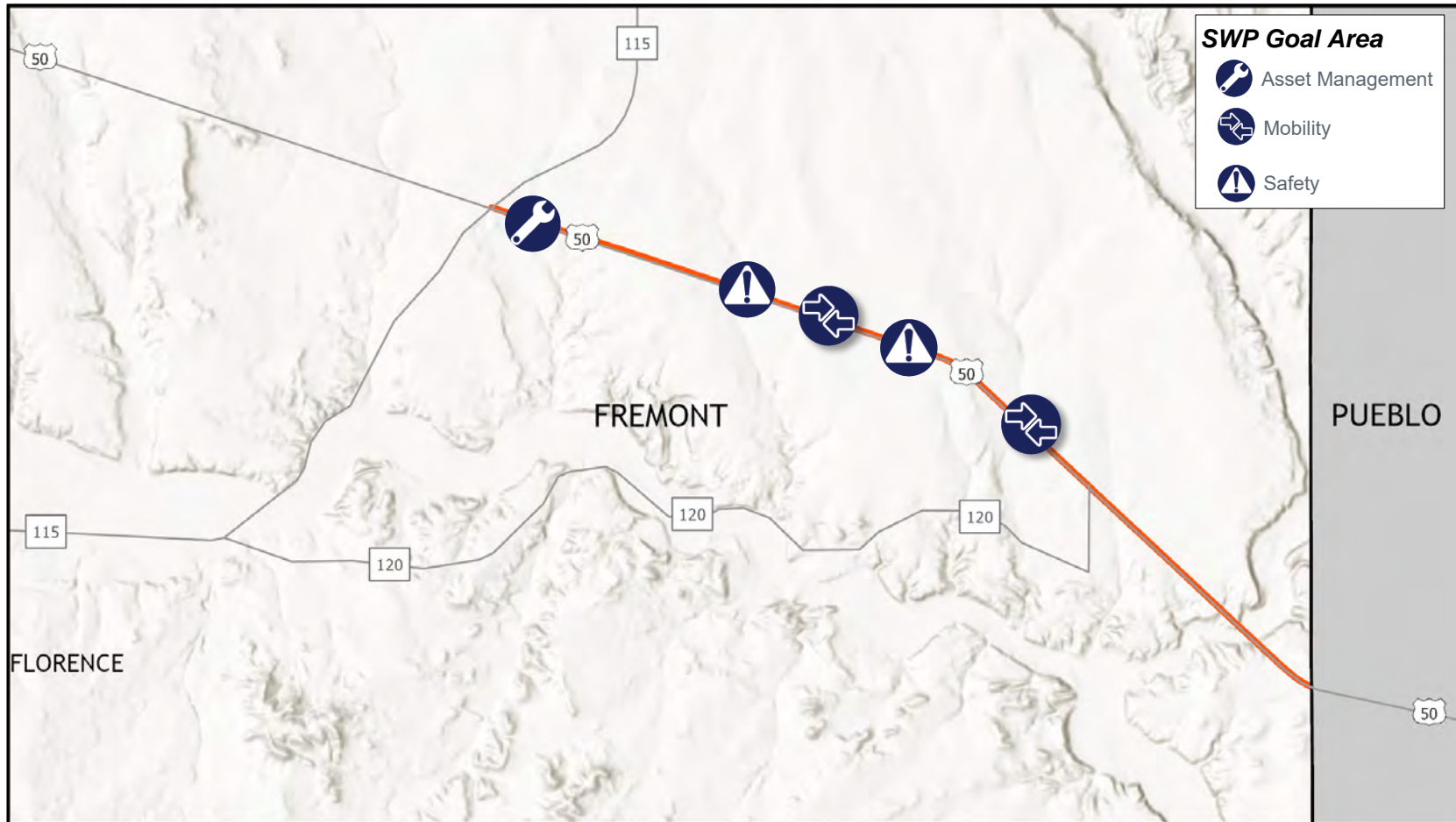
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 50 A (ii): SH 115 East to I-25/Pueblo (PCF7007)



Asset Management

- Between Penrose & Fremont/Pueblo County Line



Mobility

- Essential Bus Service between Salida and Pueblo (Proposed Outrider Service)
- Carpool or Vanpool Service Connecting Cripple Creek to Pueblo



Safety

- US 50 Corridor Plan
- US 50 Safety Study



State Highway 67 A-B: Wetmore North to US 50 (PCF7008)



Corridor Name

State Highway 67 A-B: Wetmore North to US 50

Corridor Vision

The Vision for the SH 67 - Wetmore north to US 50 corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor primarily serves as a local facility and makes north-south connections between the Arkansas River valley east of Cañon City and the Wet Mountain Valley and Sangre de Cristo Mountains. This route serves as a detour route for travelers affected by US 50 closures. The communities along the corridor depend on agriculture, energy, and ex-urban residential to support economic activity in the area.

Corridor Designations

- Scenic Byway (US 50 to Florence - Gold Belt Tour)

What we heard about the Corridor

- 5 comments specifically about this corridor
- Improve pavement conditions
- High volume of commuters
- Desire for safety improvements



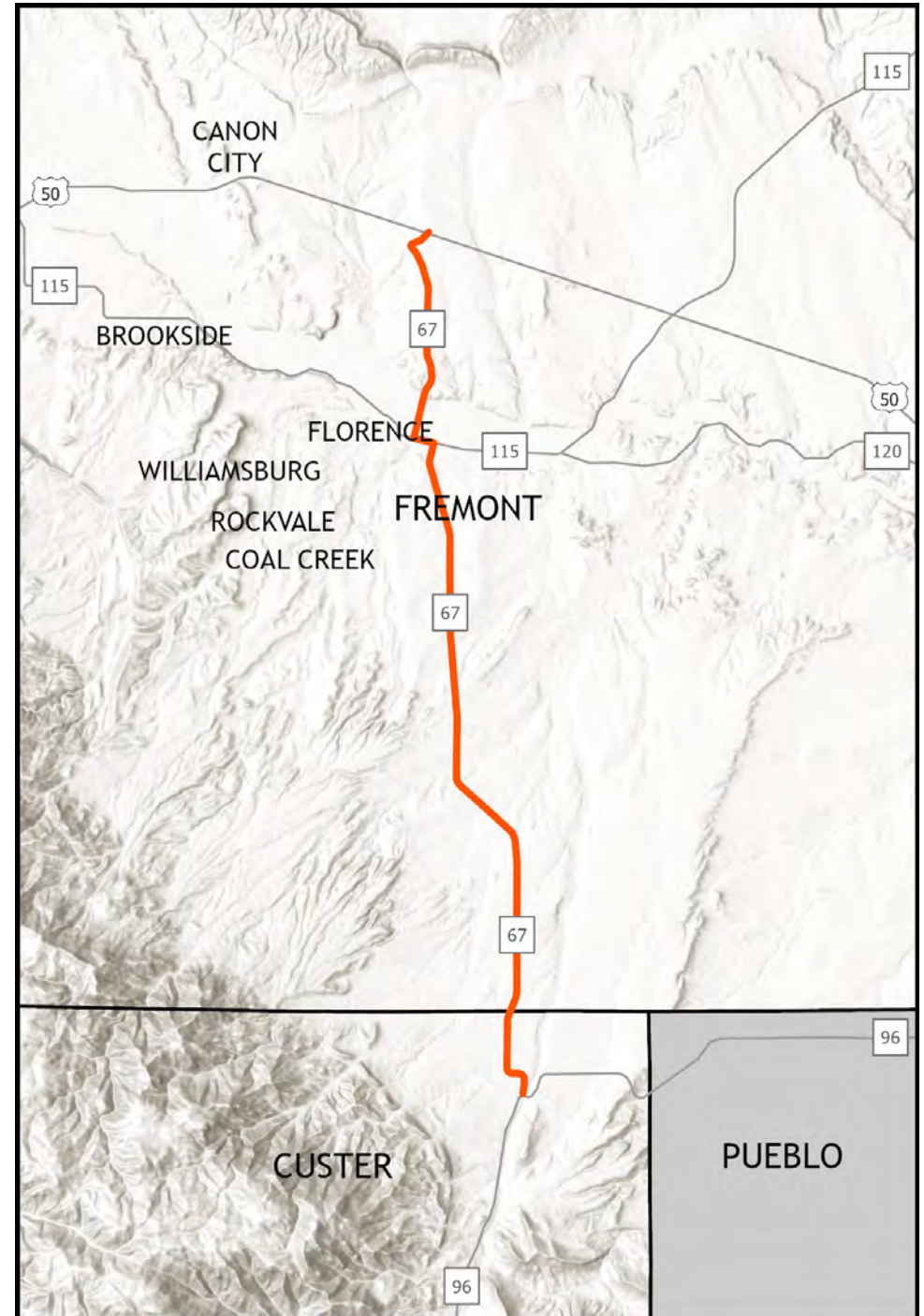


Key Data Findings: State Highway 67 A-B: Wetmore North to US 50 (PCF7008)



Key Data Findings:

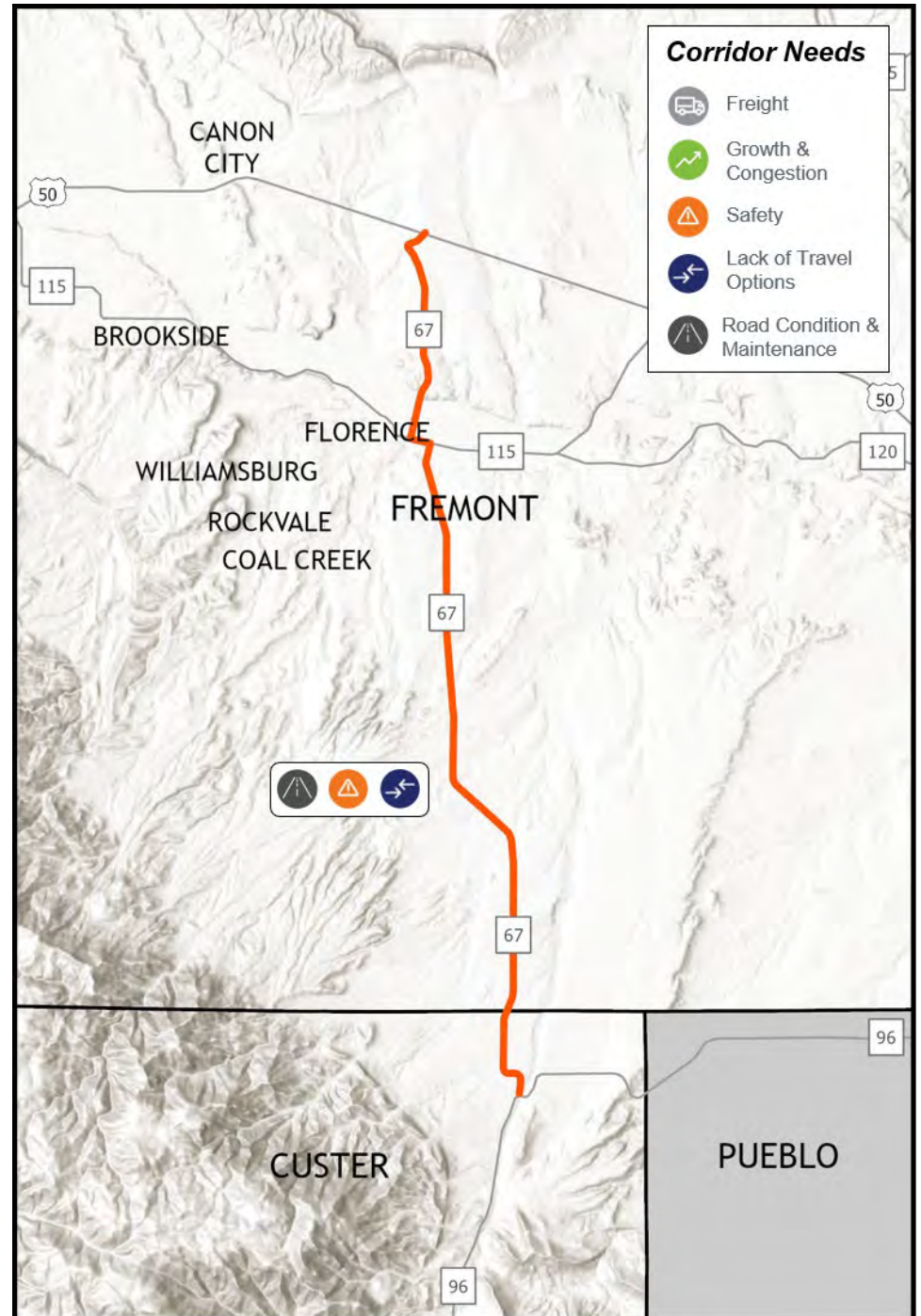
<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+, minority, & disabled populations
<i>Freight</i>	Corridor has shoulders <2' Dense wildlife crashes
<i>Asset Management</i>	Low drivability life
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Crosses 100-year flood plain
<i>Economics</i>	High concentration of oil and gas





Corridor Needs

- △ Eliminate shoulder deficiencies
- ⬆️ Address pavement condition where drivability life is poor
- ↔️ Accommodate travel needs of vulnerable populations
- △ Improve bicycle accommodations





Corridor Projects: State Highway 67 A-B: Wetmore North to US 50 (PCF7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 67 Passing Lanes	Passing Lanes and Slow Vehicle Pull-offs	1010				\$10.50
SH 67 Shoulder Widening	Widen shoulders along SH 67 to accommodate bicycles (MP 0 to 15)	1659				\$30.00
Between Florence & US 50	Rural road surface treatment	2614				\$2.00
SH 67A from MP 0 to MP 11 between SH 96 and Florence	Rural road surface treatment	27				\$5.80

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- Between Florence & US 50
- SH 67A from MP 0 to MP 11 between SH 96 and Florence



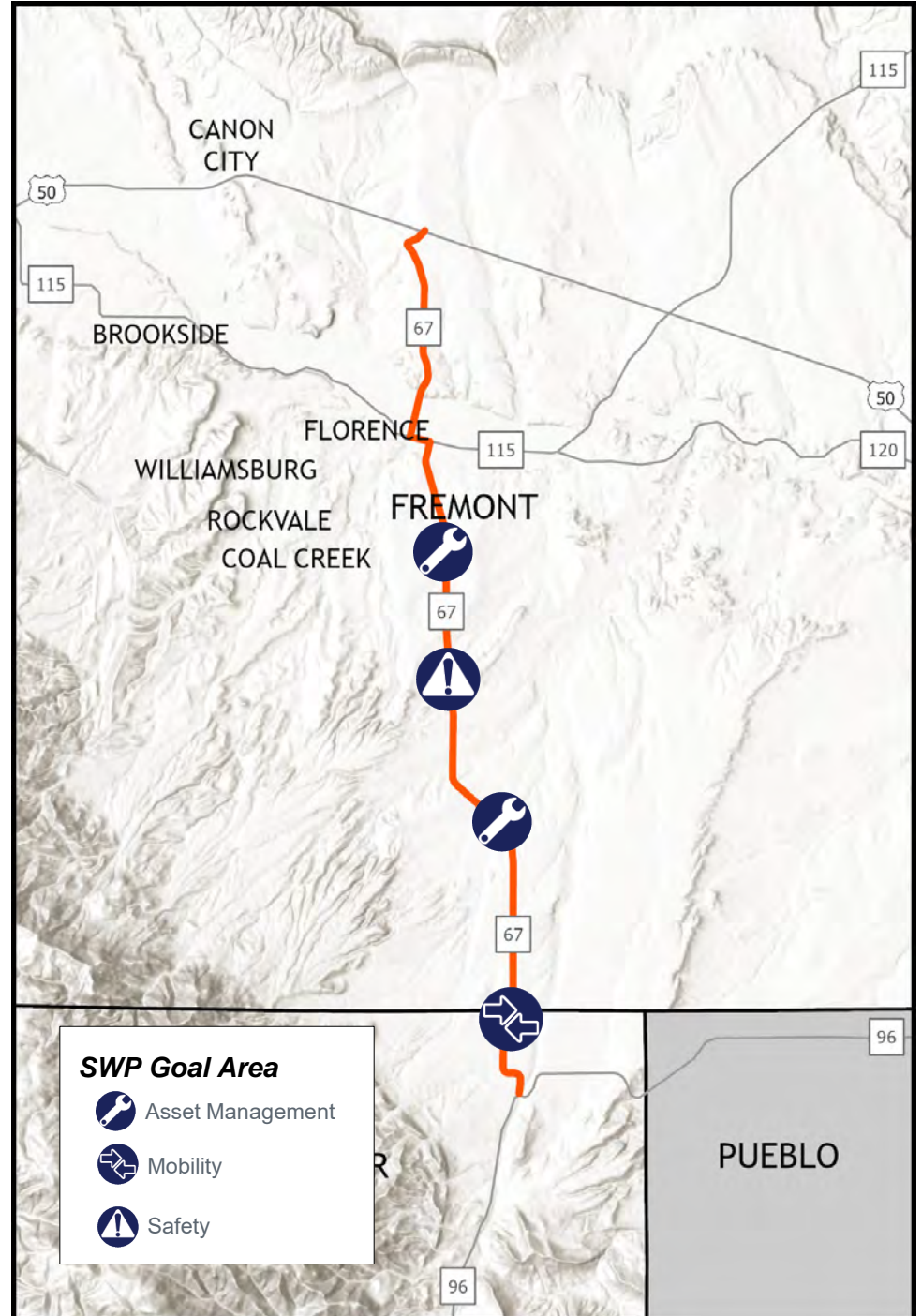
Mobility

- SH 67 Passing Lanes



Safety

- SH 67 Shoulder Widening





State Highway 67 C: Victor North to Divide (PCF7009)

Corridor Name

State Highway 67 C: Victor North to Divide

Corridor Vision

The Vision for the SH 67 - Victor north to Divide corridor is primarily to improve safety and system quality as well as to increase mobility through safety and public transportation improvements.

Corridor Description

This corridor serves as a multimodal local facility connecting Victor and Divide. The corridor provides access to I-25 and Colorado Springs via US 24. The corridor serves as a main street in Victor and in downtown Cripple Creek requiring consideration of all modes - autos, freight, bicyclists, pedestrians, and public transportation. Given congestion levels along the corridor, alternative modes should be considered as well as off-system parallel routes. The primary economic generators in the region include mining, gaming, and tourism.

Corridor Designations

- Scenic Byway (Victor to Cripple Creek - Gold Belt Tour)

What we heard about the Corridor

- 14 comments specifically about this corridor
- Improve communication from CDOT about roadway projects and closures
- Educate the public about safe driving/rules of the road
- Accommodate future growth and truck traffic
- Desire for safety improvements

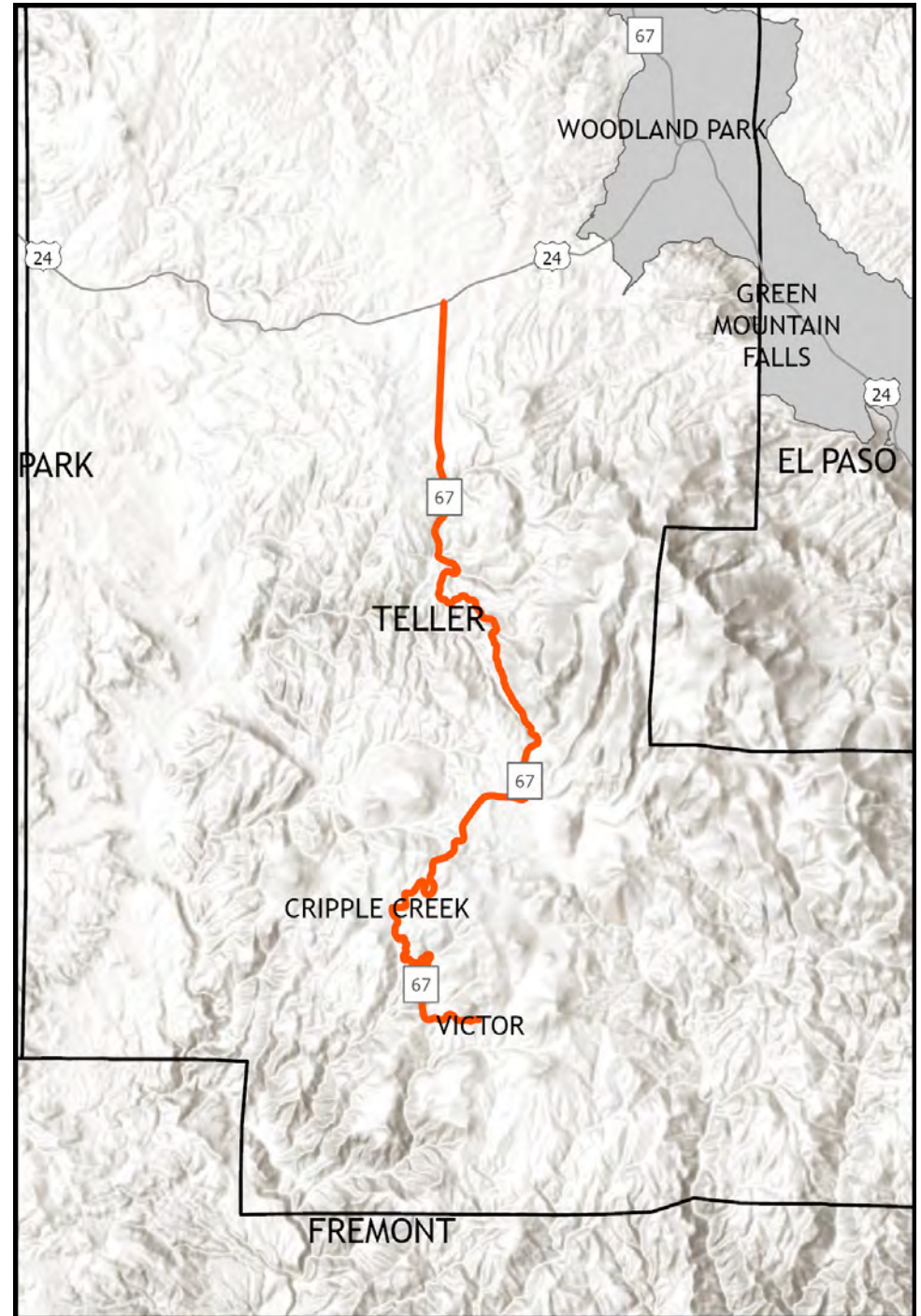




Key Data Findings: State Highway 67 C: Victor North to Divide (PCF7009)

Key Data Findings:

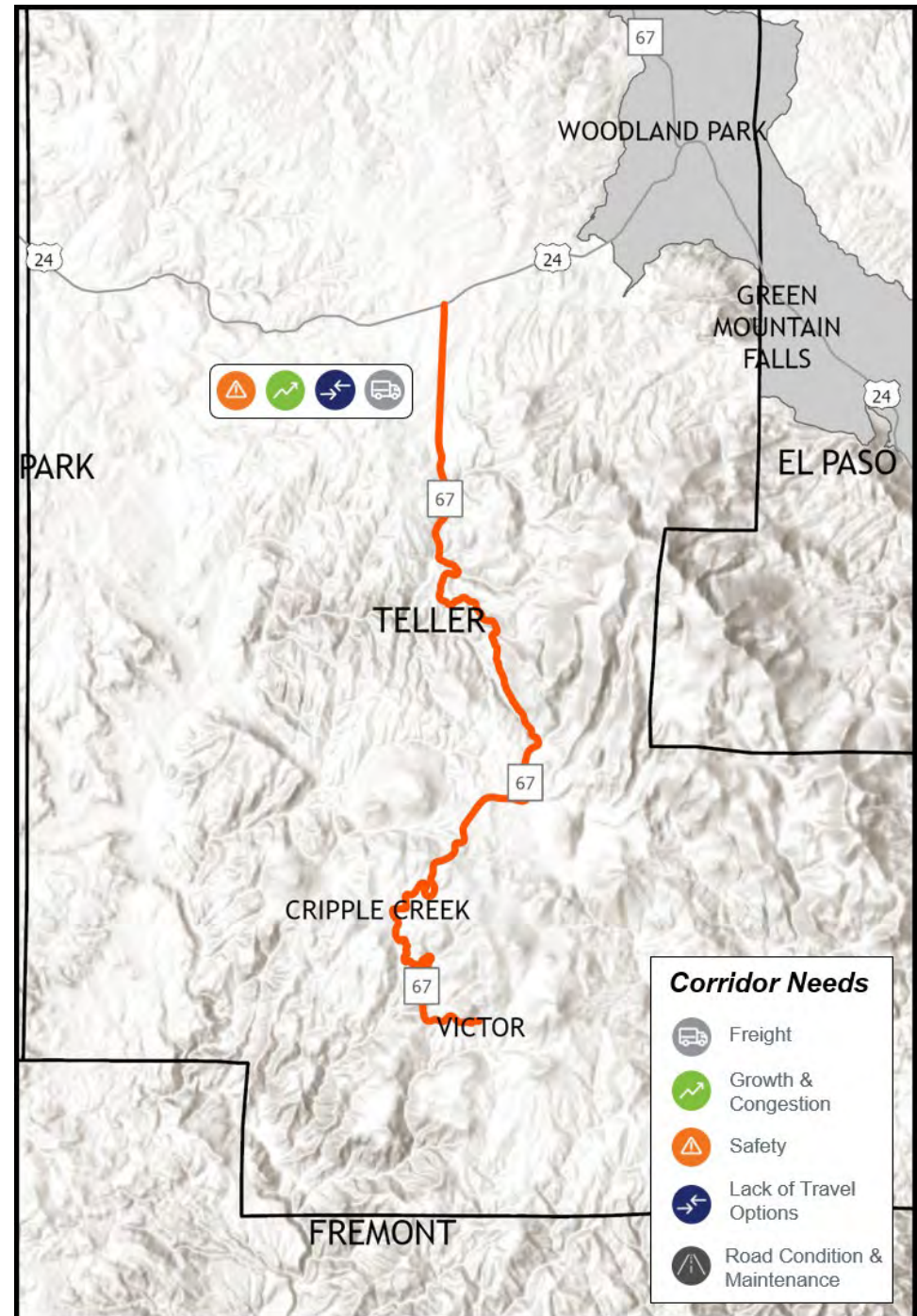
Demographics Transit	Passes through census tract with high percentage of 65+ and disabled populations
Safety	Two segments with elevated crash patterns (LOSS 3 or 4) Four segments with shoulders <2'
Transit	Cripple Creek transit operates on the corridor
Bicycling	High stress for bicycling One location with a bicycle crash (near Cripple Creek) DOLA Main streets through Cripple Creek & Victor
Economics	Concentration of hard rock mining locations Concentration of jobs in Cripple Creek Provides access to recreational area





Corridor Needs

- Mitigate elevated crash patterns
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Address increasing congestion to minimize growth impacts
- Improve travel conditions for trucks and heavy vehicles





Corridor Projects: State Highway 67 C: Victor North to Divide (PCF7009)

(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, and Woodland Park)	Provide Transfer Facilities For Regional Services in Cripple Creek, Cañon City, and Woodland Park	1004				\$0.39
SH 67 Passing Lanes	Passing Lanes and Slow Vehicle Pull-offs	1010				\$10.50
SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide (MP 45.5-69.7) and Woodland Park to Deckers (MP 77-100).	1011				\$25.00
Cripple Creek Administration & Operations Facility	Bus/admin facility with 9 bays; 60x180ft; training and admin offices; wash bay	1075				\$2.05
Cripple Creek Historic Trolley Restoration	Restore two historic trolleys and approximately 3 miles of historic inter-urban electric trolley railway through the City of Cripple Creek.	1076				\$12.70
Feasibility Study: Cripple Creek Trolley	Conduct planning and feasibility study for the Cripple Creek Trolley system	1077				\$0.10
Cripple Creek Bus Operations and Storage Facility (Phase 1)	New, Phase I engineering and design for bus ops and storage facility	1078				\$0.12

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 67 C: Victor North to Divide (PCF7009)



Asset Management

- Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)
- Cripple Creek Historic Trolley Restoration
- Feasibility Study: Cripple Creek Trolley



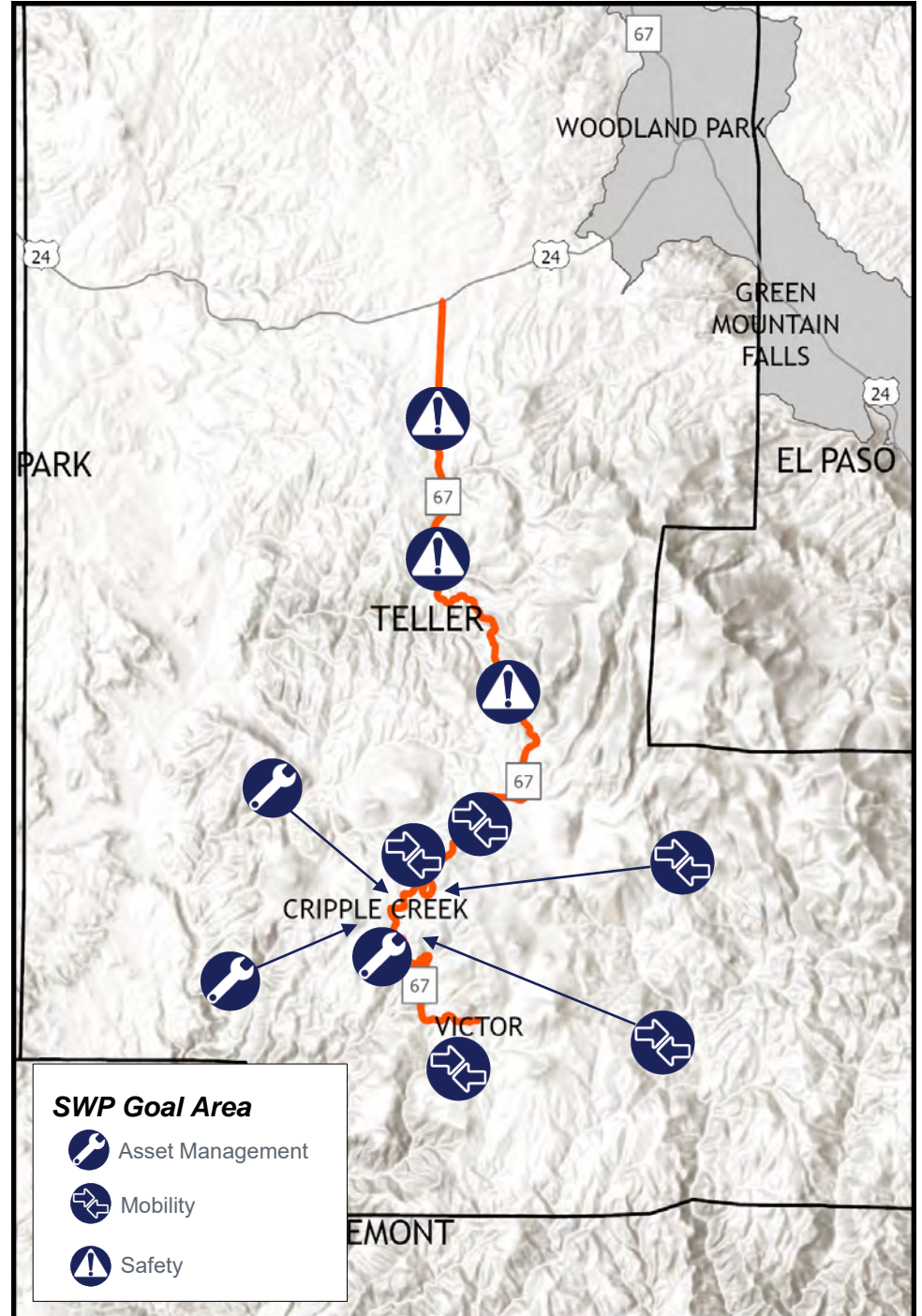
Mobility

- SH 67 Passing Lanes
- Cripple Creek Administration & Operations Facility
- Cripple Creek Bus Operations and Storage Facility (Phase 1)
- Multi-use path to High School and Pikes Peak Redesign in Florence
- Cripple Creek Bus Operations and Storage Facility (Phase 1)



Safety

- SH 67: Victor to Divide & North of Woodland Park
- SH 67F SB Pull Out (S of Divide) (Slow vehicle pull out)
- SH 67 Curve Correction





State Highway 67 D: Woodland Park North to Sedalia (PCF7010)



Corridor Name

State Highway 67 D: Woodland Park North to Sedalia

Corridor Vision

The Vision for the SH 67 - Woodland Park north to Sedalia corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides north-south connections between the upper Platte River Basin and the communities of Woodland Park and Sedalia. The corridor is seeing increased commuter traffic to connect to Colorado Springs via Woodland Park and the Front Range via Salida. Recreation is a major economic driver in the region, and as such it is important to maintain the mountain character of the area while supporting the movement of tourists in and through the corridor.

Corridor Designations

- HDHC R2-5

What we heard about the Corridor

- 2 comments specifically about this corridor
- Consider impacts of future growth
- Desire for safety improvements



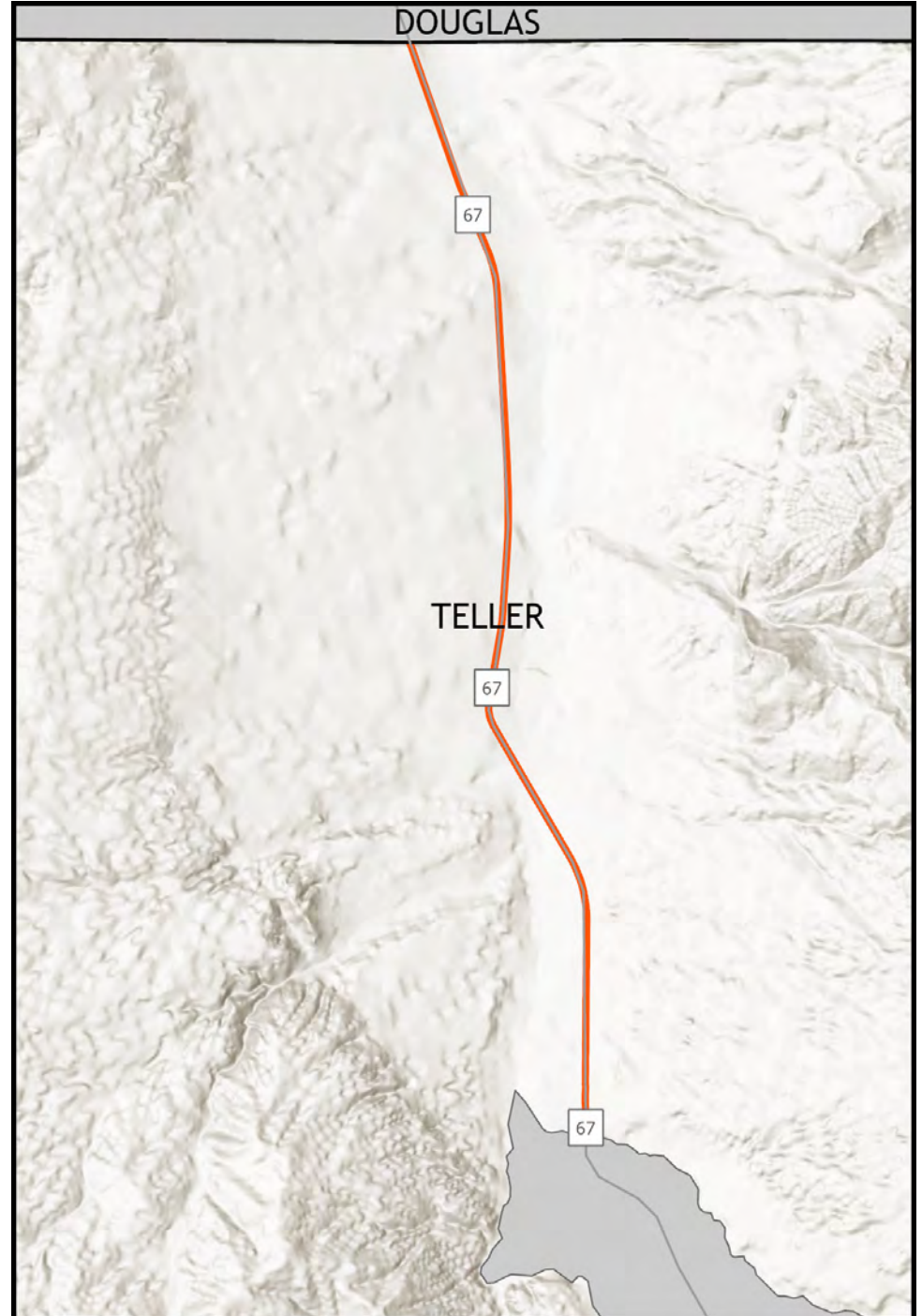


Key Data Findings: State Highway 67 D: Woodland Park North to Sedalia (PCF7010)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+ population
<i>Safety</i>	Corridor has shoulders <2' Southern portion of corridor has dense wildlife crashes
<i>Bicycling</i>	Bicycle stress varies from low to high along corridor
<i>Resiliency</i>	Parallels 100-year floodplain
<i>Economics</i>	Provides access to recreational area



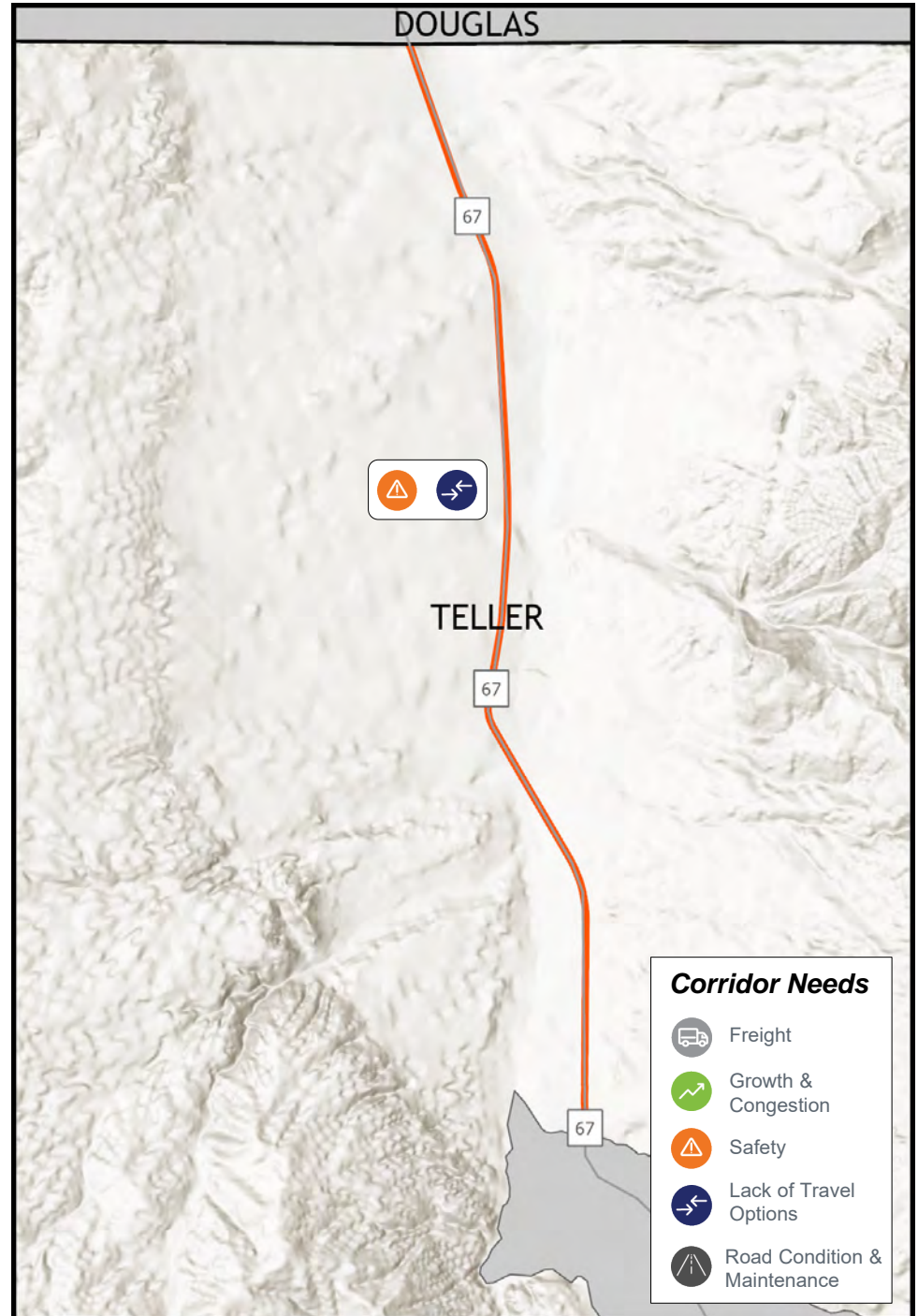


Corridor Needs: State Highway 67 D: Woodland Park North to Sedalia (PCF7010)



Corridor Needs

- ⚠ Eliminate shoulder deficiencies
- ⚠ Improve bicycle accommodation
- ↔ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 67 D: Woodland Park North to Sedalia (PCF7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 67: North of Woodland Park	Shoulder widening and safety improvements. Woodland Park to Deckers (MP 77-100).	1011				\$25.00
SH 67 Shoulder Widening and Improvements	Widen shoulders along SH 67 MP 76 to 100 where practical, estimated ~25% of corridor (MP 76 to 100)	1662				\$12.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



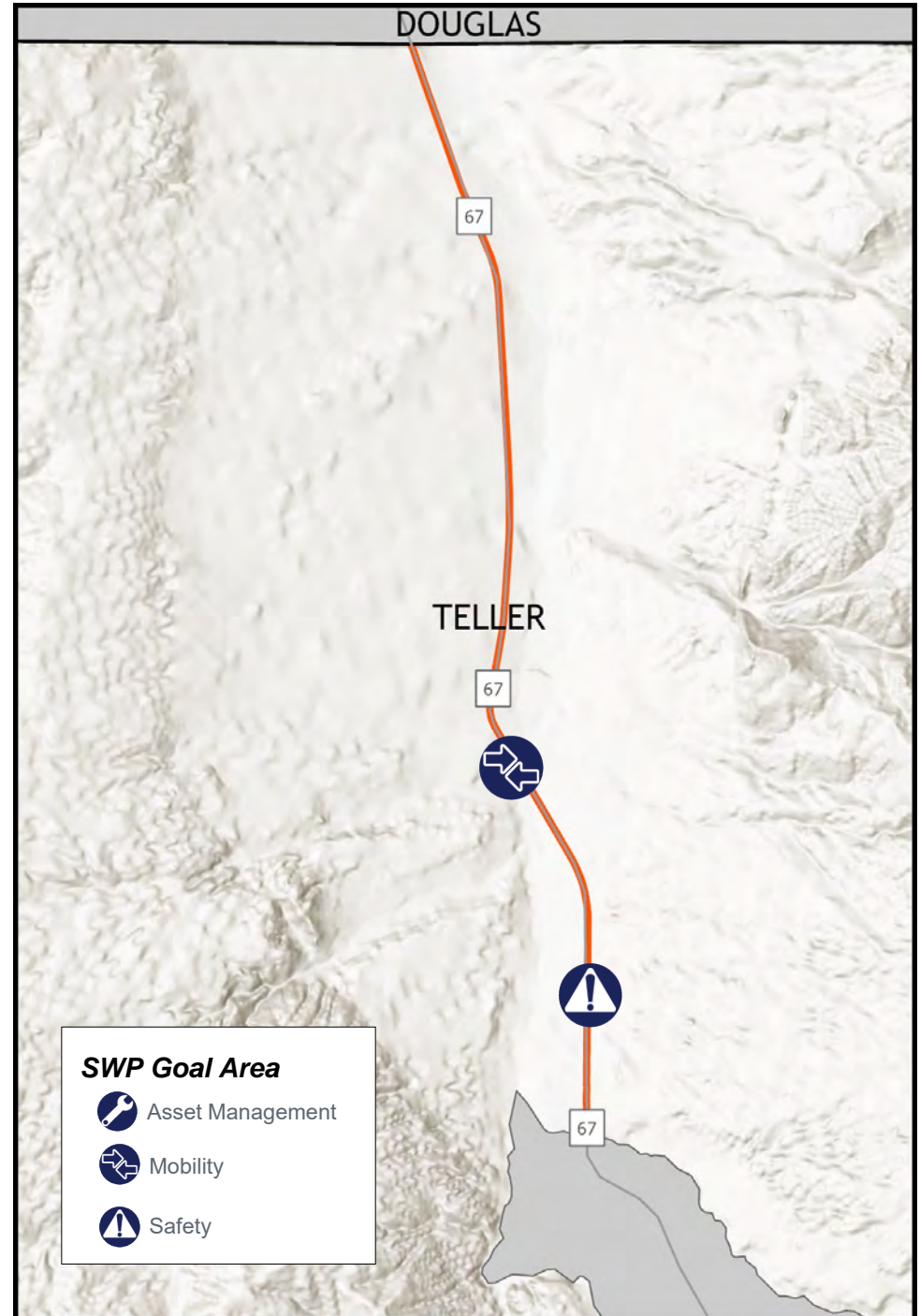
Mobility

- SH 67 Shoulder Widening and Improvements



Safety

- SH 67: North of Woodland Park





State Highway 69 A: Custer/Huerfano County Line north to US 50 (Texas Creek) (PCF7011)



Corridor Name

State Highway 69 A: Custer/Huerfano County Line north to US 50 (Texas Creek)

Corridor Vision

The Vision for the SH 69 - Custer / Huerfano County Line north to US 50 corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides north-south connections within the Wet Mountain Valley area. The transportation system in the area serves towns along the corridor and provides access to recreation areas. Given the local economy's dependence on tourism and agriculture, it is important to maintain mobility for both tourists and farm-to-market products in and through the corridor.

Corridor Designations

- None

What we heard about the Corridor

- 14 comments specifically about this corridor
- Accommodate local industry truck traffic
- Desire for safety improvements
- Desire for transit connectivity

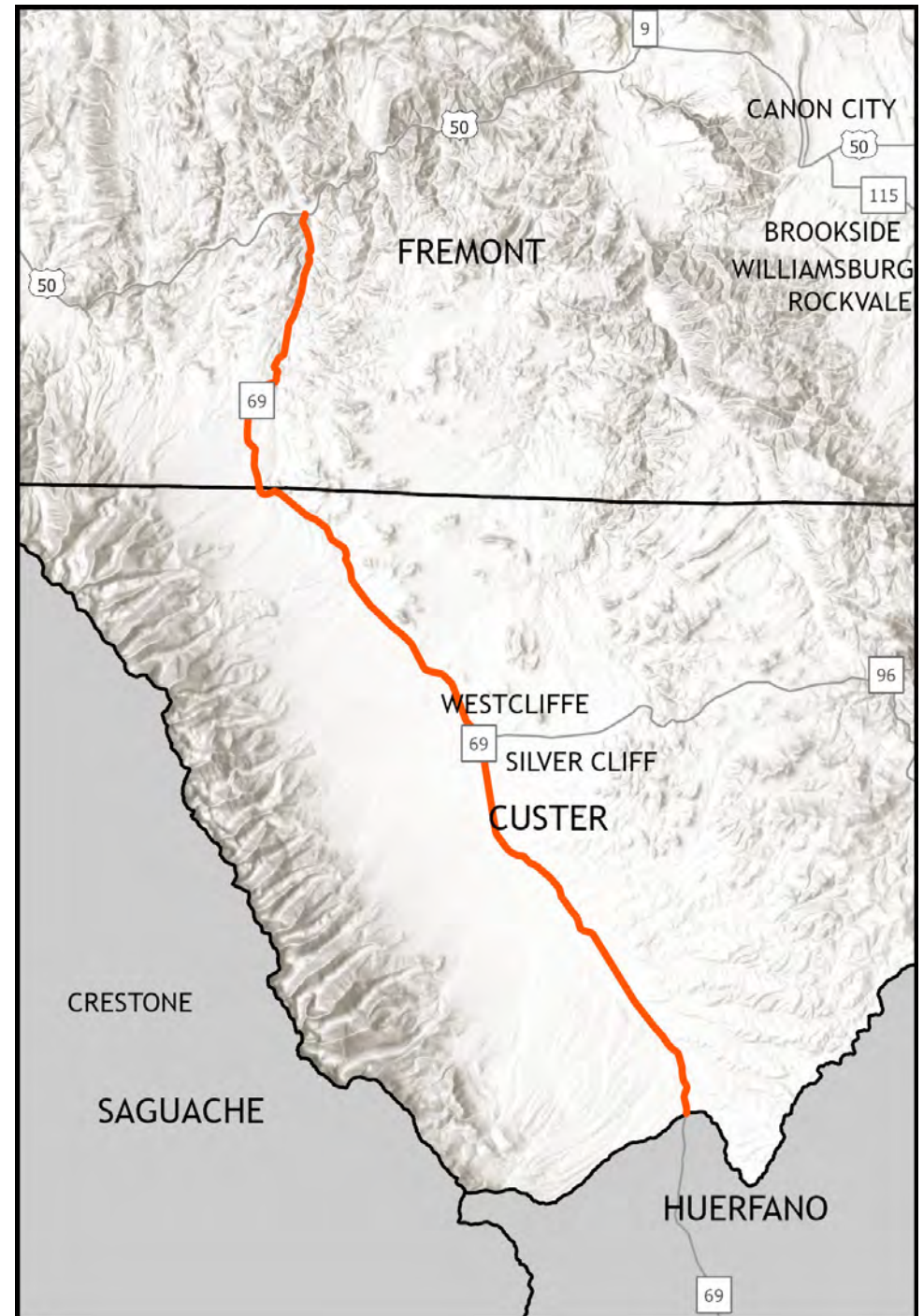




Key Data Findings: State Highway 69 A: Custer/Huerfano County Line north to US 50 (Texas Creek) (PCF7011)

Key Data Findings:

Demographics Transit	Passes through census tract with high percentage of 65+ and disabled populations
Safety	One segment with elevated crash patterns (LOSS 3 or 4) Majority of corridor has shoulders <2' Dense wildlife crashes (north of Westcliffe)
Asset Management	Low drivability life (north of Westcliffe)
Bicycling	High stress for bicycling One location with a bicycle crash (near Hillside) Main street through Westcliffe (DOLA affiliated Main Street)
Resiliency	Crosses 100-year flood plain
Economics	High concentration of jobs near Westcliffe and Silver Cliff

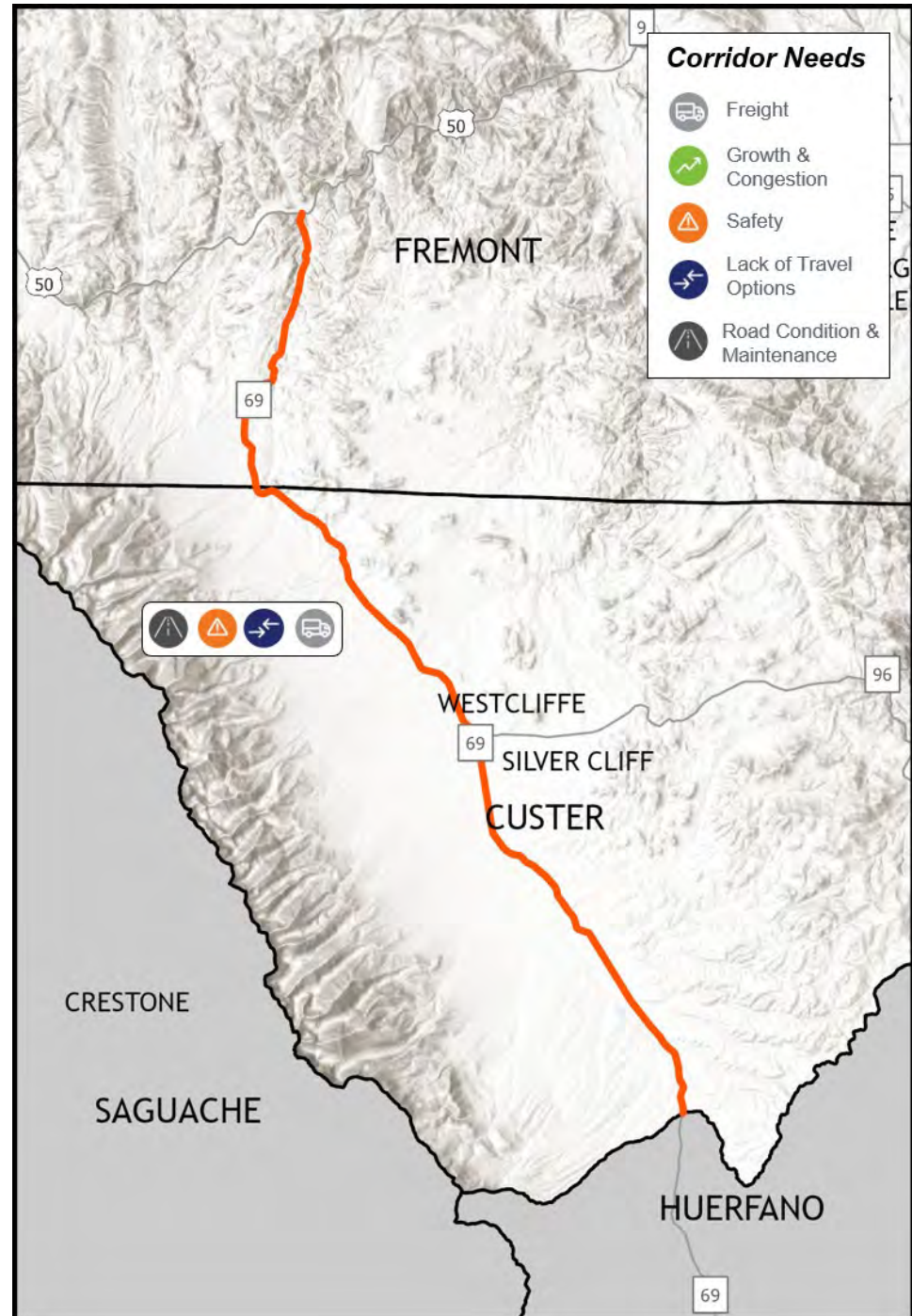




Corridor Needs: State Highway 69 A: Custer/Huerfano County Line north to US 50 (Texas Creek) (PCF7011)

Corridor Needs

- Eliminate shoulder deficiencies
- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 69 A: Custer/Huerfano County Line north to US 50 (Texas Creek) (PCF7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Westcliffe Vehicle Housing	Metal building to house vehicles	1079				\$0.46
SH 69A from MP 58.7 to MP 71.5 between Westcliffe and Fremont County Line	Rural road surface treatment	26				\$6.50
SH 69 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 42-59)	2567				\$10.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 69 A: Custer/Huerfano County Line north to US 50 (Texas Creek) (PCF7011)



Asset Management

- SH 69A from MP 58.7 to MP 71.5 between Westcliffe and Fremont County Line



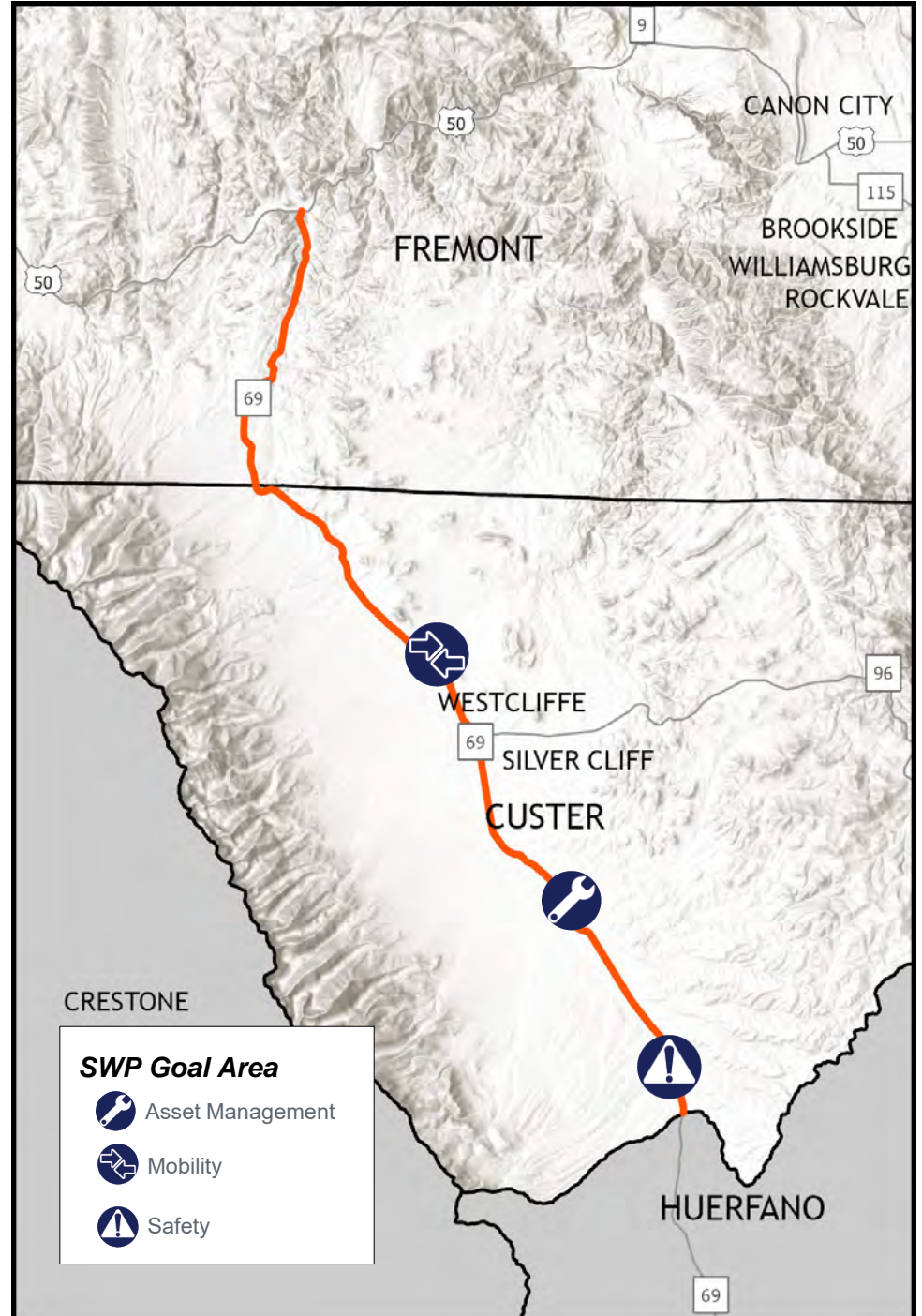
Mobility

- Westcliffe Vehicle Housing



Safety

- SH 69 Improvements





State Highway 94 A: Ellicott East to US 40 (PCF7012)

Corridor Name

State Highway 94 A: Ellicott East to US 40

Corridor Vision

The Vision for the SH 94 - Ellicott east to US 40/287 corridor is primarily to improve safety as well as to maintain system quality and increase mobility.

Corridor Description

This corridor provides east-west connections between Colorado Springs and the eastern plains. It is a key trucking link to the Ports to Plains Corridor on US 287 and also serves Schriever Air Force Base and other military facilities. Providing for movement of commuters and freight through the corridor is important to support access to jobs and local and regional economies. Inclement weather is often an issue along the corridor, contributing to safety issues and delayed travel times.

Corridor Designations

- None

What we heard about the Corridor

- 3 comments specifically about this corridor
- Desire for safety improvements (including shoulders)
- Concerns about weather related highway closures





Key Data Findings: State Highway 94 A: Ellicott East to US 40 (PCF7012)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage disabled population	<i>Resiliency</i>	Crosses 100-year flood plain
<i>Safety</i>	Dense wildlife crashes	<i>Freight Economics</i>	High percent of truck traffic
<i>Bicycling</i>	Medium-low to medium-high stress for bicycling One location with a bicycle crash (east of Rush)		



Corridor Needs: State Highway 94 A: Ellicott East to US 40 (PCF7012)














Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Mitigate wildlife crashes
- Eliminate shoulder deficiencies




Corridor Projects: State Highway 94 A: Ellicott East to US 40 (PCF7012)













Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 94 Intersection Modification at Blaney (in PPACG)	Constructing jug handle intersection at Blaney (SH 94 and Blaney Rd)	1664	 	-	 	\$4.00
SH 94 Safety Study	Most frequent crash types: Overturning, Fixed Objects, Broadside	2398		-	 	\$0.10
Intelligent Transportation Systems (ITS)	CDOT has identified SH 94 as a Priority level 2 Fiber corridor	2462			 	\$20.00

Project Types




-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian

-  Mobility Options
-  Safety
-  Asset Management
-  Aviation
-  Freight
-  Transit

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 94 A: Ellicott East to US 40 (PCF7012)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- SH 94 Intersection Modification at Blaney (in PPACG)
- Intelligent Transportation Systems (ITS)



Safety

- SH 94 Safety Study



State Highway 96 A: Westcliffe East to I-25 (Pueblo) (PCF7013)



Corridor Name

State Highway 96 A: Westcliffe East to I-25 (Pueblo)

Corridor Vision

The Vision for the SH 96 - Westcliffe east to I-25 (Pueblo) corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides an east-west connection within the Wet Mountain Valley area and serves as a US 50 detour route. The corridor is part of the Frontier Scenic Byway and provides access to recreation, small towns, as well as the Pueblo area. The local economy depends on the corridor to support tourism and freight movement.

Corridor Designations

- Scenic Byway (Frontier Pathways)

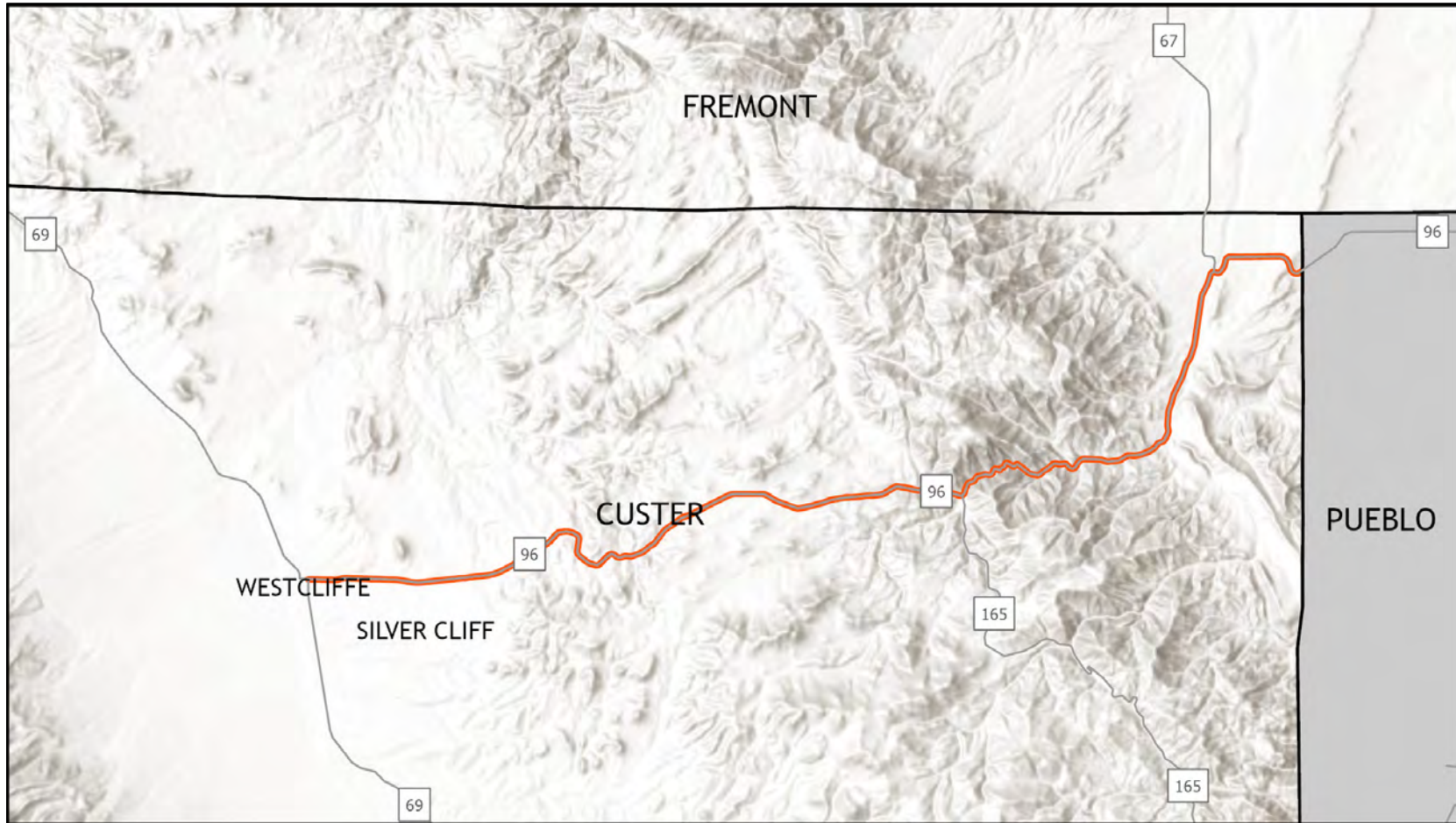
What we heard about the Corridor

- 13 comments specifically about this corridor
- Desire for reduced speeds
- Desire for shoulder improvements
- Concerns about roadway conditions
- Interest in bicycle and pedestrian accommodation
- Concerns about natural disasters





Key Data Findings: State Highway 96 A: Westcliffe East to I-25 (Pueblo) (PCF7013)



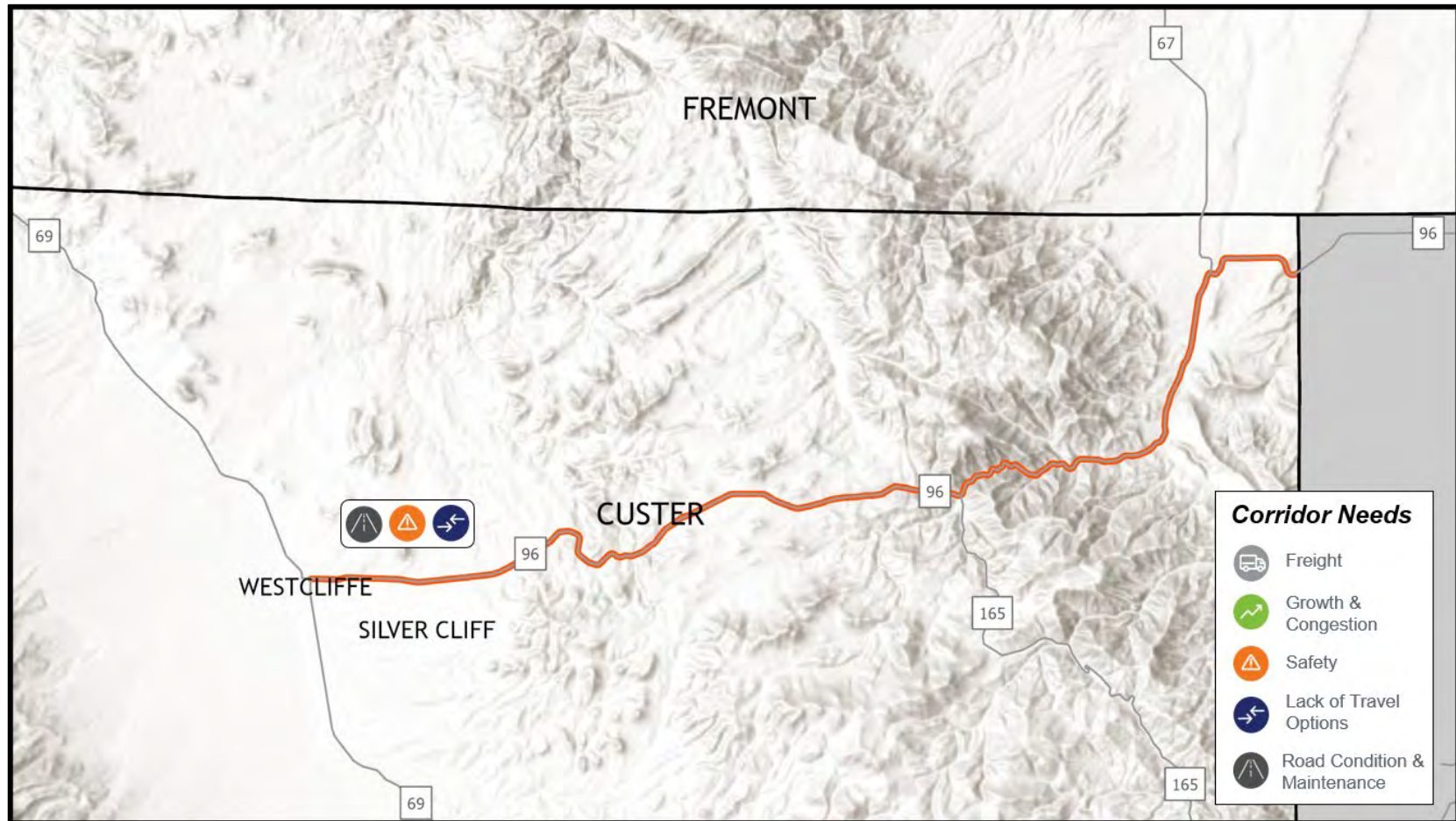
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage of 65+ and disabled populations
<i>Safety</i>	One segment with elevated crash patterns (LOSS 3 or 4) Majority of corridor has shoulders <2' Dense wildlife crashes
<i>Asset Management</i>	Low drivability life

<i>Bicycling</i>	High stress for bicycling
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Corridor Needs: State Highway 96 A: Westcliffe East to I-25 (Pueblo) (PCF7013)



Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Mitigate risk associated with natural disasters



Corridor Projects: State Highway 96 A: Westcliffe East to I-25 (Pueblo) (PCF7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 96 Shoulder Widening	Widen SH 96 at select locations, estimated ~25% of corridor (MP 0 to 59)	1665				\$30.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 96 A: Westcliffe East to I-25 (Pueblo) (PCF7013)



Asset Management

- See project: SH 96 Shoulder Widening



Mobility

- See project: SH 96 Shoulder Widening



Safety

- SH 96 Shoulder Widening



State Highway 115 A (i): US 50 in Cañon City East to US 50 (PCF7014)



Corridor Name

State Highway 115 A (i): US 50 in Cañon City East to US 50

Corridor Vision

The Vision for the SH 115 - US 50 (Cañon City) east to US 50 corridor is primarily to increase mobility through safety and system quality improvements, as well as to enhance public transportation.

Corridor Description

This corridor provides east-west connectivity between Cañon City and Florence and serves as a Main Street in Florence. Multimodal mobility options are important for the corridor as the route is heavily used for intra-area travel by local residents. The corridor plays an important role in providing access to jobs in the region, including to Department of Corrections facilities. Maintaining the small urban/suburban character of the corridor is important while providing commuter mobility and access to services in the region.

Corridor Designations

- Scenic Byway (Cañon City to Florence - Gold Belt Tour)

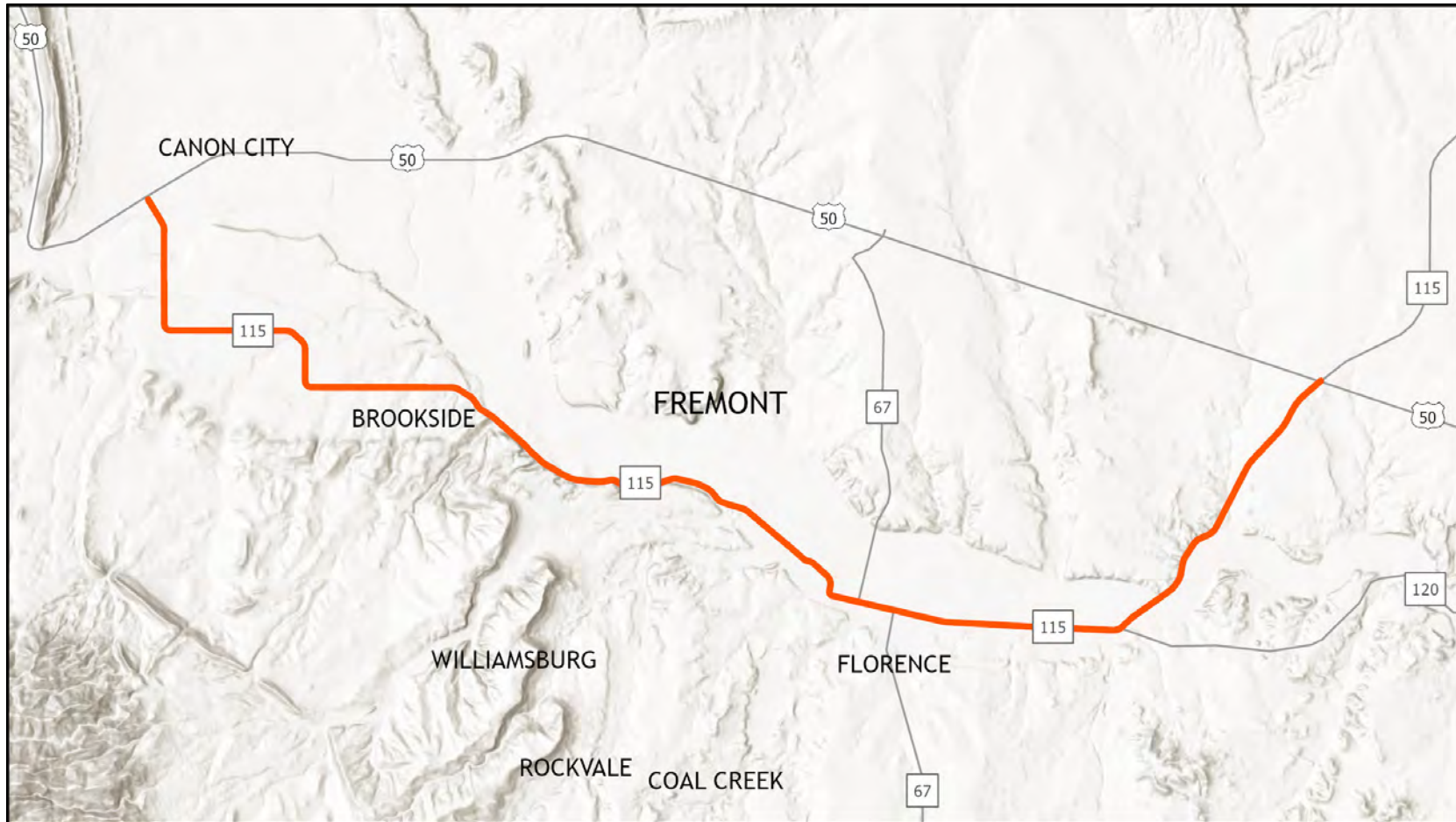
What we heard about the Corridor

- 44 comments specifically about this corridor
- Desire for bicycle and pedestrian improvements
- Interest in transit improvements
- Desire for shoulder improvements
- Concern about roadway conditions
- Desire for safety improvements (including turn lanes)
- Concerns about congestion





Key Data Findings: State Highway 115 A (i): US 50 in Cañon City East to US 50 (PCF7014)



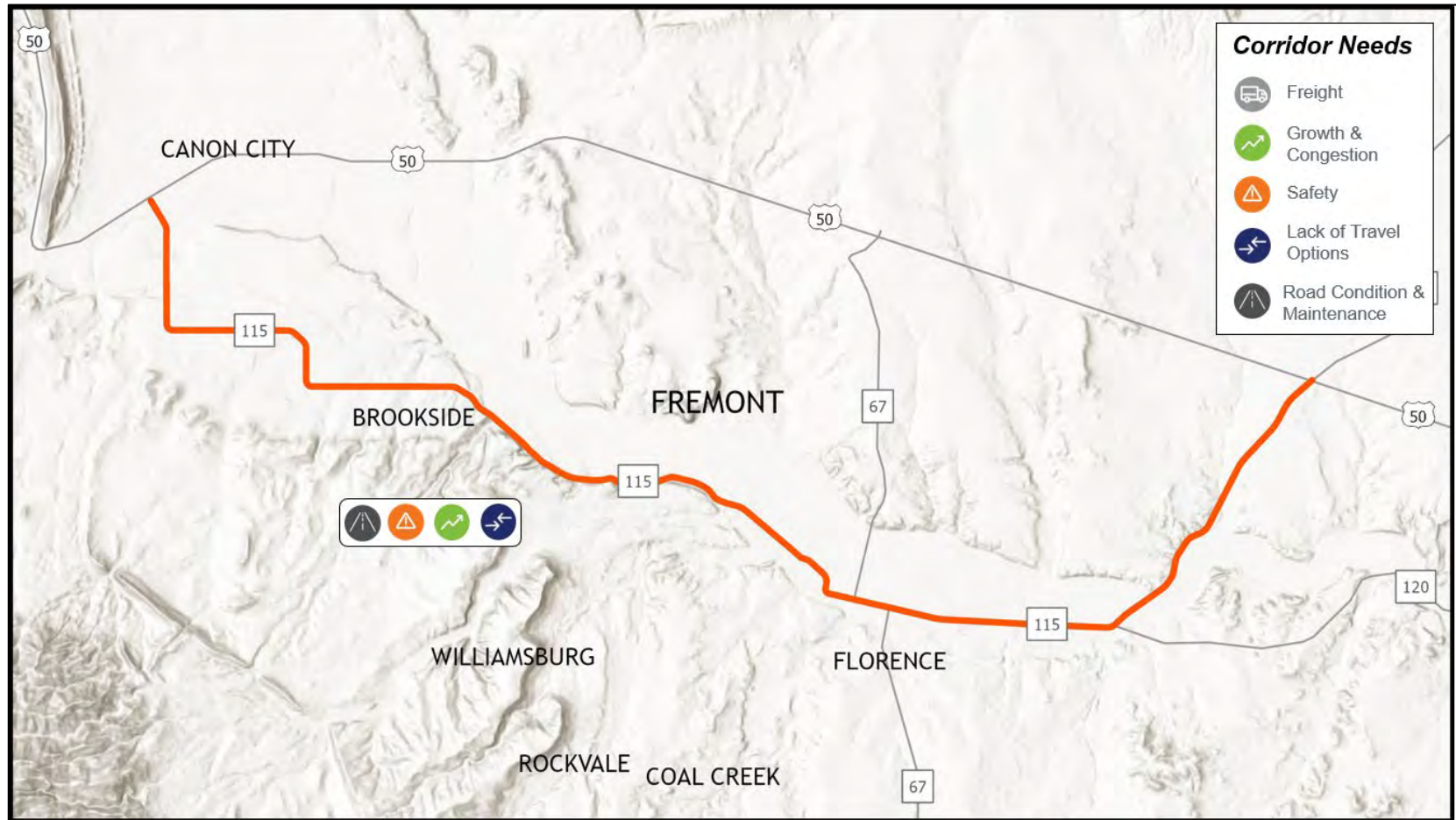
Key Data Findings:

Demographics Transit	Passes through census tract with high percentage of 65+ population
Growth	Moderate congestion between US 50 and E Main Street (2030, 2045)
Freight Safety	Majority of corridor has shoulders <2' Dense wildlife crashes
Freight Asset Management	Low drivability life (one segment)






Bicycling	High stress for bicycling One location with a bicycle crash Main street through Florence (DOLA affiliated Main Street)
Resiliency	Parallels 100-year flood plain
Freight Economics	High concentration of jobs in Cañon City Concentration of jobs in Florence Agricultural corridor



Corridor Needs: State Highway 115 A (i): US 50 in Cañon City East to US 50 (PCF7014)




















Corridor Needs

-  Eliminate shoulder deficiencies
-  Address pavement condition where drivability life is poor
-  Address increasing congestion to improve access to jobs
-  Mitigate wildlife crashes
-  Accommodate travel needs of vulnerable populations
-  Eliminate unsafe passing/turning conditions







Corridor Projects: State Highway 115 A (i): US 50 in Cañon City East to US 50 (PCF7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 115 Widening and Passing Lanes, Shoulder and Intersection Improvements between Cañon City and Florence	Addition of passing lanes, shoulders, and improved bicycle and pedestrian safety per PEL (MP 0-8)	1080	 	    	  	\$10.50
SH 115 Safety Study	Most frequent crash types: Fixed Objects, Rear Ends, Wild Animal	2399			 	\$0.15
Between Canon City & US 50	Rural road surface treatment	2608				\$8.01




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

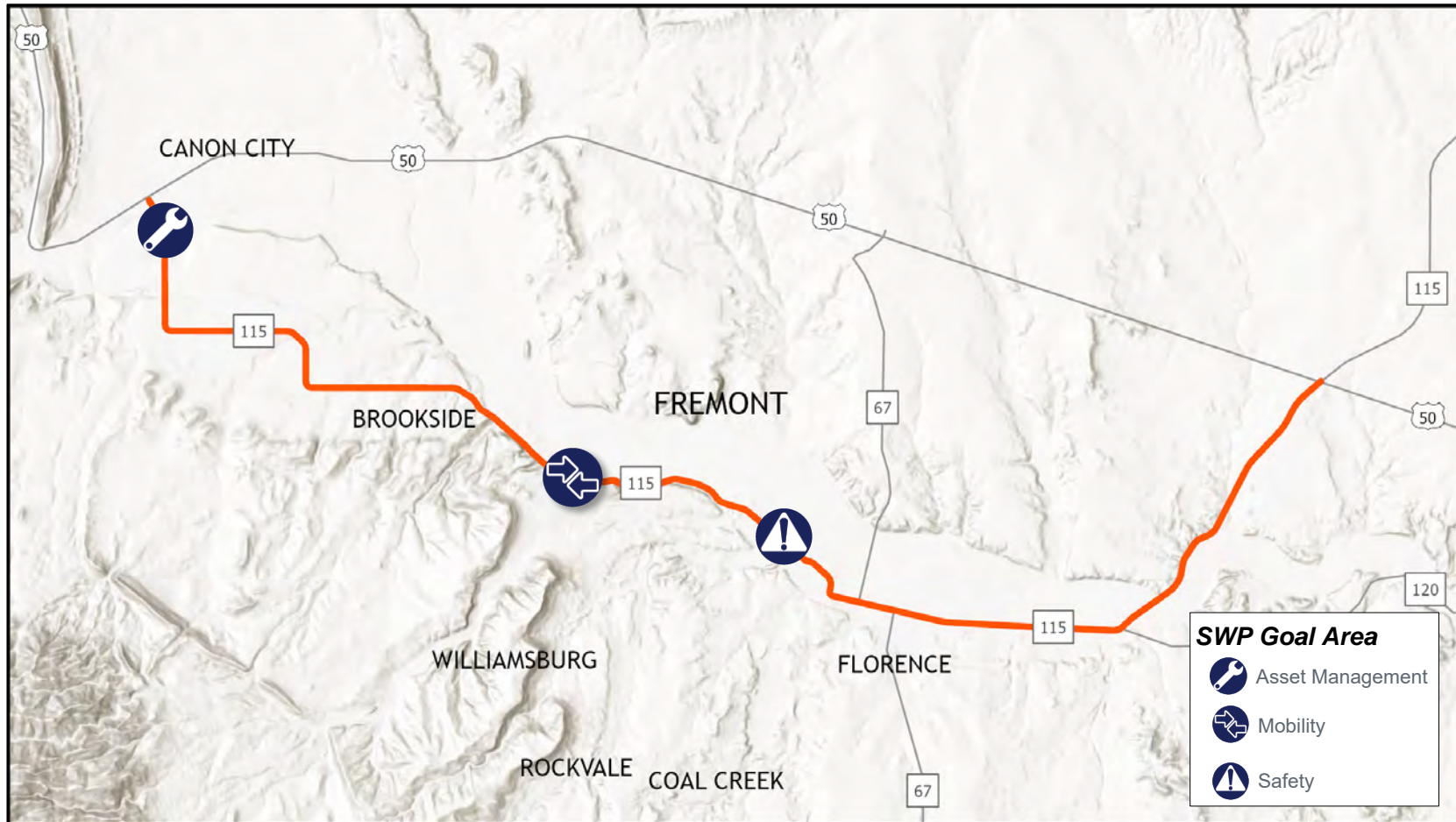
-  Economic Vitality
-  Quality of Life
-  Mobility Options
-  Safety
-  Public Health
-  Bicycle
-  Asset Management
-  Aviation
-  Tourism
-  Resilience
-  Freight
-  Pedestrian
-  Transit

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 115 A (i): US 50 in Cañon City East to US 50 (PCF7014)



Asset Management

- Between Canon City & US 50



Mobility

- SH 115 Widening and Passing Lanes, Shoulder and Intersection Improvements between Cañon City and Florence



Safety

- SH 115 Safety Study



State Highway 115 A (ii): US 50 North to Colorado Springs Limit (PCF7015)



Corridor Name

State Highway 115 A (ii): US 50 North to Colorado Springs Limit

Corridor Vision

The Vision for the SH 115 - US 50 north to Colorado Springs city limit corridor is primarily to increase mobility as well as to maintain system quality and to improve safety.

Corridor Description

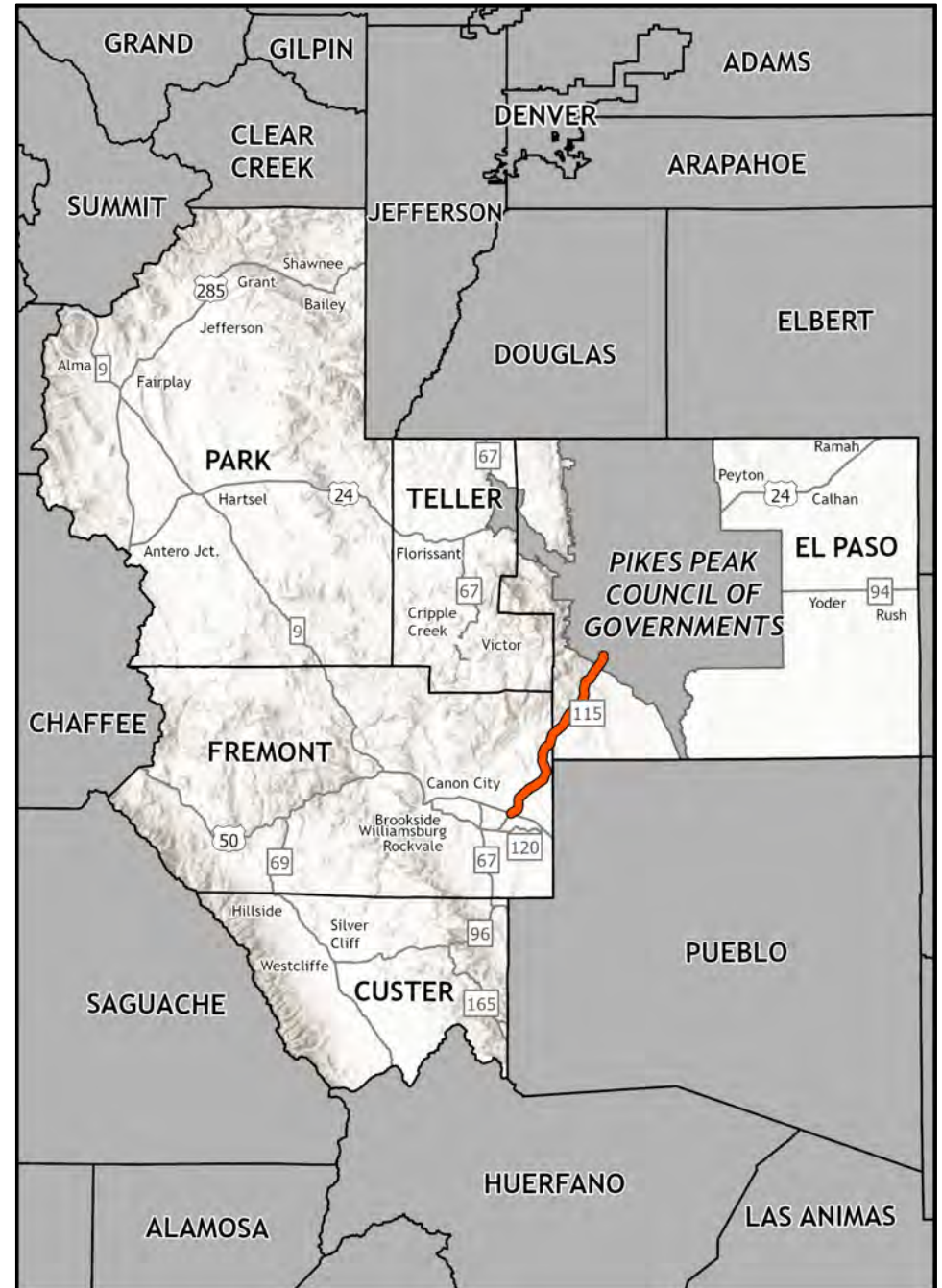
This corridor provides commuter access and makes north-south connections within the southern foothills between Florence/Penrose/Cañon City and the Colorado Springs areas. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. High levels of mobility are critical to the communities in the corridor and desire to preserve the rural character of the corridor while supporting movement of commuters, freight, and tourists.

Corridor Designations

- None

What we heard about the Corridor

- 78 comments specifically about this corridor
- Desire to accommodate bicyclists
- Concerns about roadway and safety impacts of heavy truck traffic
- Interest in roadway expansion to accommodate growth/congestion
- Desire for expanded travel options
- Concerns about roadway condition

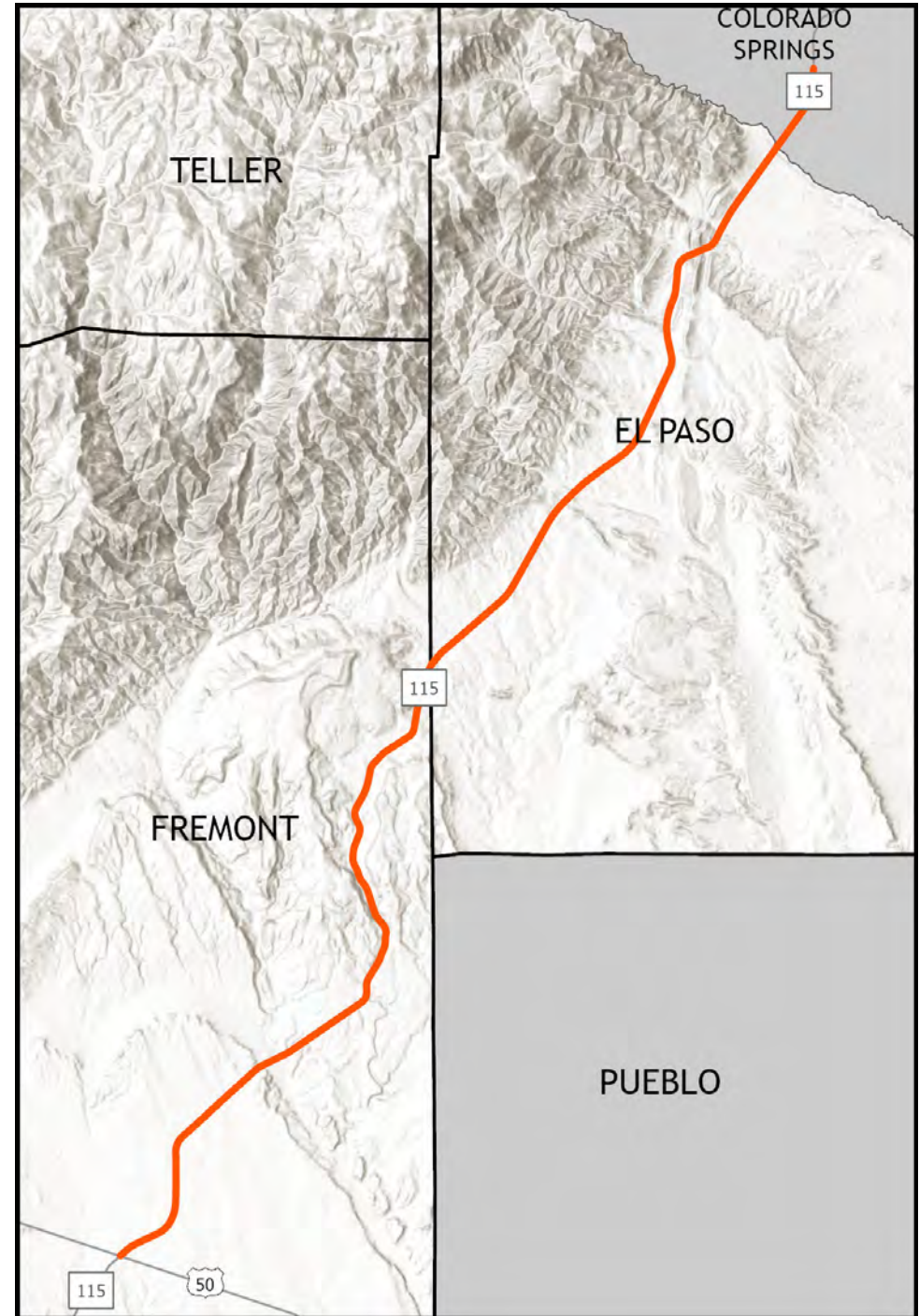




Key Data Findings: State Highway 115 A (ii): US 50 North to Colorado Springs Limit (PCF7015)

Key Data Findings:

Demographics Transit	Passes through census tract with high percentage of 65+ & minority populations
Growth	High congestion (2030, 2045)
Safety	Two segments with elevated crash patterns (LOSS 3 or 4) Dense wildlife crashes Hazmat route
Asset Management	Low drivability life (two segments)
Bicycling	Medium-high stress for bicycling One location with a bicycle crash
Resiliency	High criticality Crosses 100-year flood plain



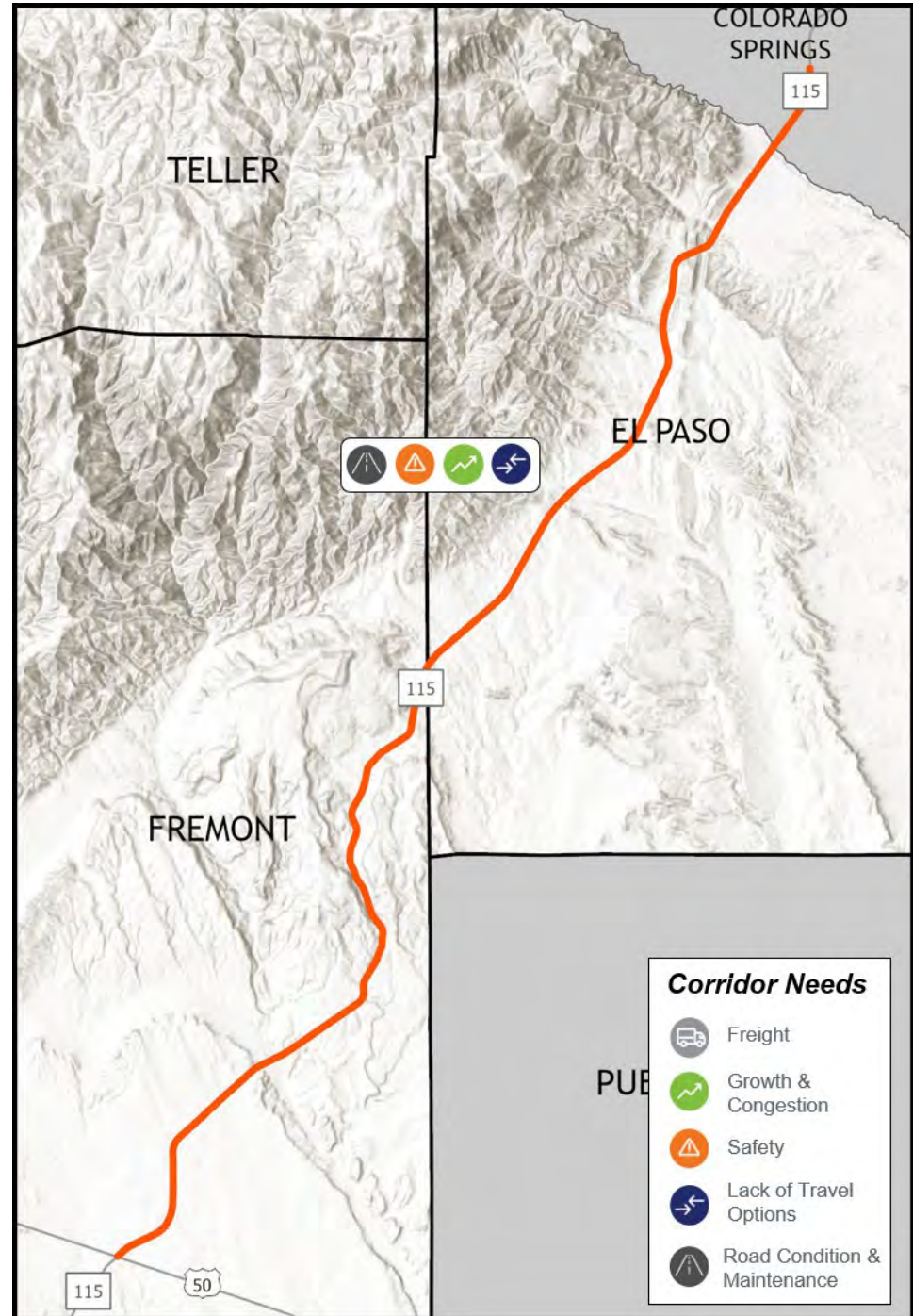


Corridor Needs: State Highway 115 A (ii): US 50 North to Colorado Springs Limit (PCF7015)



Corridor Needs

- Address increasing congestion to improve access to jobs
- Address pavement condition where drivability life is poor
- Mitigate wildlife crashes
- Mitigate risk associated with natural disasters
- Accommodate travel needs of vulnerable populations
- Improve bicycle accommodation





Corridor Projects: State Highway 115 A (ii): US 50 North to Colorado Springs Limit (PCF7015)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Inter-regional Transit Service between Cañon City-Florence-Colorado Springs	Connecting Cañon City and Florence with Colorado Springs. 5-7 days per week, 8 hours per day, estimated 2,080-2,912 annual hours; one van	1081				\$0.84
SH 115 – Safety and Paving improvements	Replaces the current bridge at Rock Creek on SH 115 with a wider bridge to accommodate passing lanes from MP 37 to 39 and resurfaces the existing pavement. Also constructs a paved shoulder for a mobile weight scale or freight. Paving will be included as budget allows.	18				\$42.00
SH 115 @ US 50A EB Ramp Roundabout (roundabout) - MP 13.695-14.108	SH 115 @ US 50A EB Ramp Roundabout (roundabout) - MP 13.695-14.108	1667				\$1.08
SH 115 Shoulder Widening	Widen SH 115 at select locations, estimated ~25% of corridor (MP 0 to 47)	1668				\$24.00
SH 115 Wildlife Fence Project	SH 115 Wildlife Fence Project (MP 23-40)	2400				\$1.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 115 A (ii): US 50 North to Colorado Springs Limit (PCF7015)



Asset Management

- SH 115 – Safety and Paving improvements



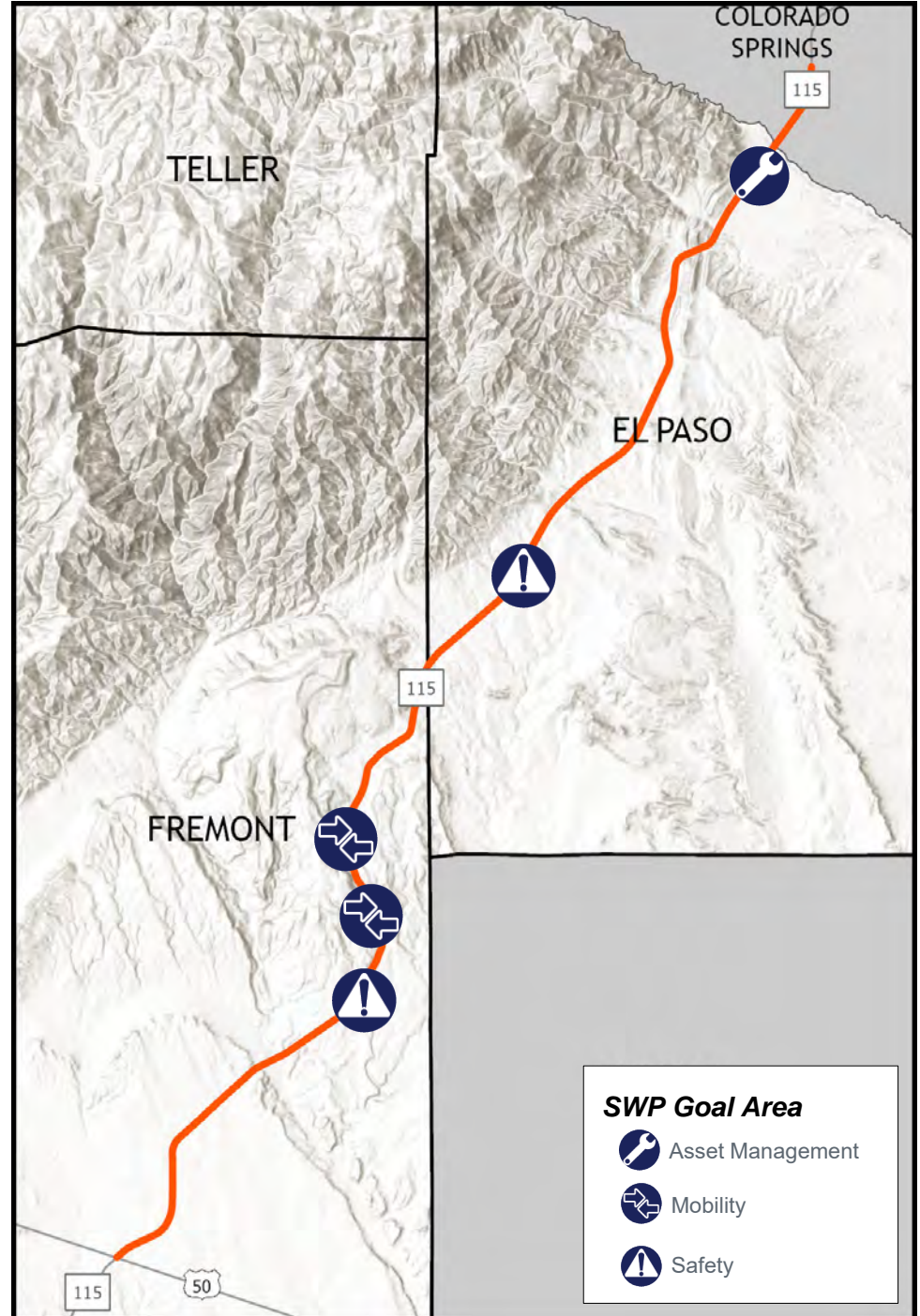
Mobility

- New Inter-regional Transit Service between Cañon City-Florence-Colorado Springs
- SH 115 @ US 50A EB Ramp Roundabout (roundabout) - MP 13.695-14.108



Safety

- SH 115 Shoulder Widening
- SH 115 Wildlife Fence Project (MP 23-40)





State Highway 120 A: SH 115 East to US 50 (PCF7016)

Corridor Name

State Highway 120 A: SH 115 East to US 50

Corridor Vision

The Vision for the SH 120 - SH 115 east to US 50 corridor is primarily to maintain system quality and improve safety.

Corridor Description

This corridor provides east-west connections between Florence and Portland within the Arkansas River Valley area. Maintaining the rural character of the area is important while also providing truck movement and supporting local access and connectivity.

Corridor Designations

- None

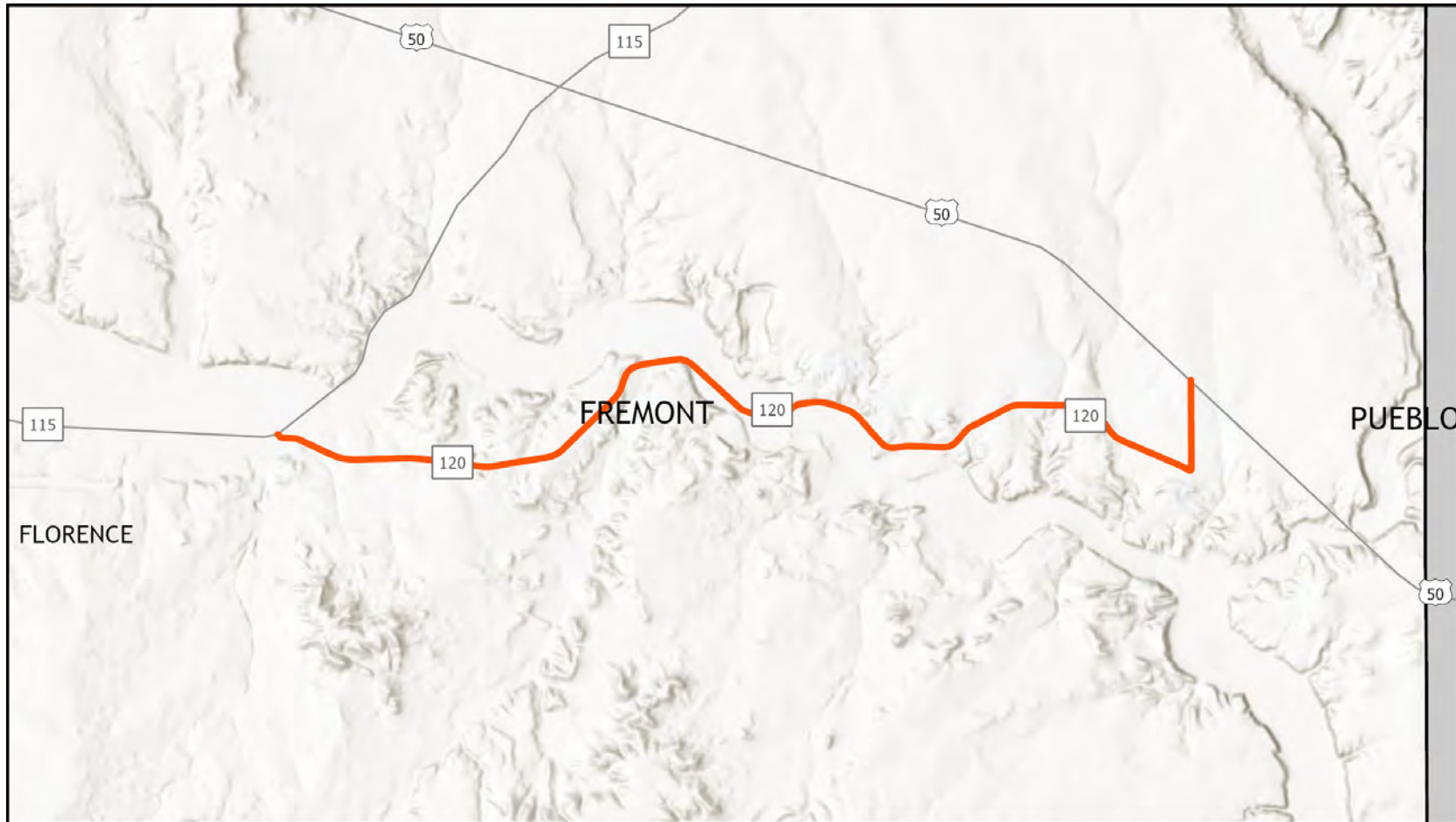
What we heard about the Corridor

- No comments



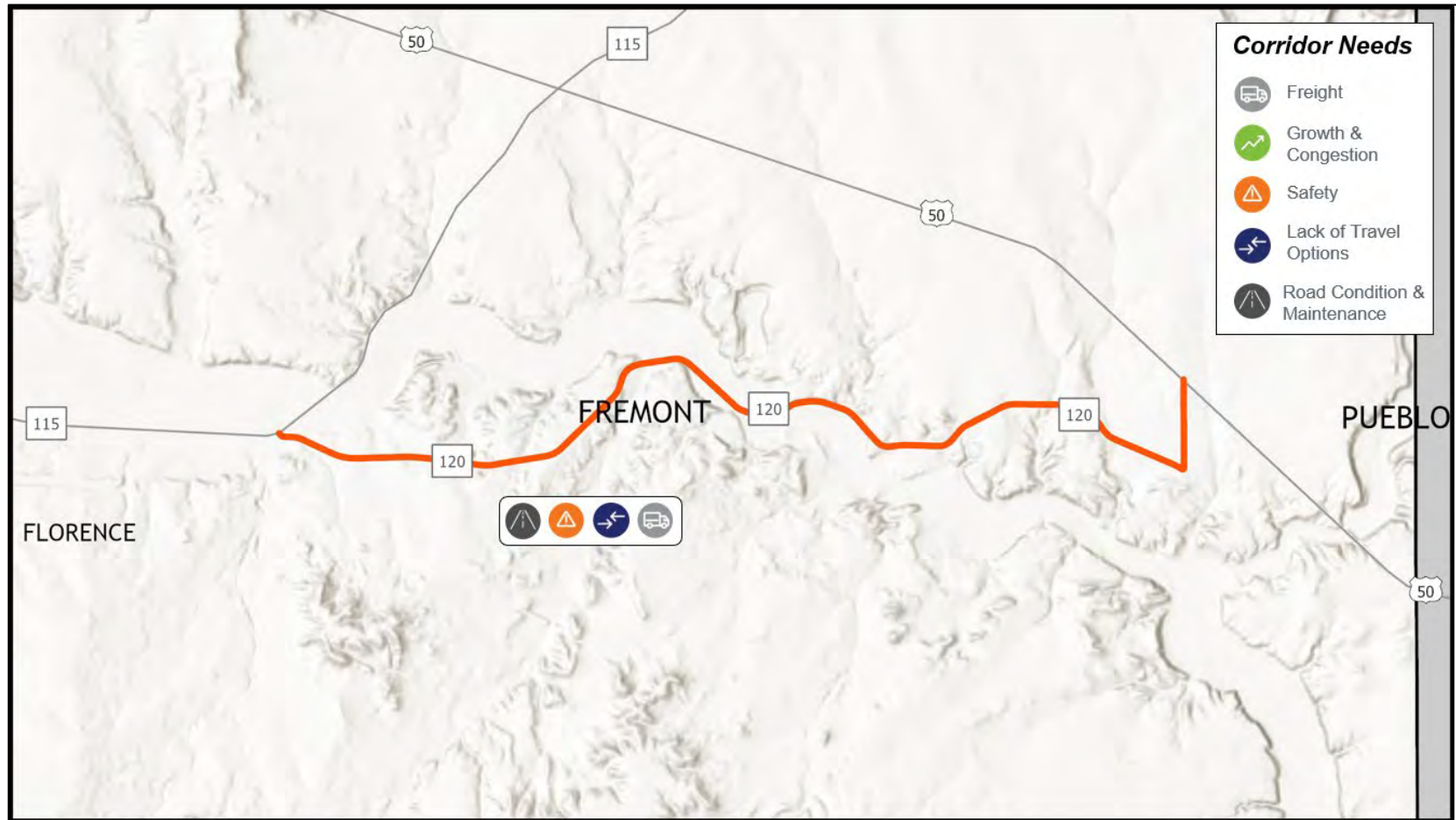


Key Data Findings: State Highway 120 A: SH 115 East to US 50 (PCF7016)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and low-income populations	<i>Resiliency</i>	Crosses 100-year flood plain
<i>Freight Safety</i>	Majority of corridor has shoulders <2' One segment with elevated crash patterns (LOSS 3 or 4) Dense wildlife crashes	<i>Freight Economics</i>	High percentage of truck traffic
<i>Bicycling</i>	High stress for bicycling		



Corridor Needs

- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns (including wildlife crashes)
- Accommodate travel needs of vulnerable populations



Corridor Projects: State Highway 120 A: SH 115 East to US 50 (PCF7016)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Widen Shoulders	Widen Shoulders (MP 0 to 7.2)	1669				\$15.00
SH 120 Safety Study	-	2401		-		\$0.05
SH 165 Safety Study	Most frequent crash types: Wild Animal, Fixed Objects, Overturning	2402				\$0.03
East of Florence to US 50	Rural road surface treatment	2615				\$2.90

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Capacity
- Safety



Project Based Strategies: State Highway 120 A: SH 115 East to US 50 (PCF7016)



Asset Management

- East of Florence to US 50



Mobility

- Widen Shoulders



Safety

- SH 120 Safety Study
- SH 165 Safety Study



State Highway 165 A: SH 96 in Custer County East to I-25/Pueblo (PCF7017)



Corridor Name

State Highway 165 A: SH 96 in Custer County East to I-25/Pueblo

Corridor Vision

The Vision for the SH 165 - SH 96 (Custer County) east to I-25 (Pueblo) corridor is primarily to maintain system quality.

Corridor Description

This corridor provides local access and makes north-south connections within the Wet Mountain area. The transportation system in the area primarily serves towns, cities, and destinations within the corridor, but also provides a critical connection to I-25 and Pueblo. The corridor also serves as a recreational gateway to the Sangre de Cristo Mountains and is part of the Frontier Scenic Byway.

Corridor Designations

- Scenic Byway (Frontier Pathways)

What we heard about the Corridor

- 1 comment specifically to this corridor
- Consider logging operations and fire mitigation in the area



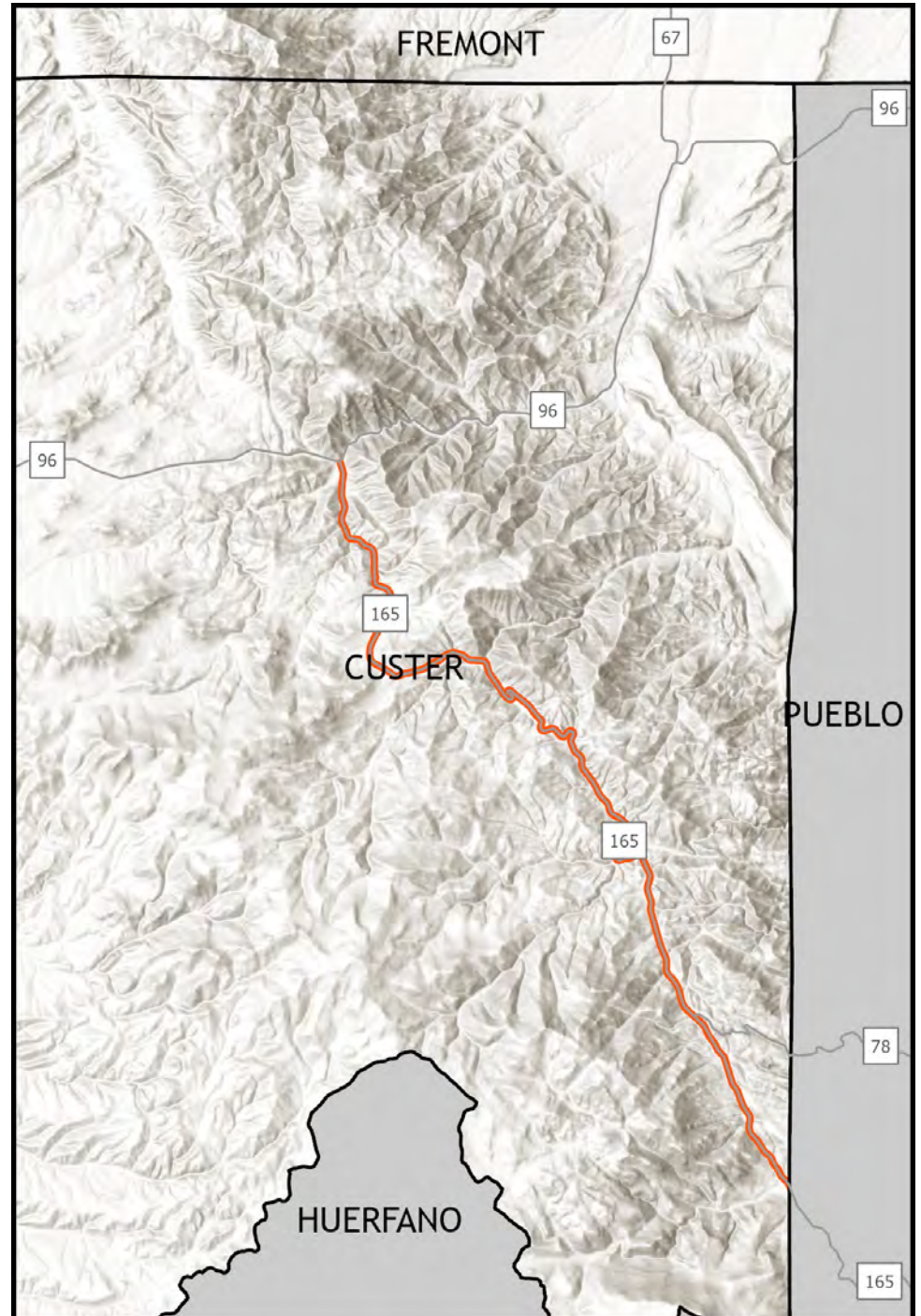


Key Data Findings: State Highway 165 A: SH 96 in Custer County East to I-25/Pueblo (PCF7017)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census track with higher percentage of 65+ and disabled populations
<i>Safety</i>	One segment with elevated crash patterns (LOSS 3 or 4) Majority of corridor has shoulders <2'
<i>Bicycling</i>	High stress for bicycling
<i>Economics</i>	Provides access to recreational area





Corridor Needs: State Highway 165 A: SH 96 in Custer County East to I-25/Pueblo (PCF7017)

Corridor Needs

- Mitigate elevated crash patterns
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 165 A: SH 96 in Custer County East to I-25/Pueblo (PCF7017)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Widen Shoulders	Widen Shoulders at select locations, estimated ~25% of corridor. (MP 0 to 18)	1670				\$9.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 165 A: SH 96 in Custer County East to I-25/Pueblo (PCF7017)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



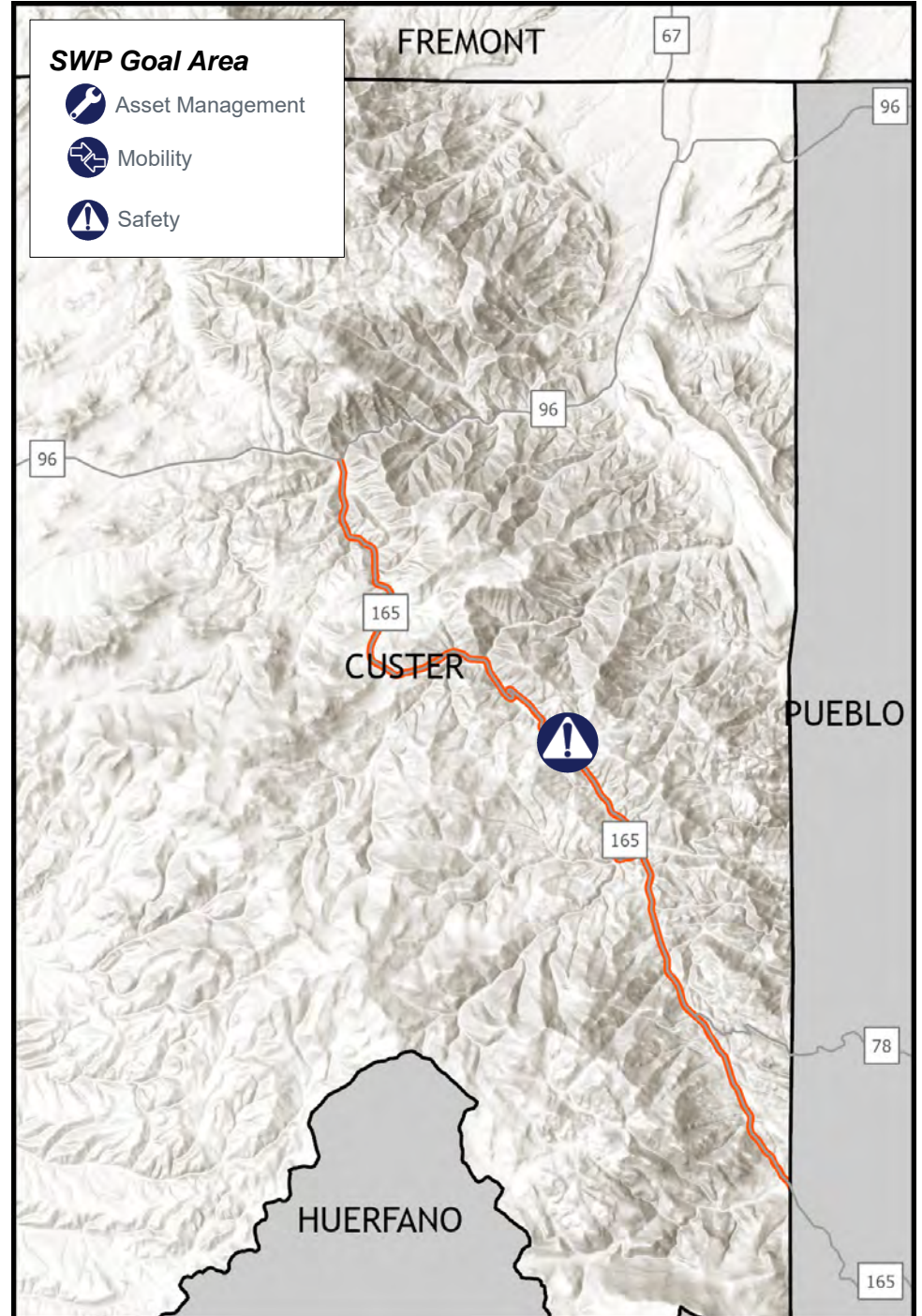
Mobility

- See project: Widen Shoulders



Safety

- Widen Shoulders





US 285 D (i): US 24 (Antero Junction) North to SH 9 (Fairplay) (PCF7018)



Corridor Name

US 285 D (i): US 24 (Antero Junction) North to SH 9 (Fairplay)

Corridor Vision

The Vision for the US 285 - US 24 (Antero Junction) north to SH 9 (Fairplay) corridor is primarily to increase mobility, especially for truck freight, as well as to maintain system quality and to improve safety.

Corridor Description

This corridor provides north-south connectivity within Park County and is a part of the National Highway System. The corridor serves as a major truck route connecting New Mexico with Front Range communities. Increasing mobility to support movement of freight and tourism is important for the corridor.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Tier 2 EV Corridor

What we heard about the Corridor

- 20 comments specifically about this corridor
- Desire for turn lanes and passing lanes
- Improve travel time reliability
- Expand roadway capacity
- Improve roadway to serve as alternative route for I-70/congestion management
- Desire for safety improvements



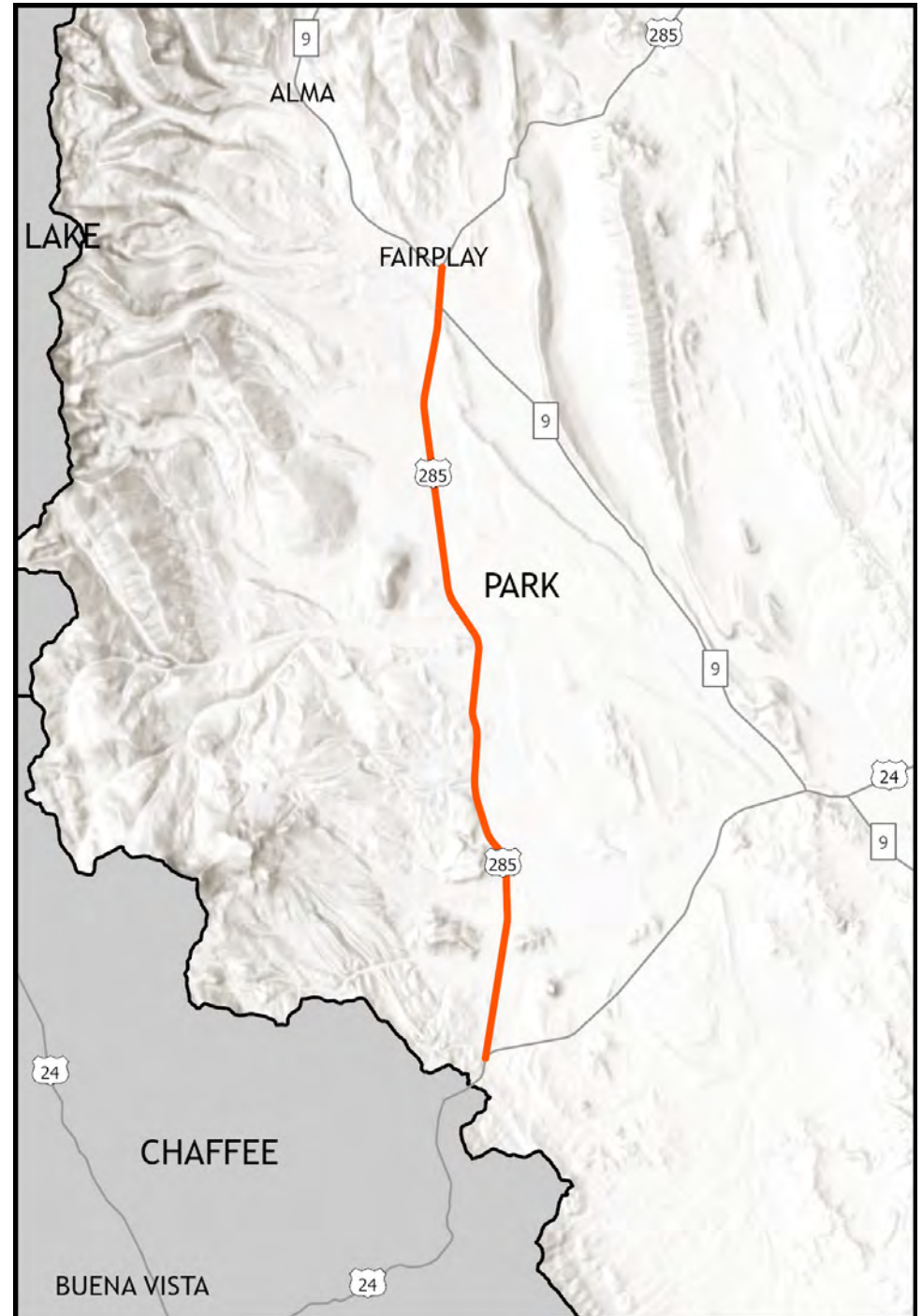


Key Data Findings: US 285 D (i): US 24 (Antero Junction) North to SH 9 (Fairplay) (PCF7018)



Key Data Findings:

Demographics Transit	Passes through census track with higher percentage of 65+ and low-income populations
Freight Safety	Four segments with elevated crash patterns (LOSS 3 or 4) Dense wildlife crashes Hazmat route
Freight Asset Management	One bridge in poor condition
Transit	Bustang Outrider operates on corridor with stops in Fairplay & Conifer. Black Hills Stage Lines operates on corridor
Bicycling	Medium-high stress for bicycling
Resiliency	Crosses 100-year flood plain
Economics	Provides access to recreational area

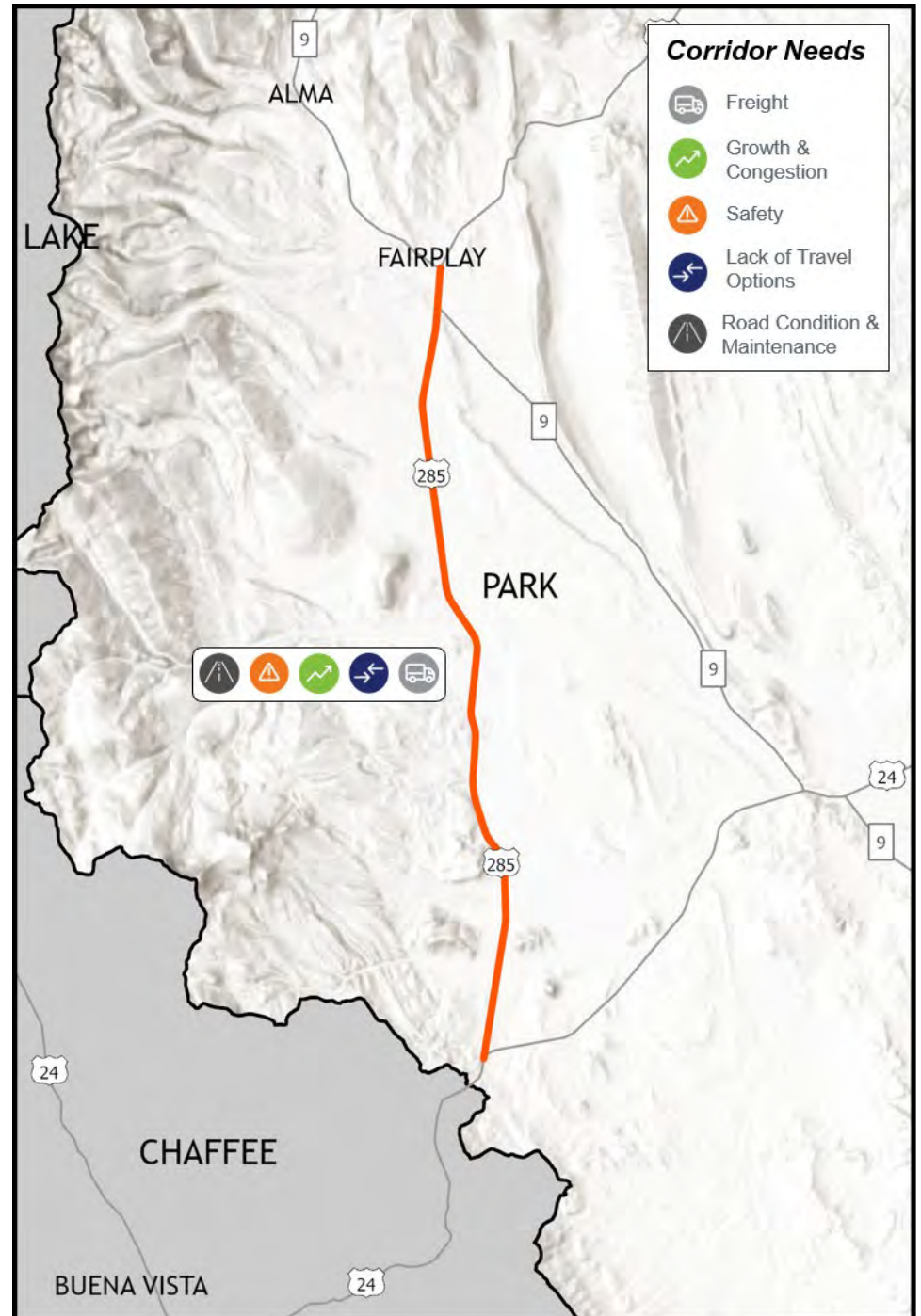




Corridor Needs: US 285 D (i): US 24 (Antero Junction) North to SH 9 (Fairplay) (PCF7018)

Corridor Needs

- ⚠ Address unsafe passing conditions
- 🛖 Address bridge in poor condition
- 🚛 Improve travel conditions for trucks and heavy vehicles
- ⚠ Mitigate elevated crash patterns (including wildlife crashes)
- 📈 Reduce travel delays and improve travel time reliability
- 👤 Accommodate travel needs of vulnerable populations





Corridor Projects: US 285 D (i): US 24 (Antero Junction) North to SH 9 (Fairplay) (PCF7018)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50	Installation of fiber-optics and Intelligent Transportation Systems devices	1003				-
I-70 Closures	Dynamic Route Assignment	1085		-		-
US 285: Intelligent Transportation Systems Infrastructure (Fairplay to Monte Vista)	Installation of fiber-optics and ITS devices between Fairplay and Monte Vista	1012				\$45.00
US 285 Passing lanes and shoulder widening North of Fairplay	Passing lanes north of Fairplay (3 locations, SB MP 184 to 185, NB MP 189 to 190, SB MP 200 to 201); shoulder widening Fairplay to Richmond Hill (MP 183 - 234)	1672				\$35.00
US 285/CO 9 Intersection Improvement with Bridge Widening	Upgrades the intersection with dual left turn lanes, protected pedestrian crossings, and new sidewalks. This project also includes a bridge widening and replacement along US 285.	8				\$15.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 285 D (i): US 24 (Antero Junction) North to SH 9 (Fairplay) (PCF7018)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



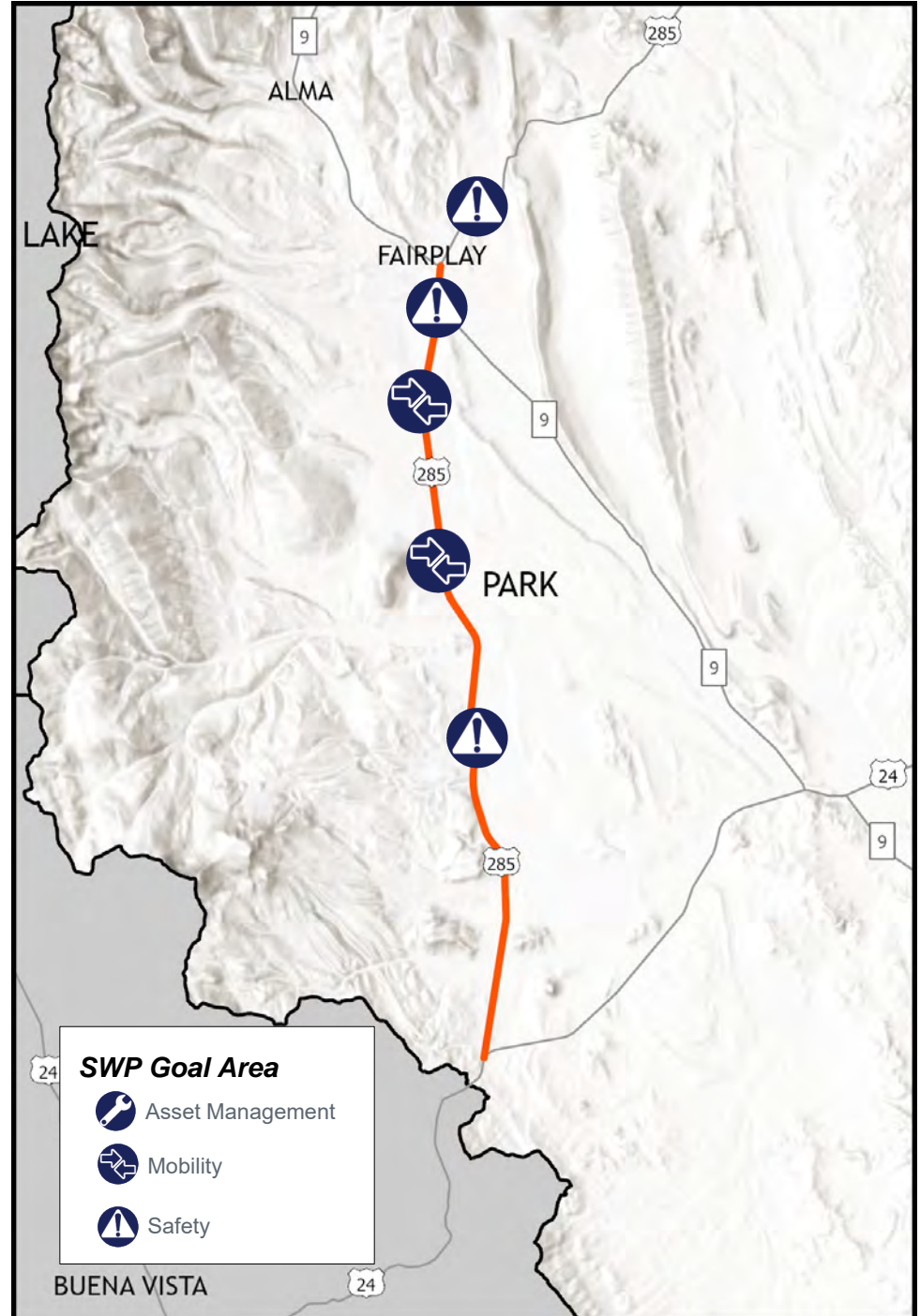
Mobility

- US 285 Passing lanes and shoulder widening North of Fairplay
- I-70 Closures



Safety

- US 285: Intelligent Transportation Systems Infrastructure (Fairplay to Monte Vista)
- ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50
- US 285/CO 9 Intersection Improvement with Bridge Widening





US 285 (ii): Bailey North to Conifer (PCF7019)

Corridor Name

US 285 (ii): Bailey North to Conifer

Corridor Vision

The Vision for the US 285 - Bailey north to Conifer corridor is primarily to increase mobility as well as to maintain system quality and to improve safety.

Corridor Description

This corridor, a part of the National Highway System, makes north-south connections within the northeast Park County area and largely serves local residents, tourists, and freight movement. The corridor experiences significant safety, capacity and congestion impacts due to commuter travel and impacts from I-70 congestion and closures. Maintain the mountain character of the corridor and minimizing environmental impacts are important for this corridor.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Tier 2 EV Corridor

What we heard about the Corridor

- 40 comments specifically about this corridor
- Interest in roadway expansion
- Desire for turn lanes and passing lanes
- Improve travel time reliability (eliminate signals)
- Concerns about congestion
- Desire for safety improvements





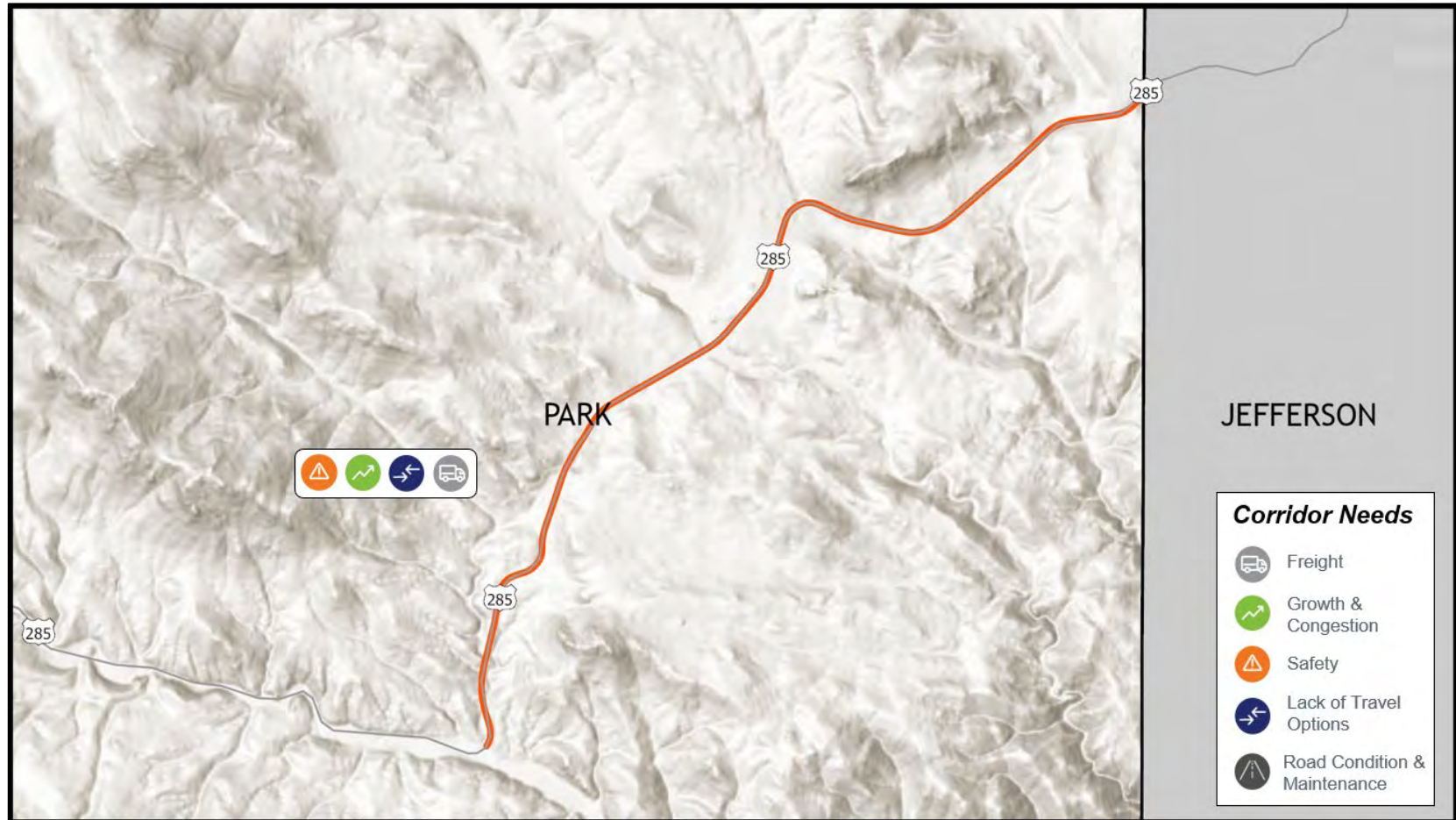
Key Data Findings: US 285 (ii): Bailey North to Conifer (PCF7019)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and low-income populations
<i>Freight Safety</i>	Four segments with elevated crash patterns (LOSS 3 or 4) Dense wildlife crashes Hazmat route
<i>Transit</i>	Bustang Outrider operates on corridor with stops in Fairplay & Conifer Black Hills Stage Lines operates on corridor

<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	High criticality Crosses 100-year flood plain
<i>Economics</i>	High concentration of jobs near Bailey



Corridor Needs

- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Address unsafe passing conditions
- Address increasing congestion to improve access to jobs, tourist destinations and recreation
- Reduce travel delays and improve travel time reliability
- Accommodate travel needs of vulnerable populations
- Provide additional travel options



Corridor Projects: US 285 (ii): Bailey North to Conifer (PCF7019)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50	Installation of fiber-optics and Intelligent Transportation Systems devices	1003				-
I-70 Closures	Dynamic Route Assignment	1085		-		-
US 285: Intelligent Transportation Systems Infrastructure (Tiny Town to Fairplay)	Installation of fiber-optics and ITS devices between Tiny Town and Fairplay	1014				\$40.00
South of Bailey to Park/Jefferson County Line	Rural road surface treatment	2609				\$6.85
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- South of Bailey to Park/Jefferson County Line



Mobility

- ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50
- I-70 Closures
- New Essential Bus Service from Durango to Denver



Safety

- US 285: Intelligent Transportation Systems Infrastructure (Tiny Town to Fairplay)



US 285 (iii): SH 9 from Fairplay North to Bailey (PCF7020)

Corridor Name

US 285 (iii): SH 9 (Fairplay) North to Bailey

Corridor Vision

The Vision for the US 285 - SH 9 (Fairplay) north to Bailey corridor is primarily to increase mobility as well as to maintain system quality and to improve safety.

Corridor Description

This corridor, a part of the National Highway System, provides a north-south interregional connection between Fairplay and Bailey. The corridor largely serves local residents, tourists and freight movement. The corridor experiences safety, capacity and congestion impacts due to congestion and closures of I-70. Maintaining the corridors mountain character and minimizing environmental impacts are important for this corridor.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Tier 2 EV Corridor

What we heard about the Corridor

- 71 comments specifically about this corridor
- Desire for passing lanes
- Desire for shoulder improvements
- Expand roadway capacity
- Desire for bicycle accommodation
- Improve travel options
- Desire for safety improvements





Key Data Findings: US 285 (iii): SH 9 from Fairplay North to Bailey (PCF7020)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ & low-income populations
Freight Safety	Several segments with elevated crash patterns (LOSS 3 or 4) Dense wildlife crashes Hazmat route
Transit	Bustang Outrider operates on corridor with stops in Fairplay & Conifer Black Hills Stage Lines operates on corridor

Bicycling	Medium-low to high stress for bicycling
Resiliency	Crosses 100-year flood plain
Economics	Provides access to recreational area



Corridor Needs

- Accommodate seasonal increases in travel demand and associated congestion
- Address unsafe passing conditions
- Improve travel conditions for trucks and heavy vehicles
- Address increasing congestion to improve access to jobs, tourist destinations and recreation
- Mitigate elevated crash patterns (including wildlife crashes)
- Reduce travel delays and improve travel time reliability
- Improve bicycle accommodation
- Accommodate travel needs of vulnerable populations



Corridor Projects: US 285 (iii): SH 9 from Fairplay North to Bailey (PCF7020)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50	Installation of fiber-optics and Intelligent Transportation Systems devices	1003				-
I-70 Closures	Dynamic Route Assignment	1085		-		-
US 285: Intelligent Transportation Systems Infrastructure (Tiny Town to Fairplay)	Installation of fiber-optics and ITS devices between Tiny Town and Fairplay	1014				\$40.00
Design and Construction of Fairplay Park-n-Ride	Design and construction of new Park-n-Ride facility to connect Outrider routes (Gunnison-Denver and Fairplay-Breckenridge) along US 285.	1084				\$4.00
North Kenosha Pass Chain Up Station	Chain up station for CMV's heading south over Kenosha Pass	1086				\$5.00
US 285 Platte Canyon Northbound Passing Lane	US 285 Platte Canyon Northbound Passing Lane	1673				\$5.00
Design and Construction Phases of SH 9 and US 285 Intersection & Corridor Improvements	Design and Construction Phases - SH 9 and US 285 Intersection & Corridor Improvements (Mod Signal + Minor Widening + Bridge Replacement + Lane Reconfiguration)	1674				\$3.12

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 285 (iii): SH 9 from Fairplay North to Bailey (PCF7020)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 285 & Reinecker Ridge Curve Realignment (MP 189.4-189.7)	US 285 & Reinecker Ridge Curve Realignment (realign curve geometry) - MP 189.4-189.7	1675				\$3.75
US 285 Wildlife Fence	-	1676				\$1.80
US 285 Raised Pavement Markings	-	1677				\$2.00
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 285 (iii): SH 9 from Fairplay North to Bailey (PCF7020)



SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- Design and Construction of Fairplay Park-n-Ride
- US 285 & Reinecker Ridge Curve Realignment (MP 189.4-189.7)



Mobility

- ITS/CAV: Statewide Strategic Fiber Network; fiber on US 24 and US 285; existing fiber on US 50
- I-70 Closures
- US 285 Platte Canyon Northbound Passing Lane
- New Essential Bus Service from Durango to Denver



Safety

- US 285: Intelligent Transportation Systems Infrastructure (Tiny Town to Fairplay)
- North Kenosha Pass Chain Up Station
- Design and Construction Phases of SH 9 and US 285 Intersection & Corridor Improvements
- US 285 Wildlife Fence
- US 285 Raised Pavement Markings



Corridor Projects: Non-Corridor Specific



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
South Powers Boulevard (SH 21) Corridor Study	Corridor Study from Mesa Ridge Parkway (SH 16) to I-25	2741		-		\$1.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Non-Corridor Specific



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See corridor projects



Safety

- South Powers Boulevard (SH 21) Corridor Study





Eastern TPR Corridor Profiles - Final

CDOT Region 4

Counties:

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

Non-Corridor Specific Needs

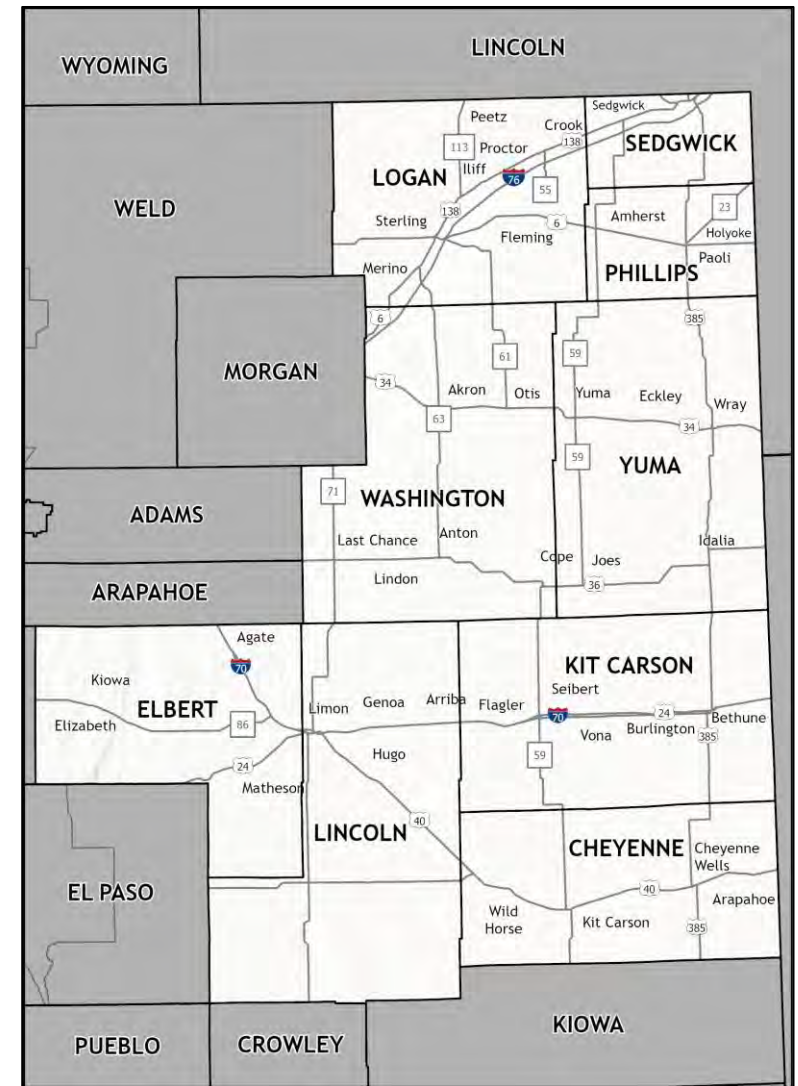
- Provide additional travel options
- Accommodate travel needs of vulnerable populations
- Provide additional rest stops/truck parking locations

* Corridor needs are listed in order of importance based on TPR and public feedback

What We've Heard about the Eastern TPR

- 1458 public and stakeholder comments specifically about the Eastern TPR
- 393 surveys completed by residents with a zip code in the Eastern TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" respondents in the Eastern TPR, combined with stakeholder input, selected: Road Condition and Safety, Freight, Lack of Travel Options
- The highest frequency topics for location-specific comments in the Eastern TPR (in order of frequency) include: Road condition, Safety, Trucking/Freight, Shoulders, Economic Vitality

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



Key Data Findings:

Demographics	2015 Population: 80,353 2045 Forecasted Population: 93,265
Economics	2015 Jobs: 39,130 2045 Forecasted Jobs: 36,560
Economics	Top Industries: Food and Agriculture, Manufacturing and Processing, Financial Services, Transportation and Logistics, Health and Wellness, Energy and Natural Resources

Growth	2015 Vehicle Miles of Travel (VMT): 3.4 Million 2045 Vehicle Miles of Travel (VMT): 5.1 Million
Asset Management	293 Miles of highway with high drivability life 719 Miles of highway with moderate drivability life 402 Miles of highway with low drivability life



State Highway 86 (Rural Section): Town of Kiowa East to I-70 (PEA7001)



Corridor Name

State Highway 86 (Rural Section): Town of Kiowa East to I-70

Corridor Vision

The vision for the SH 86 Rural Section corridor is primarily to improve safety as well as to improve system quality and to increase mobility.

Corridor Description

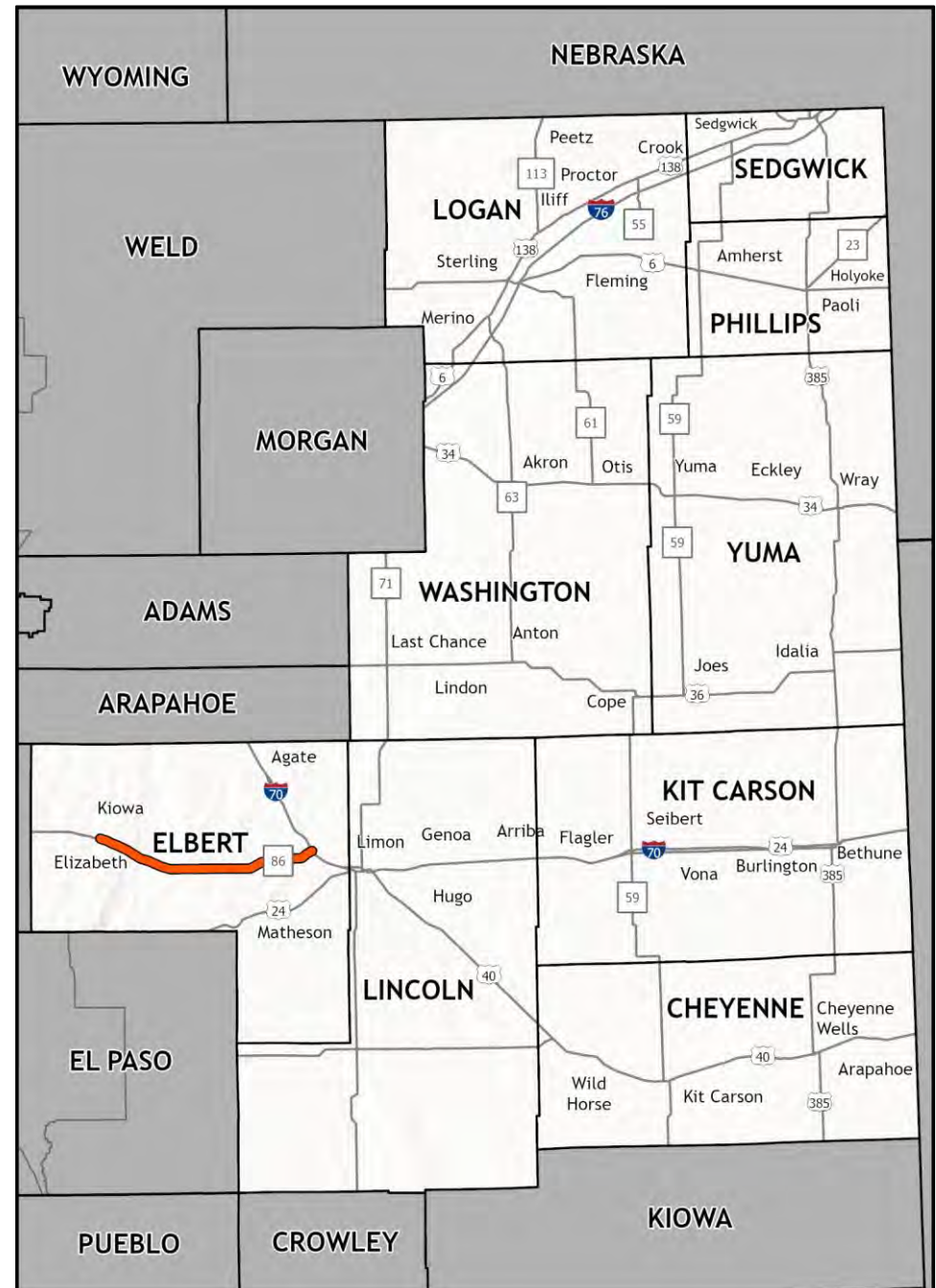
This corridor serves as local facility, connects to places outside the region, and makes east-west connections east to I-70 in Eastern Colorado. Travel modes now and in the future include passenger vehicle, truck freight, and local public transit. The transportation system in the area primarily serves destinations outside of the corridor.

Corridor Designations

- National Highway System (from I-25 to Franktown)

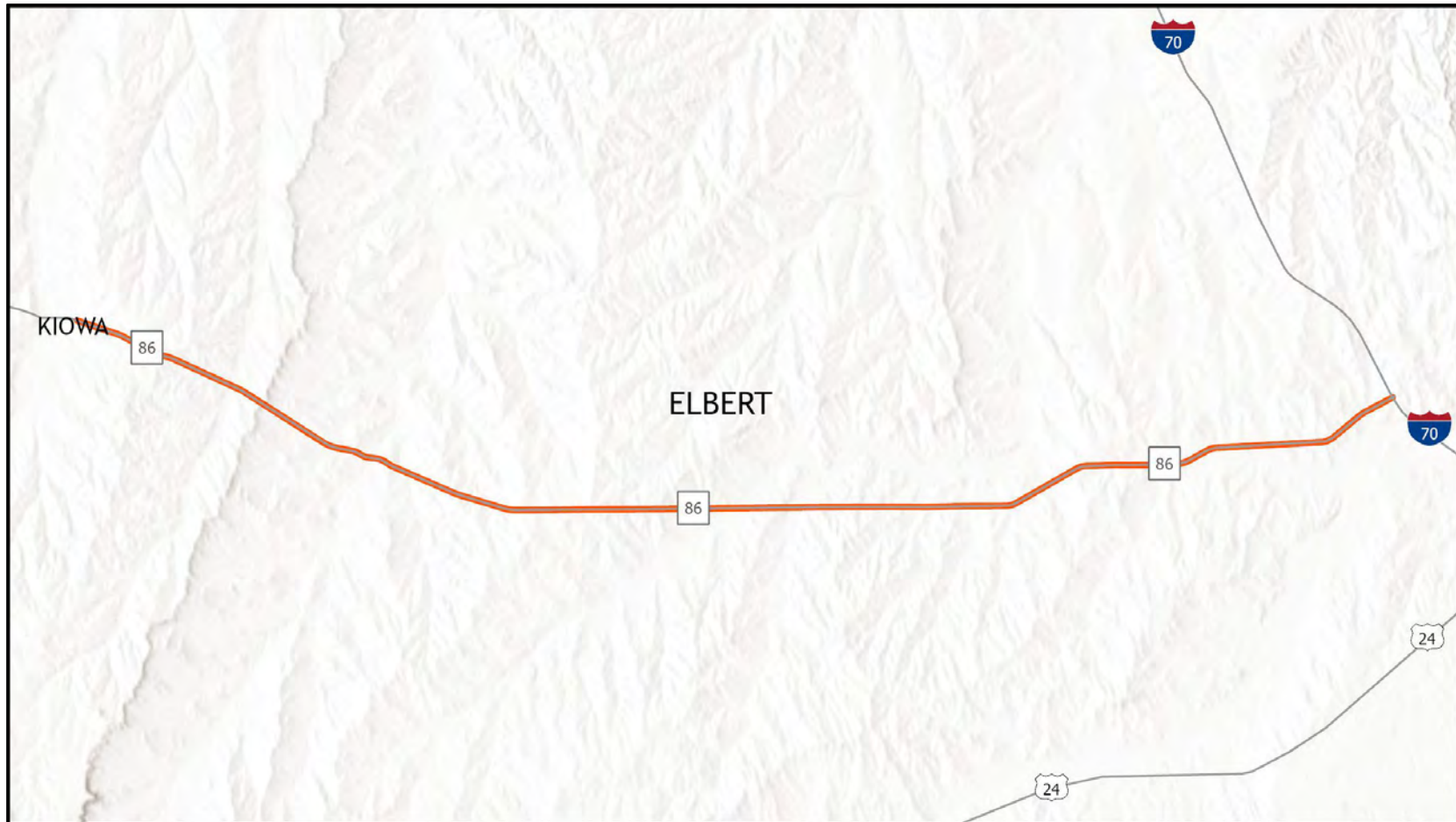
What we heard about the Corridor

- 24 comments specifically about this corridor
- Desire for passing lanes
- Desire for wider shoulders
- Frustration with congestion





Key Data Findings: State Highway 86 (Rural Section): Town of Kiowa East to I-70 (PEA7001)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population and minority population
<i>Safety</i>	Entire corridor has shoulder less than 2'
<i>Asset- Management</i>	Low drivability life (one segment)

<i>Bicycling</i>	High stress for bicycling
<i>Pedestrian Economics</i>	Main Street through Kiowa Agriculture
<i>Resiliency</i>	Low redundancy Crosses 100-year floodplain



Corridor Needs: State Highway 86 (Rural Section): Town of Kiowa East to I-70 (PEA7001)



Corridor Needs

-  Address unsafe passing conditions
-  Eliminate shoulder deficiencies
-  Address pavement condition where drivability life is poor
-  Accommodate travel needs of vulnerable populations
-  Enhance walkability in areas with high pedestrian demand (downtown areas)



Corridor Projects: State Highway 86 (Rural Section):Town of Kiowa East to I-70 (PEA7001)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 86: I-25 Castle Rock East to I-70	Surface treatment and intersection improvements.	1015				\$35.00
Essential Bus Service between Limon and Denver	Bus service between Limon and Denver. Assumes 2 days per week purchase of 2 vehicles. Cost based on \$4.20 per mile.	1016				\$1.08
SH 86 Corridor Improvements	Pavement, safety, and operations from I-25 to I-70	2413				\$3.00
SH 86 Sidewalk in Kiowa	Add sidewalk on south side of SH 86 (Comanche Street) in Kiowa	2414				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

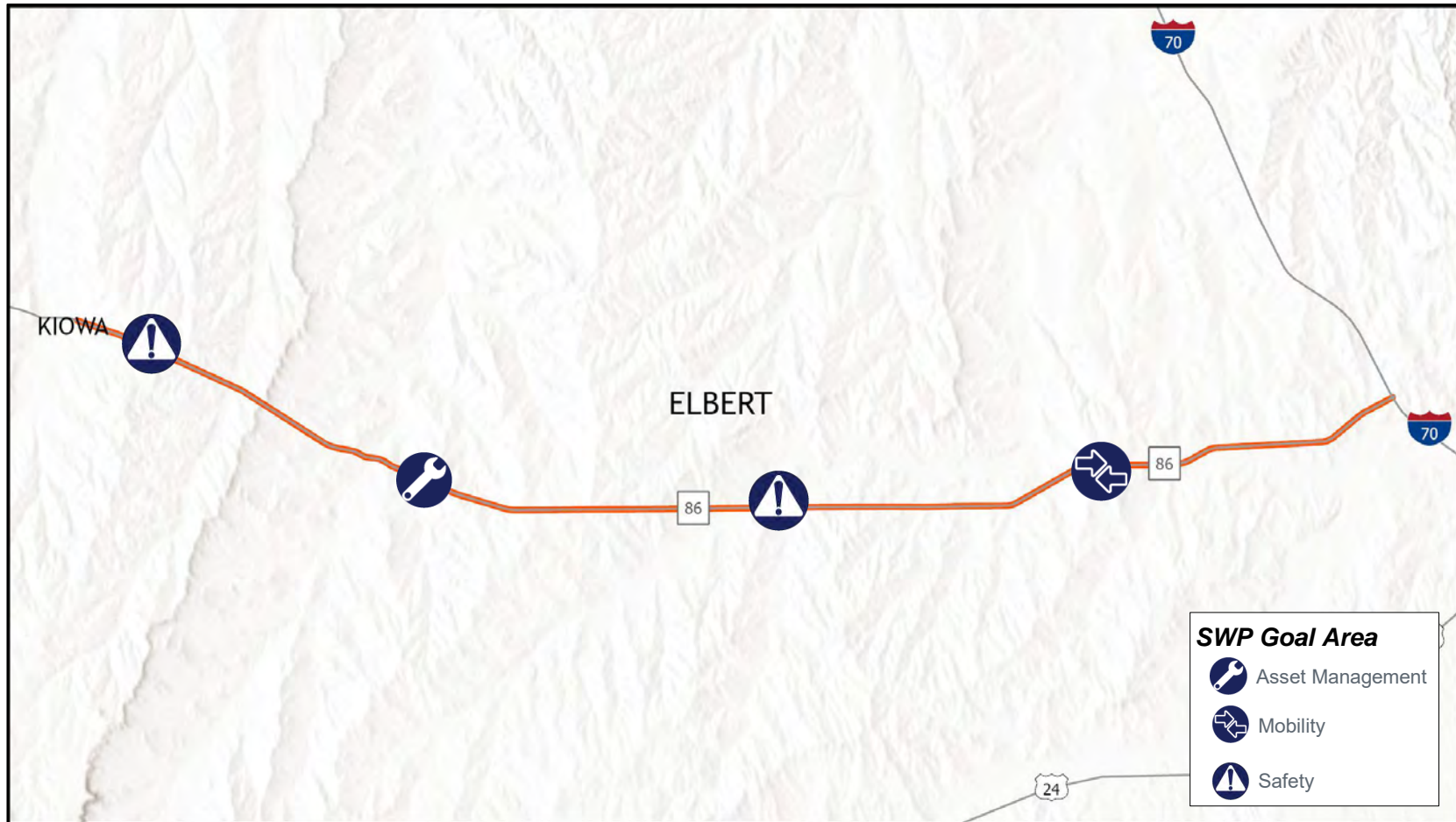
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 86 (Rural Section):Town of Kiowa East to I-70 (PEA7001)



Asset Management

- SH 86: I-25 Castle Rock East to I-70



Mobility

- Essential Bus Service between Limon and Denver



Safety

- SH 86 Corridor Improvements
- SH 86 Sidewalk in Kiowa



State Highway 86 (Urban Section): I-25 in Castle Rock to Kiowa (PEA7002)

Corridor Name

State Highway 86 (Urban Section): I-25 in Castle Rock to Kiowa

Corridor Vision

The vision for the SH 86 Urban Section corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

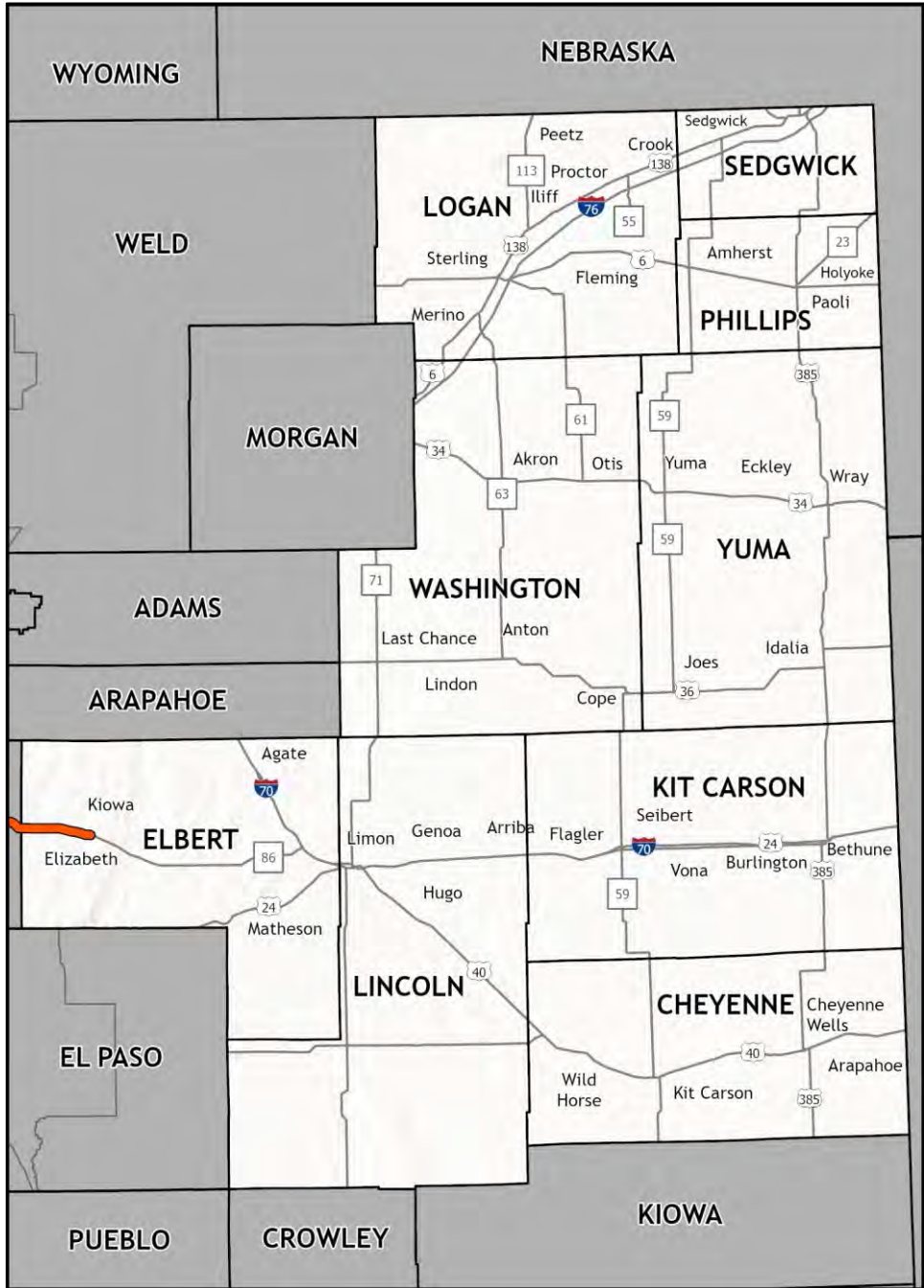
This corridor serves as a multi-modal local facility, connects to places outside the region, serves as a Main Street and makes east-west connections within the South Metro Denver area. This portion of the corridor is transitioning from a rural to urban land use pattern.

Corridor Designations

- None

What we heard about the Corridor

- 42 comments specifically about this corridor
- Desire for roadway expansion
- Concerns with growth and congestion
- Frustration with lack of maintenance
- Desire for regional transit





Key Data Findings: State Highway 86 (Urban Section): I-25 in Castle Rock to Kiowa (PEA7002)



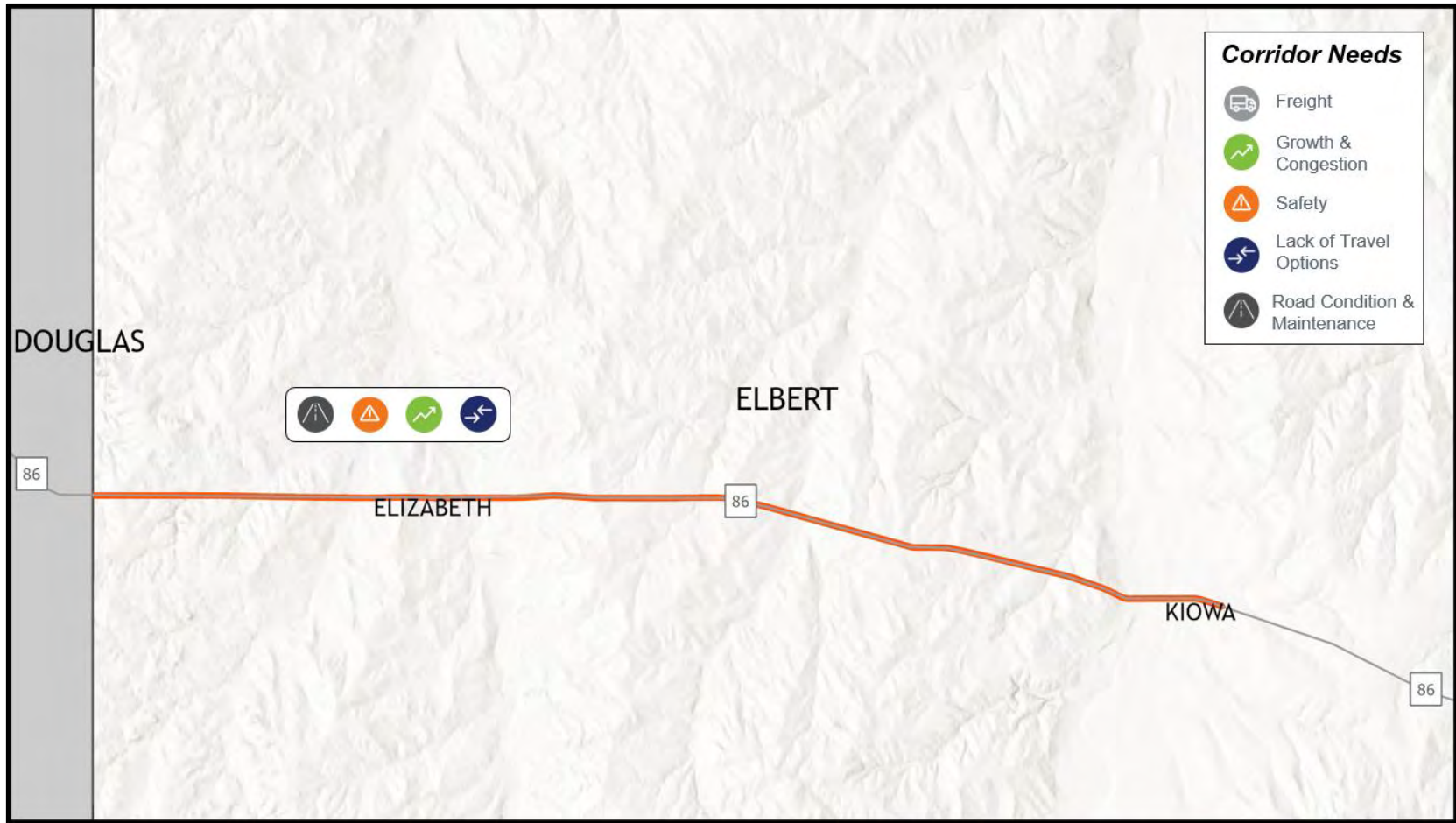
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage minority population
Growth	Heavy congestion (2030 and 2045)
Safety	Majority of corridor has shoulders less than 2' Dense wildlife crashes
Asset- Management	Low drivability life (two segments)






Bicycling	High stress for bicycling
Pedestrian Economics	DOLA designated Main Street through Elizabeth
Resiliency	Low redundancy Crosses 100-year floodplain
Economics	Concentration of jobs on western-most section Agriculture



Corridor Needs: State Highway 86 (Urban Section): I-25 in Castle Rock to Kiowa (PEA7002)



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Address increasing congestion to improve access to jobs
-  Mitigate elevated crash patterns (LOSS 3 or 4)
(including wildlife crashes)
-  Provide additional travel options
-  Enhance walkability in areas with high pedestrian demand
(downtown areas)



Corridor Projects: State Highway 86 (Urban Section):I-25 in Castle Rock to Kiowa (PEA7002)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 86: I-25 Castle Rock East to I-70	Surface treatment and intersection improvements.	1015				\$35.00
Essential Bus Service between Limon and Denver	Bus service between Limon and Denver. Assumes 2 days per week purchase of 2 vehicles. Cost based on \$4.20 per mile.	1016				\$1.08
SH 86 Corridor Improvements	Pavement, safety, and operations from I-25 to I-70	2413				\$3.00
SH 86 Pedestrian Enhancements in Elizabeth	Install pedestrian crossing improvements on SH 86 (Kiowa Avenue) in Elizabeth	2415				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 86 (Urban Section):I-25 in Castle Rock to Kiowa (PEA7002)



Asset Management

- SH 86: I-25 Castle Rock East to I-70



Mobility

- Essential Bus Service between Limon and Denver



Safety

- SH 86 Corridor Improvements
- SH 86 Pedestrian Enhancements in Elizabeth



State Highway 71 (Southern Section): US 50 at Rocky Ford to I-70 in Limon (PEA7003)



Corridor Name

State Highway 71 (Southern Section): US 50 at Rocky Ford to I-70 in Limon

Corridor Vision

The vision for the SH 71 Southern Section corridor is primarily to maintain system quality as well as to improve safety and increase mobility.

Corridor Description

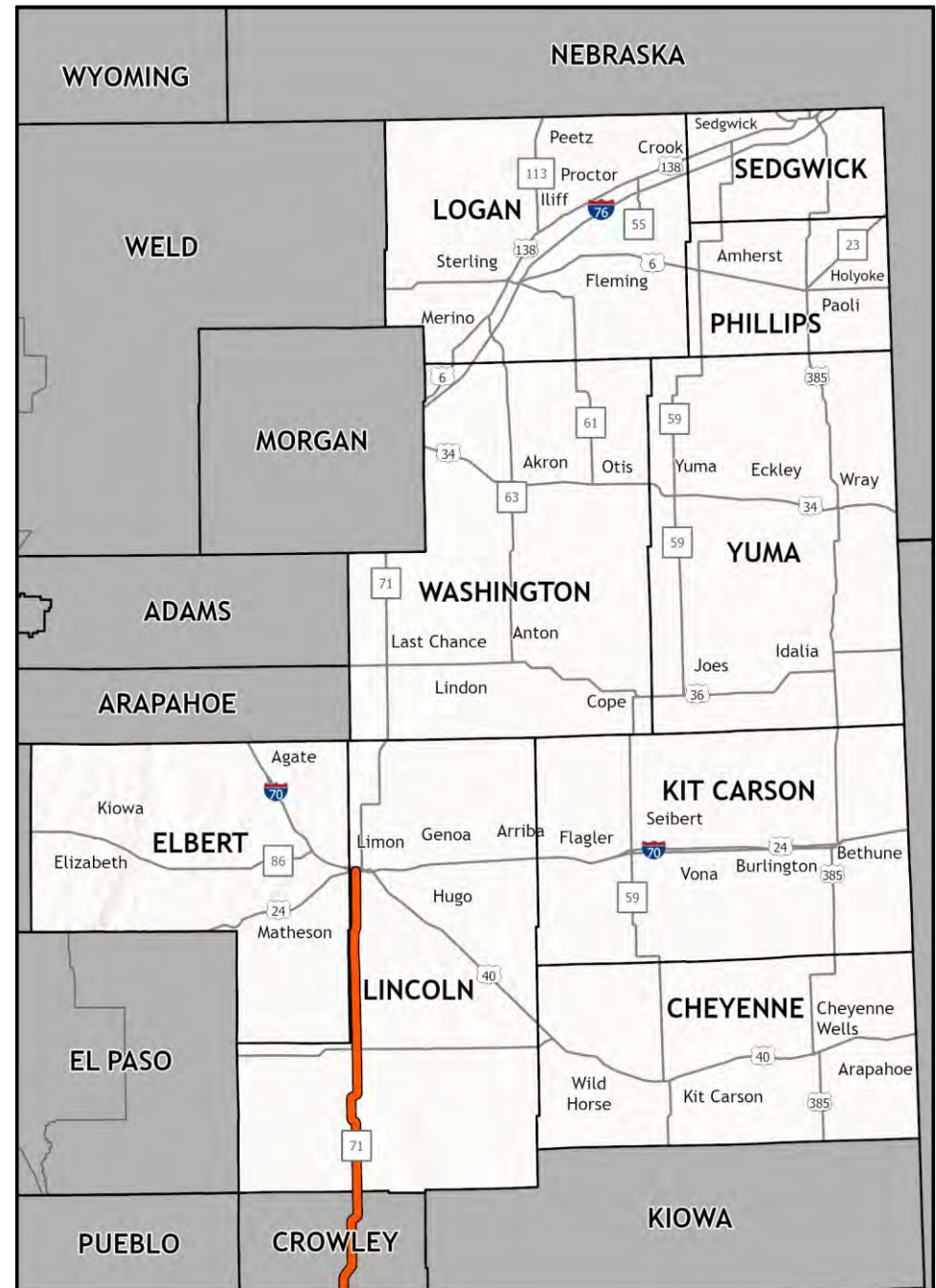
This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the Arkansas Valley area.

Corridor Designations

- National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 19 comments specifically about this corridor
- Desire for better pedestrian facilities
- Concerns about safety
- Frustration with lack of maintenance





Key Data Findings: State Highway 71 (Southern Section): US 50 at Rocky Ford to I-70 in Limon (PEA7003)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations and minority population
Freight Safety	Majority of corridor has shoulders less than 2' Dense wildlife crashes Hazmat route
Freight Asset- Management	Low drivability life
Pedestrian Transit	Inner-city bus station in Limon Local transit services in Limon
Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy
Economics	Concentration of jobs in Limon
Economics Freight	Concentration of wind turbines north and south of Limon Concentration of oil and gas wells Agriculture
Freight	High truck traffic





Corridor Needs: State Highway 71 (Southern Section): US 50 at Rocky Ford to I-70 in Limon (PEA7003)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4)
(including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand
(bus stops, downtown areas)





Corridor Projects: State Highway 71 (Southern Section): US 50 at Rocky Ford to I-70 in Limon (PEA7003)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Passing Lanes (La Junta to Limon)	Passing Lanes - SH 71 (top priority from study yet to be finalized)	1534				\$2.75
Increase Truck Parking.	Most likely through private investment in Limon, Last Chance and Brush!	1535		-		\$1.18
SH 71 Corridor Study	Study operational, mobility and safety of the SH71 corridor in R4	2406				-
SH 71 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2505				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 71 (Southern Section): US 50 at Rocky Ford to I-70 in Limon (PEA7003)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



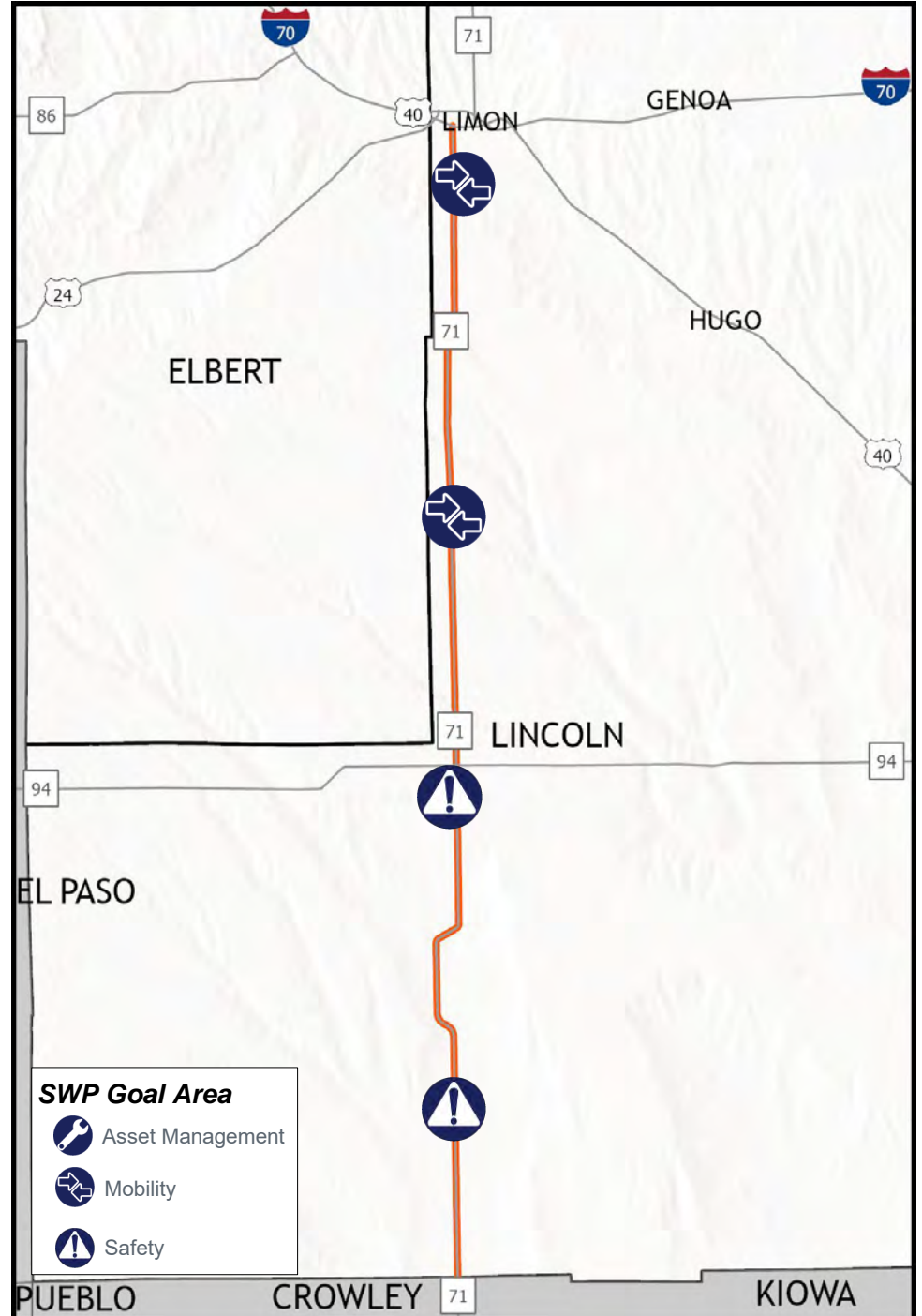
Mobility

- Increase Truck Parking
- Passing Lanes (La Junta to Limon)



Safety

- SH 71 Corridor Study
- SH 71 Region 4 Shoulder Study (EATPR)





State Highway 63: Anton (US 36) North to Atwood (US 6) (PEA7004)

Corridor Name

State Highway 63: Anton (US 36) North to Atwood (US 6)

Corridor Vision

The vision for the SH 63 corridor is primarily to maintain system quality as well as to improve safety and provide mobility options.

Corridor Description

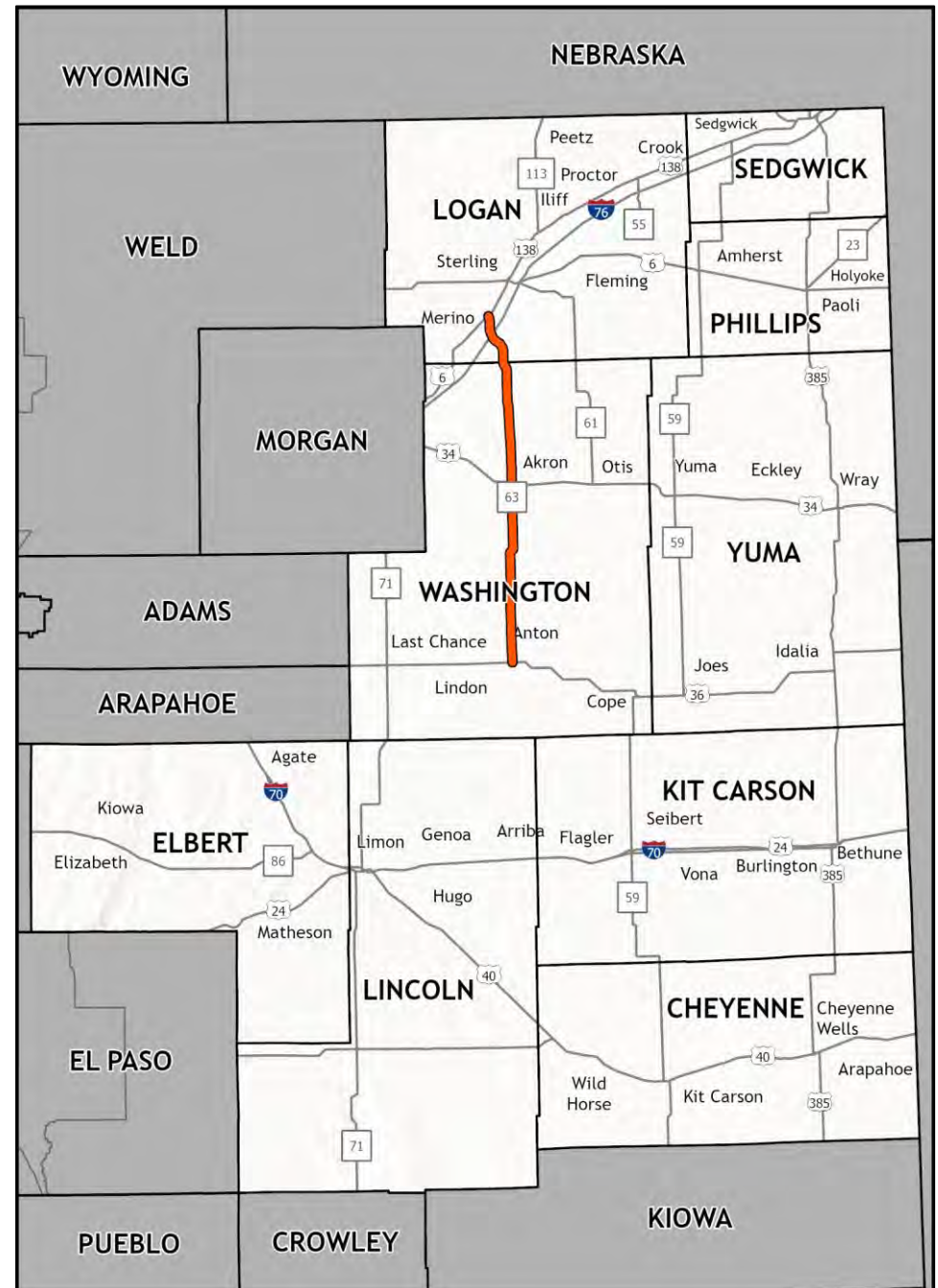
This corridor serves as a multi-modal local facility and makes north-south connections within the central Washington and southeastern Logan counties area.

Corridor Designations

- None

What we heard about the Corridor

- 32 comments specifically about this corridor
- Desired improvement for freight and truck movement
- Frustration with lack of maintenance
- Concerns for safety due to wildlife management





Key Data Findings: State Highway 63: Anton (US 36) North to Atwood (US 6) (PEA7004)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled, and minority population
<i>Freight Safety</i>	Segments with shoulders less than 2' Dense wildlife crashes
<i>Freight Asset-Management</i>	Two segments of low drivability life
<i>Bicycling</i>	High stress for bicycling north of Akron
<i>Freight Resiliency</i>	Low redundancy Crosses 100-year floodplain in Merino and Atwood
<i>Economics</i>	High concentration of jobs in Atwood
<i>Freight Economics</i>	Concentration of oil and gas wells Agricultural corridor Agriculture
<i>Freight Economics</i>	High truck traffic near Anton





Corridor Needs: State Highway 63: Anton (US 36) North to Atwood (US 6) (PEA7004)

Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns (LOSS 3 or 4)
(including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Address increasing congestion to improve access to jobs
- Enhance walkability in areas with high pedestrian demand
(downtown areas)





Corridor Projects: State Highway 63: Anton (US 36) North to Atwood (US 6) (PEA7004)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 63 Operations & Safety Study	Most frequent crash types: Wild Animal, Fixed Objects, Overturning	2407				-
SH 63 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2507				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 63: Anton (US 36) North to Atwood (US 6) (PEA7004)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project: SH 63 Region 4 Shoulder Study (EATPR)



Safety

- SH 63 Operations & Safety Study
- SH 63 Region 4 Shoulder Study (EATPR)





State Highway 61: From Otis (US 34) north to Sterling (I-76) (PEA7005)



Corridor Name

State Highway 61: From Otis (US 34) north to Sterling (I-76)

Corridor Vision

The vision for the SH 61 corridor is primarily to maintain system quality as well as to improve safety and provide mobility options.

Corridor Description

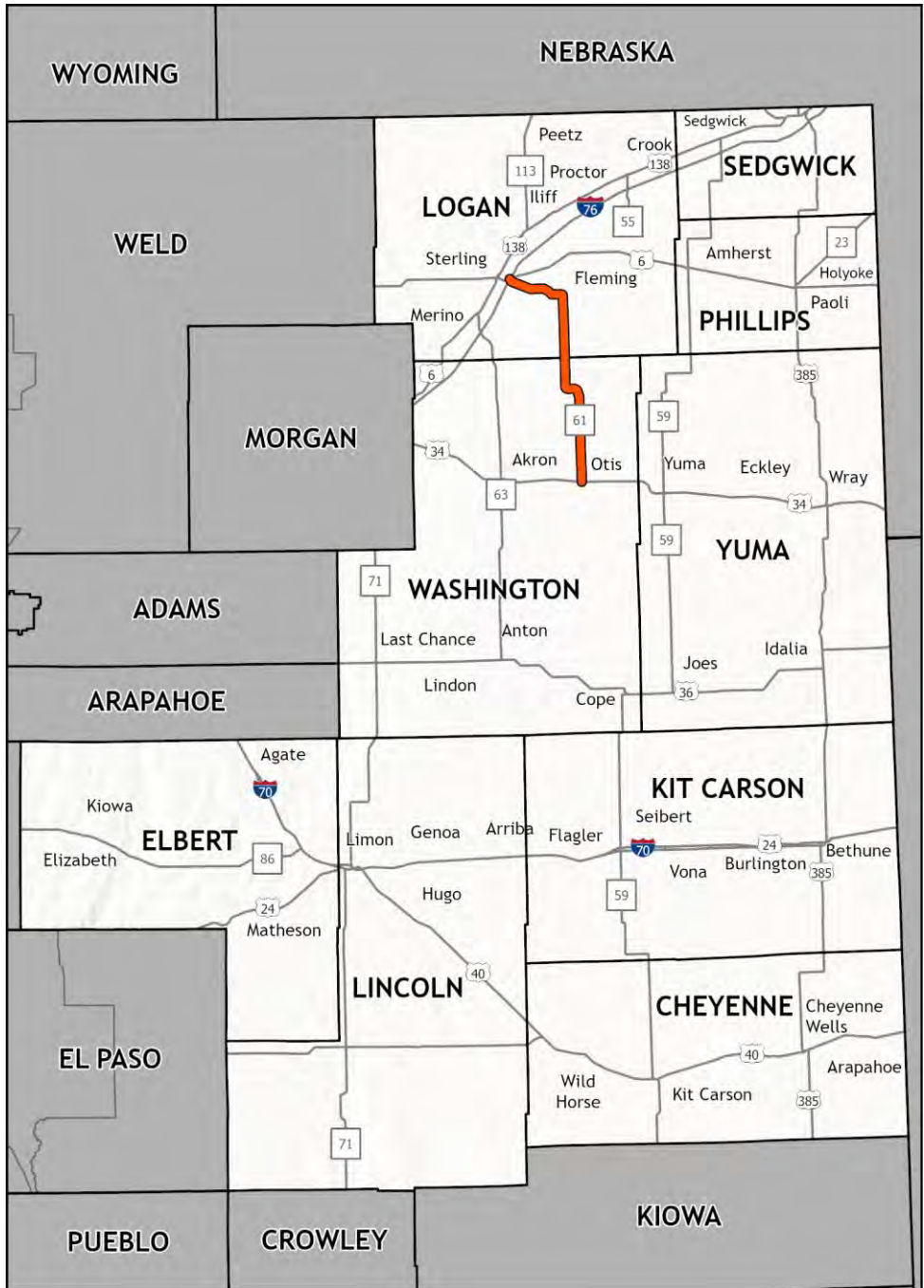
This corridor serves as a multi-modal local facility, connects to places within the region, and makes north-south connections within the northeastern Washington and southeastern Logan counties area. There is a desire to extend the state highway designation from US 34 south to US 36.

Corridor Designations

- None

What we heard about the Corridor

- 31 comments specifically about this corridor
- Desire for wider shoulders
- Desire for better bicycle facilities
- Desire for better pedestrian facilities
- Frustration with lack of maintenance





Key Data Findings: State Highway 61: From Otis (US 34) north to Sterling (I-76) (PEA7005)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, and minority population
Freight Safety	Segments with shoulders less than 2'
Freight Asset- Management	Low drivability life (two segments)
Pedestrian Transit	Inner-city bus station in Sterling Local transit services in Sterling
Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy Crosses 100-year floodplain in Sterling
Economics	High concentration of jobs in Sterling
Economics Freight	Concentration of oil and gas wells Agricultural corridor Agriculture





Corridor Needs: State Highway 61: From Otis (US 34) north to Sterling (I-76) (PEA7005)

Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies for safety, freight, and bicyclists
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand





Corridor Projects: State Highway 61: From Otis (US 34) north to Sterling (I-76) (PEA7005)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 61 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2508				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 61: From Otis (US 34) north to Sterling (I-76) (PEA7005)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project: SH 61 Region 4 Shoulder Study (EATPR)



Safety

- SH 61 Region 4 Shoulder Study (EATPR)





US Highway 6 (Eastern Plains): I-76 in Brush to Sterling, East to Nebraska (PEA7006)



Corridor Name

US Highway 6 (Eastern Plains): I-76 in Brush to Sterling, East to Nebraska

Corridor Vision

The vision for the US 6 Plains corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

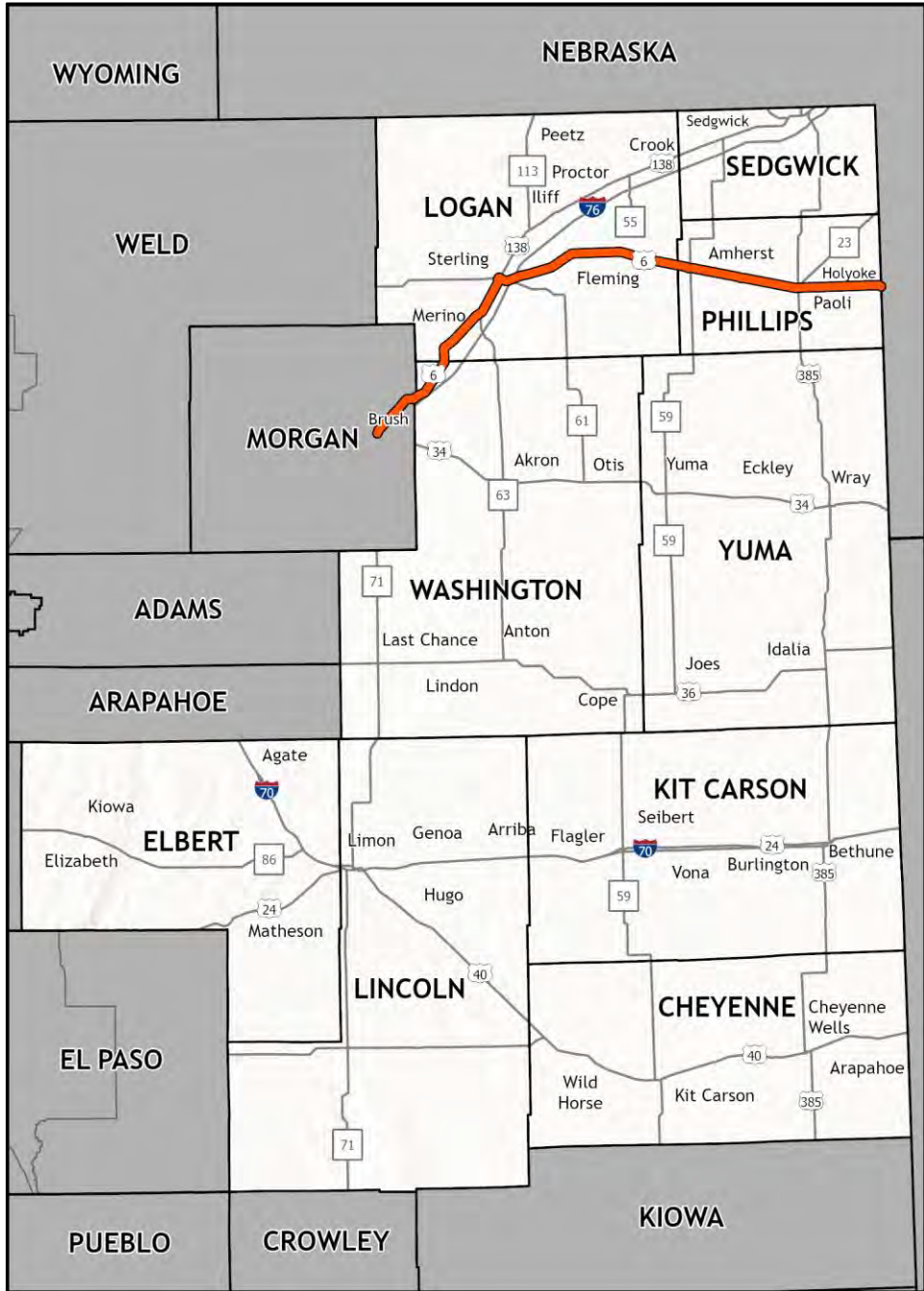
This corridor serves as a multi-modal local facility, connects to places outside the region, serves as a Main Street, and makes east-west connections within the Northeast Colorado to Nebraska area.

Corridor Designations

- Colorado Freight Corridor
- High Demand Bicycle Corridor: R4-19

What we heard about the Corridor

- 48 comments specifically about this corridor
- Desired improvement for freight and truck movement
- Concerns about safety
- Frustration with lack of maintenance
- Desire for better bicycle facilities
- Concerns about weather and natural incidents





Key Data Findings: US Highway 6 (Eastern Plains): I-76 in Brush to Sterling, East to Nebraska (PEA7006)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled populations, and minority population	Economics Pedestrian	Main Street through Haxtun and Holyoke
Freight Safety	Segments with shoulders less than 2' Dense wildlife crashes	Freight Resiliency	Low redundancy Crosses 100-year floodplain
Freight Asset-Management	Low drivability life (one segment)	Economics	Concentration of jobs in Sterling
Bicycling	Medium to high stress for bicycling	Freight Economics	Agricultural corridor Agriculture
		Freight	High truck traffic



Corridor Needs: US Highway 6 (Eastern Plains): I-76 in Brush to Sterling, East to Nebraska (PEA7006)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Address pavement condition where drivability is poor
- Eliminate shoulder deficiencies for safety, freight, and bicyclists
- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Enhance walkability in areas with high pedestrian demand (downtown areas)



Corridor Projects: US Highway 6 (Eastern Plains): I-76 in Brush to Sterling, East to Nebraska (PEA7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 6 Rumble Strips	Sterling to NE	1537				\$0.04
Truck, mobility, operational and Safety Project	Sterling S-curve (SH 14, US 6, US 138)	1543				\$25.00
Region 4 Truck Parking Study	Assess the feasibility of additional truck parking	2442		-		-
US 6 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2500				-
Merino to Atwood from MP 391 to MP 398	Rural road surface treatment	64				\$6.10

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 6 (Eastern Plains): I-76 in Brush to Sterling, East to Nebraska (PEA7006)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- Merino to Atwood from MP 391 to MP 398

Mobility

- Region 4 Truck Parking Study

Safety

- US 6 Rumble Strips
- Truck, mobility, operational and Safety Project
- US 6 Region 4 Shoulder Study (EATPR)



State Highway 59: From US 40 in Kit Carson to Cope then to SH 138 in Sedgwick (PEA7007)



Corridor Name

State Highway 59: From US 40 in Kit Carson to Cope then to SH 138 in Sedgwick

Corridor Vision

The Vision for the SH 59 corridor is primarily to maintain system quality as well as to improve safety and provide mobility options.

Corridor Description

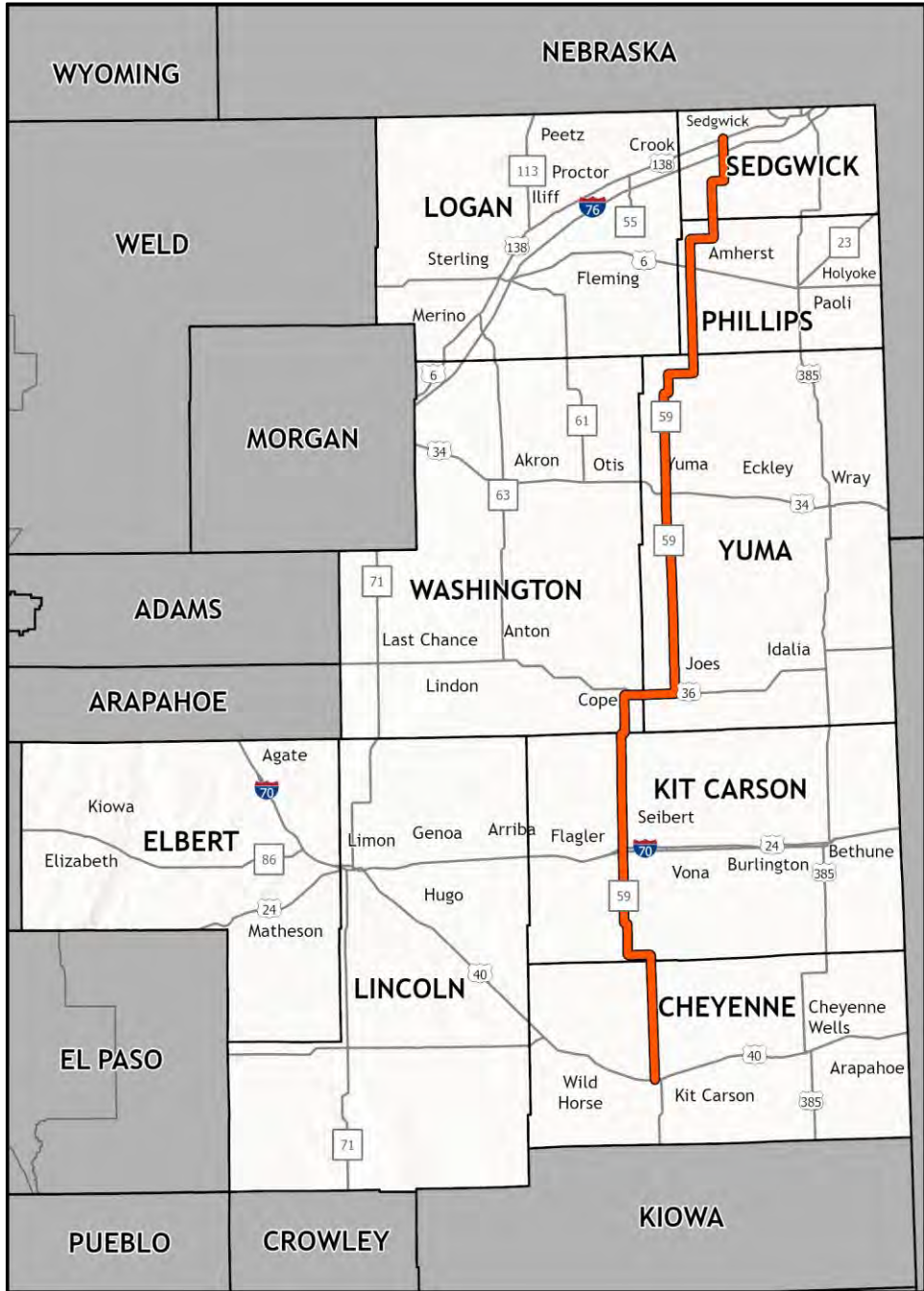
This corridor serves as a multi-modal local facility, acts as a Main Street, and makes north south connections within central Cheyenne County to western Sedgwick County area. There is a desire to extend the state highway designation from SH 138 north to I-80 in Nebraska.

Corridor Designations

- None

What we heard about the Corridor

- 44 comments specifically about this corridor
- Desired improvement for freight and truck movement
- Desire for multi-modal design
- Desire for roadway expansion
- Frustration with lack of maintenance
- Desire for regional transit
- Concerns about safety





Key Data Findings: State Highway 59: From US 40 in Kit Carson to Cope then to SH 138 in Sedgwick (PEA7007)

Key Data Findings:








<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, disabled population, and minority population
<i>Safety</i>	One segment with elevated crash patterns (LOSS 3 or 4)
<i>Freight Safety</i>	Majority of corridor has shoulders less than 2' Dense wildlife crashes near Cope
<i>Freight Asset- Management</i>	Low drivability life One bridge in poor condition in Seibert
<i>Bicycling</i>	High stress for bicycling
<i>Freight Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of jobs in Yuma
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor Agriculture
<i>Freight</i>	High truck traffic

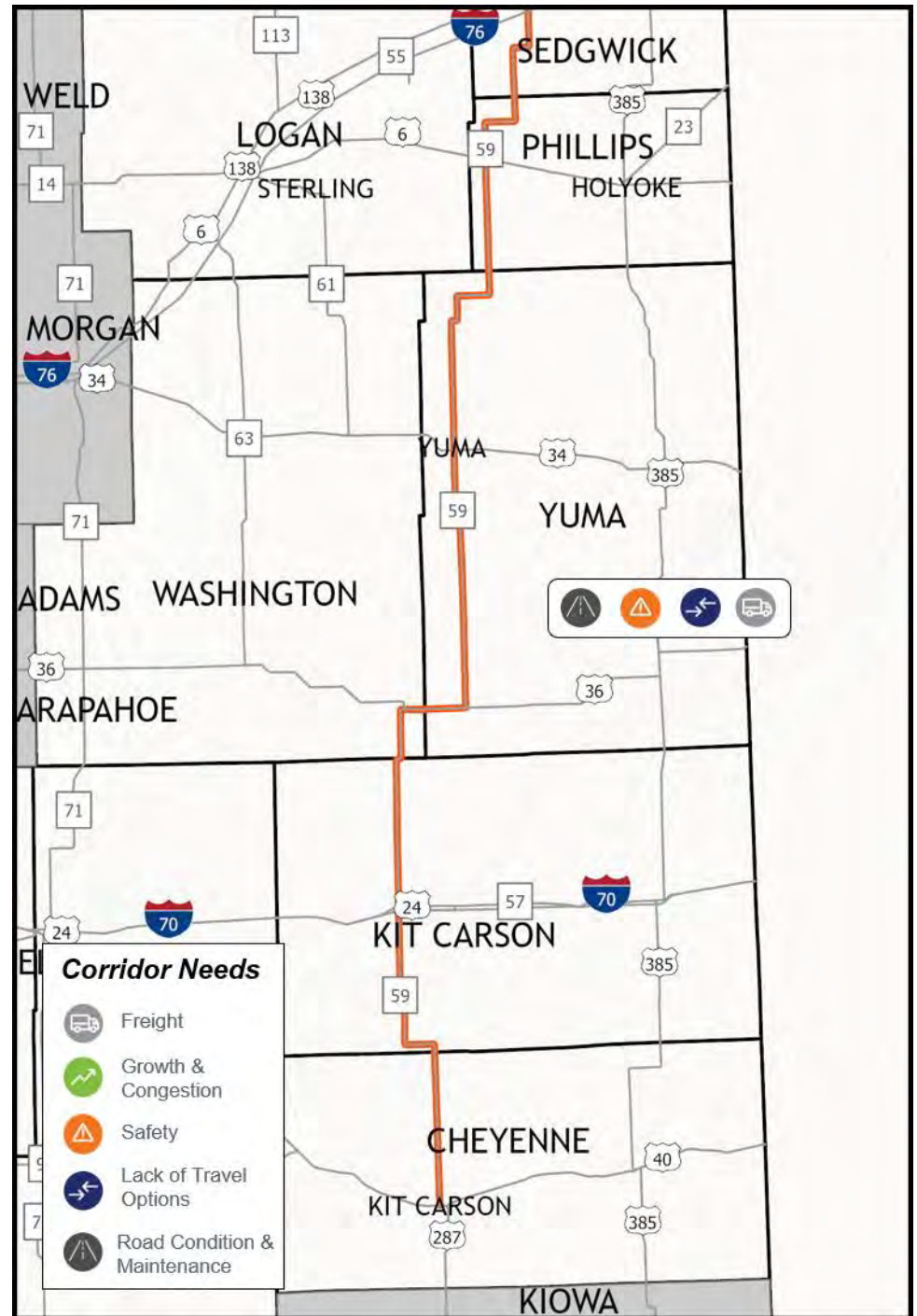




Corridor Needs: State Highway 59: From US 40 in Kit Carson to Cope then to SH 138 in Sedgwick (PEA7007)

Corridor Needs

-  Address pavement condition where drivability life is poor
-  Improve travel conditions for trucks and heavy vehicles
-  Address bridge in poor condition
-  Eliminate shoulder deficiencies
-  Accommodate travel needs of vulnerable populations
-  Mitigate elevated crash patterns (LOSS 3 or 4)
(including wildlife crashes)
-  Provide additional travel options





Corridor Projects: State Highway 59: From US 40 in Kit Carson to Cope then to SH 138 in Sedgwick (PEA7007)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 59 Safety Improvements & Assets	Shoulders & Safety Study and Implementation	2498				\$50.00
Sandy Creek Bridge	Bridge Replacement B-26-F	2674				\$5.42
SH59 Bridges	Bridge BMPS- A-25-AU B-26-D	2675				\$1.29
Six Mile Creek	Timber Replacement B-26-E	2676				\$0.38
SH59: Siebert to Cope	Bridge Surface Treatment G-25-F G-25-C G-25-G G-25-H	2677				\$1.18
South of Cope to I-70 from MP 41.071 to MP 67.14	Rural road surface treatment	60				\$17.10

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 59: From US 40 in Kit Carson to Cope then to SH 138 in Sedgwick (PEA7007)



Asset Management

- Sandy Creek Bridge
- SH59 Bridges
- Six Mile Creek
- SH59: Siebert to Cope
- South of Cope to I-70 from MP 41.071 to MP 67.14



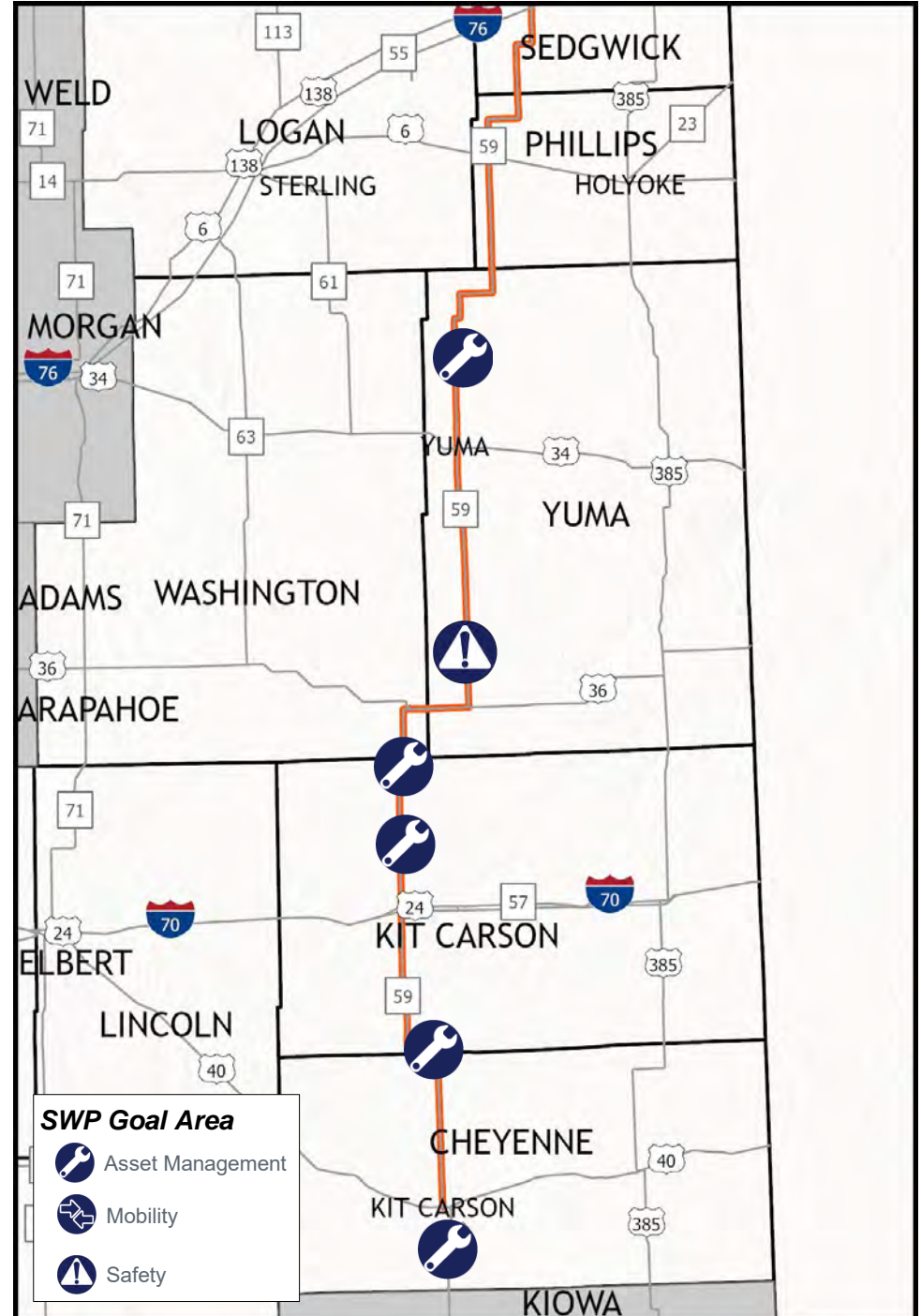
Mobility

- See project: SH 59 Safety Improvements & Assets



Safety

- SH 59 Safety Improvements & Assets





US Highway 40: Town of Kit Carson East to Kansas (PEA7008)

Corridor Name

US Highway 40: Town of Kit Carson East to Kansas

Corridor Vision

The vision for the US 40 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

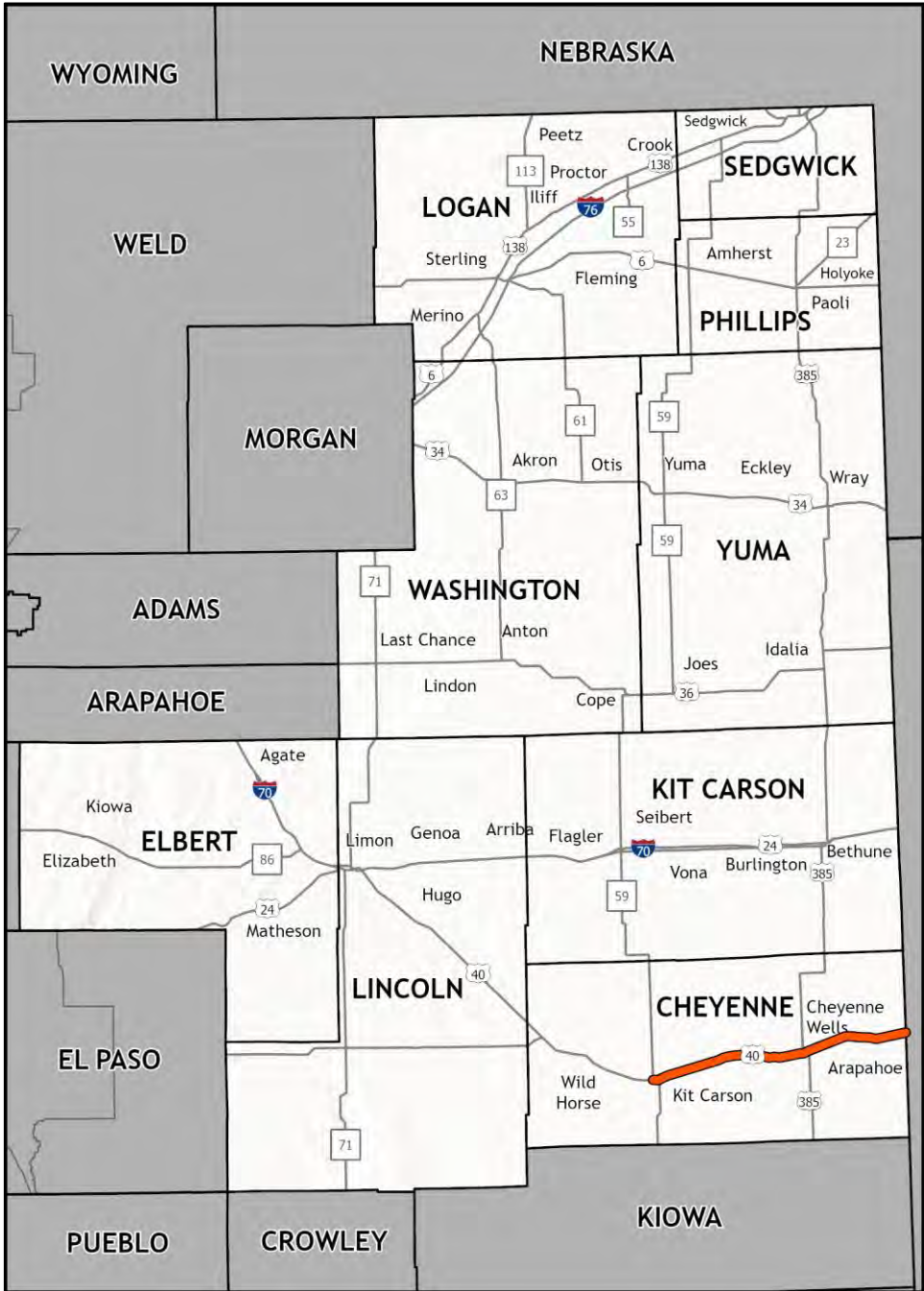
This corridor serves as a multi-modal facility, connects to places outside the region, and makes east-west connections within the area from Kit Carson to Kansas. The corridor also serves wide-load truck traffic.

Corridor Designations

- National Highway System (From Kit Carson to Cheyenne Wells)
- Colorado Freight Corridor
- High Demand Bicycle Corridor: R4-21

What we heard about the Corridor

- 10 comments specifically about this corridor
- Questions/ concerns about funding
- Desired improvement for freight and truck movement
- Desire for rest stops/truck parking
- Concerns about safety





Key Data Findings: US Highway 40: Town of Kit Carson East to Kansas

(PEA7008)



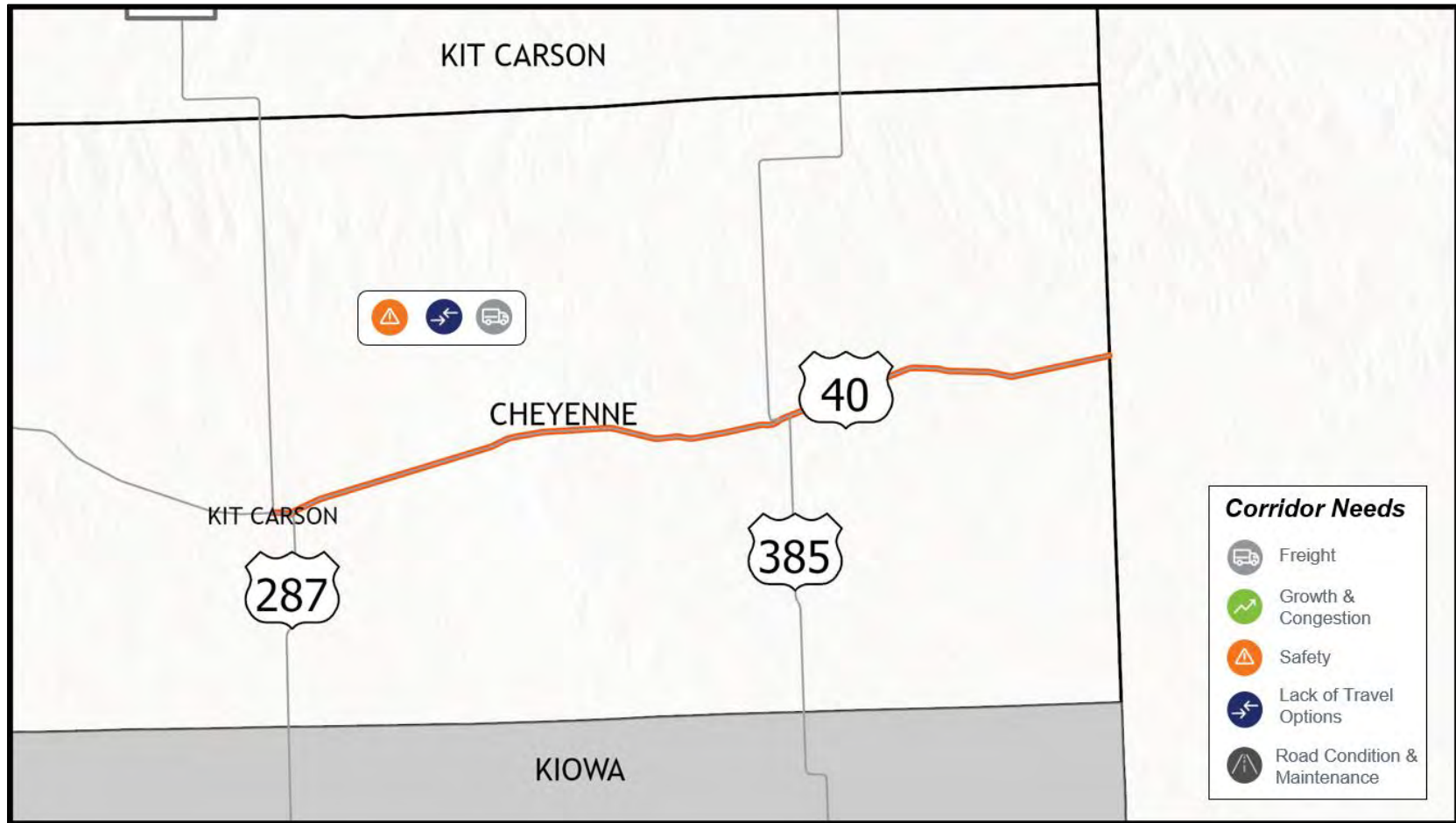
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of disabled population and minority population
<i>Safety</i>	One segment of elevated crash patterns (LOSS 3 or 4)
<i>Freight Safety</i>	Segments with shoulders less than 2' east of Arapahoe Dense wildlife crashes Hazmat route





<i>Transit</i>	Regional bus route along corridor
<i>Bicycling</i>	High stress for bicycling
<i>Freight Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of jobs in Cheyenne Wells
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor Agriculture
<i>Freight</i>	High truck traffic



Corridor Needs: US Highway 40: Town of Kit Carson East to Kansas (PEA7008)



Corridor Needs

-  Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
-  Eliminate shoulder deficiencies for safety, freight, and bicyclists
-  Accommodate travel needs of vulnerable populations
-  Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)



Corridor Projects: US Highway 40: Town of Kit Carson East to Kansas (PEA7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Continuation of Passing Lanes on US 40/US 287, an international freight route to improve safety	This project will strategically add new passing lanes or extend existing passing lanes at critical locations. This project will address the safety, mobility, and economic vitality of the corridor. It is the goal of the region to provide a minimum of 8 miles of passing lanes for every 20 mile stretch along our freight corridors.	1017				\$20.00
Region 4 Rest Area Study	Assess the feasibility of new or relocated rest areas	2422		-		-
Region 4 Truck Parking Study	Assess the feasibility of additional truck parking	2442		-		-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 40: Town of Kit Carson East to Kansas (PEA7008)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Region 4 Truck Parking Study
- Continuation of Passing Lanes on US 40/US 287, an international freight route to improve safety



Safety

- Region 4 Rest Area Study



US Highway 385 (High Plains Highway): Granada North to the Nebraska Border and US 40 from Kit Carson to Cheyenne Wells (PEA7009)



Corridor Name

US Highway 385 (High Plains Highway): Granada North to the Nebraska Border and US 40 from Kit Carson to Cheyenne Wells

Corridor Vision

The vision for the US 385 High Plains Highway, except for the segment from Grenada to Cheyenne Wells, is primarily system preservation and safety. The primary investment category for the segment from Granada to Cheyenne Wells is safety.

Corridor Description

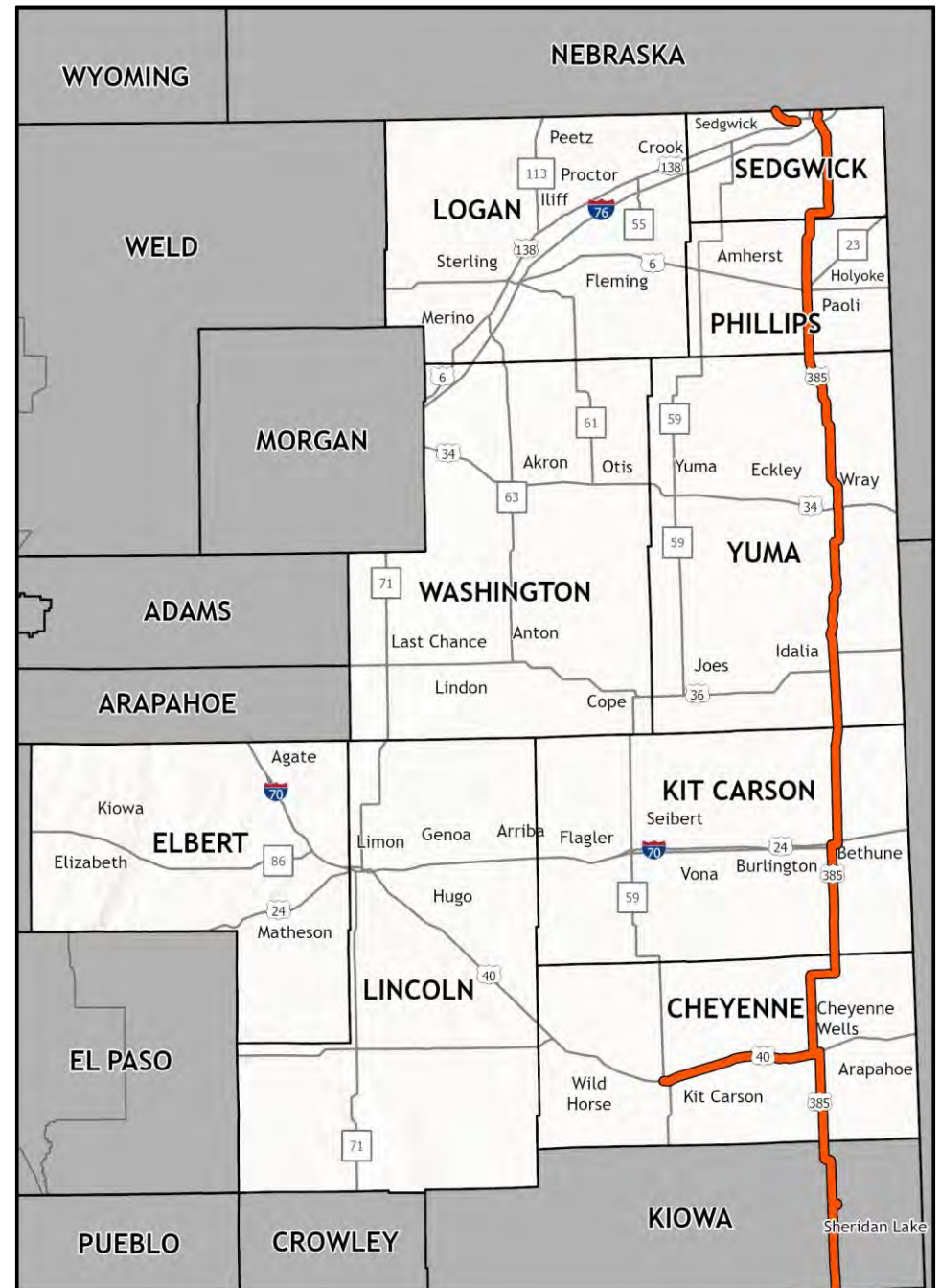
This corridor serves as a multi-modal regional facility, connects to places outside the region, serves as both the Main Street and state-designated hazardous waste route, and makes north-south connections within the eastern plains of Colorado from Oklahoma to Nebraska.

Corridor Designations

- National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 128 comments specifically about this corridor
- Desire for wider shoulders
- Desired improvement for freight and truck movement
- Desire for roadway expansion
- Desire for turn lanes
- Desire for multi-modal design
- Frustration with lack of maintenance
- Concerns about safety

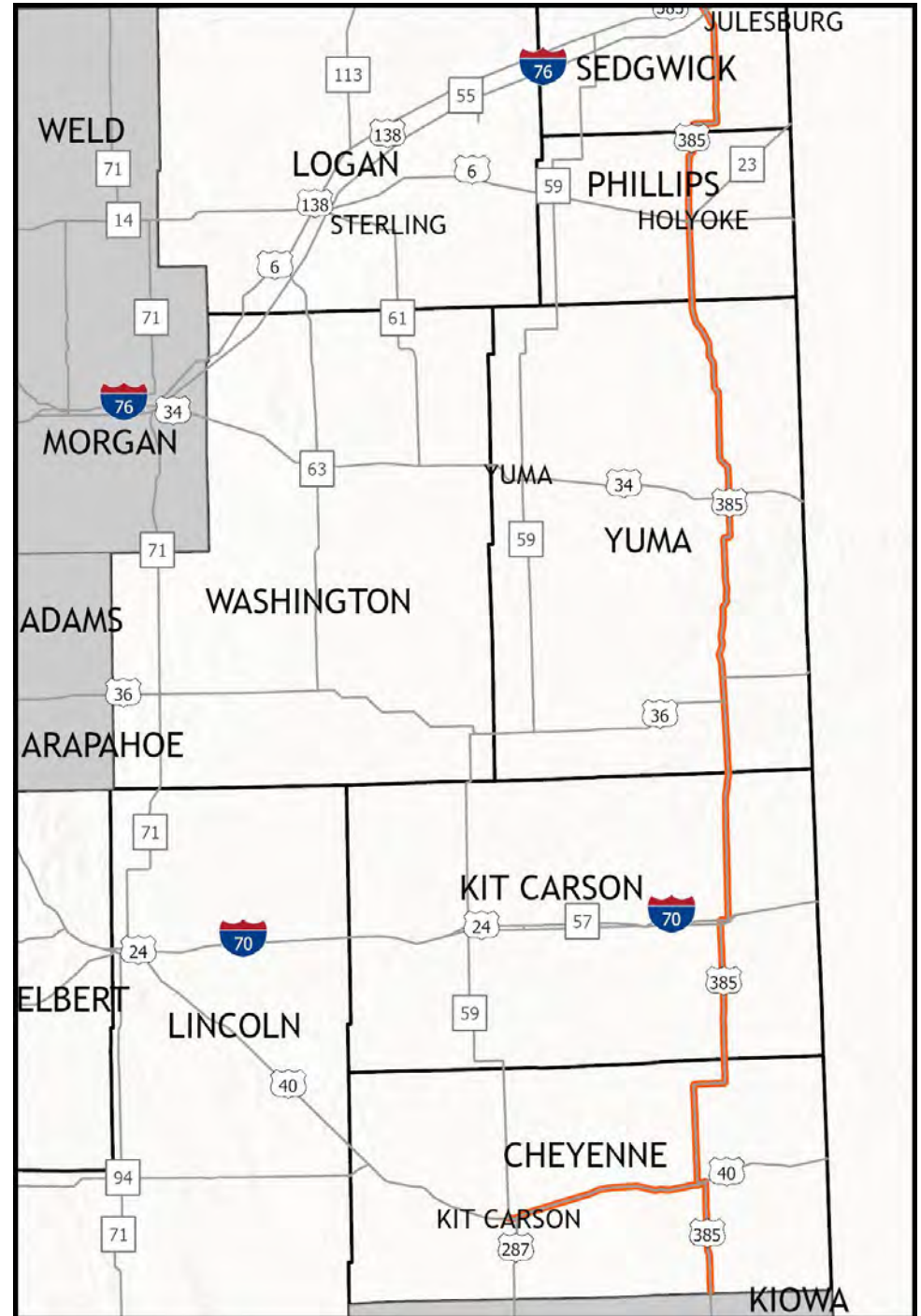




Key Data Findings: US Highway 385 (High Plains Highway): Granada North to the Nebraska Border and US 40 from Kit Carson to Cheyenne Wells (PEA7009)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ disabled populations and minority population
Freight Safety	Majority of corridor has shoulders less than 2' Dense wildlife crashes (near Vernon) Hazmat route
Freight Asset-Management	Multiple segments of low drivability life
Pedestrian Transit	Local transit station in Burlington Inter-city bus station in Julesburg
Bicycling	High stress for bicycling
Economics Pedestrian	Main Street through Burlington and Holyoke
Freight Resiliency	Low redundancy Wray to Holyoke
Economics	Concentration of jobs in Cheyenne Wells, Burlington, Wray, and Holyoke
Economics Freight	Concentration of wind turbines Concentration of oil and gas wells Agricultural corridor Agriculture
Freight	High truck traffic

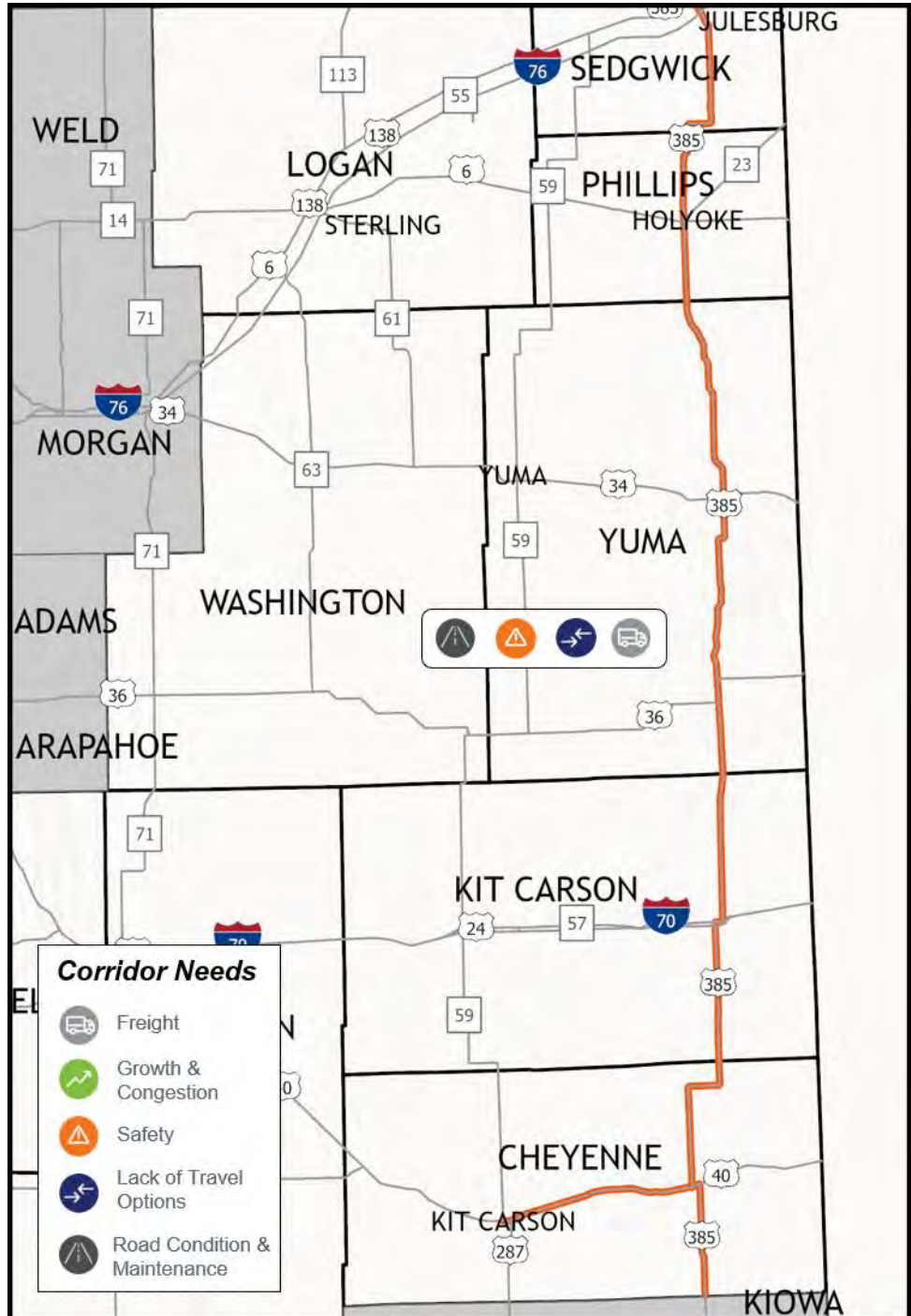




Corridor Needs: US Highway 385 (High Plains Highway): Granada North to the Nebraska Border and US 40 from Kit Carson to Cheyenne Wells (PEA7009)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Eliminate shoulder deficiencies
- Address roadway condition
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (downtown areas)





Corridor Projects: US Highway 385 (High Plains Highway):Granada North to Nebraska Border and US 40 from Kit Carson to Cheyenne Wells (PEA7009)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 385 Do Not Pass Warning (DNPW)	DNPW on 2-lane truck route	1090				-
US 385 Corridor Study Improvements	Implement US 385 Corridor Study priorities - operations, passing lanes, safety	2416				\$200.00
287 / 40/ 94	Bridge BMPs	2673		-		\$1.68
US385: Burlington	Bridge BMPs	2678				\$0.17
US385: Idalia North	Bridge BMPs	2679				\$0.01
US385: Sand Creek to Near CR 29	Major Pavement Rehabilitation	2685				\$14.69
US385: South of Cheyenne Wells	Minor or Major Pavement Rehab	2686				\$12.32
US385: Julesburg South	Minor Pavement Rehabilitation	2687				\$11.55
Near Smoky Hill River to near County Road GG from MP 157 to MP 170	Rural road surface treatment	62				\$14.80
Phillips/Yuma CL south from MP 263.06 to MP 269.35	Rural road surface treatment	63				\$7.10

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 385 (High Plains Highway): Granada North to the Nebraska Border and US 40 from Kit Carson to Cheyenne Wells (PEA7009)



Asset Management

- 287 / 40/ 94
- US385: Burlington
- US385: Idalia North
- US385: Sand Creek to Near CR 29
- US385: South of Cheyenne Wells
- US385: Julesburg South
- Near Smoky Hill River to near County Road GG from MP 157 to MP 170
- Phillips/Yuma CL south from MP 263.06 to MP 269.35



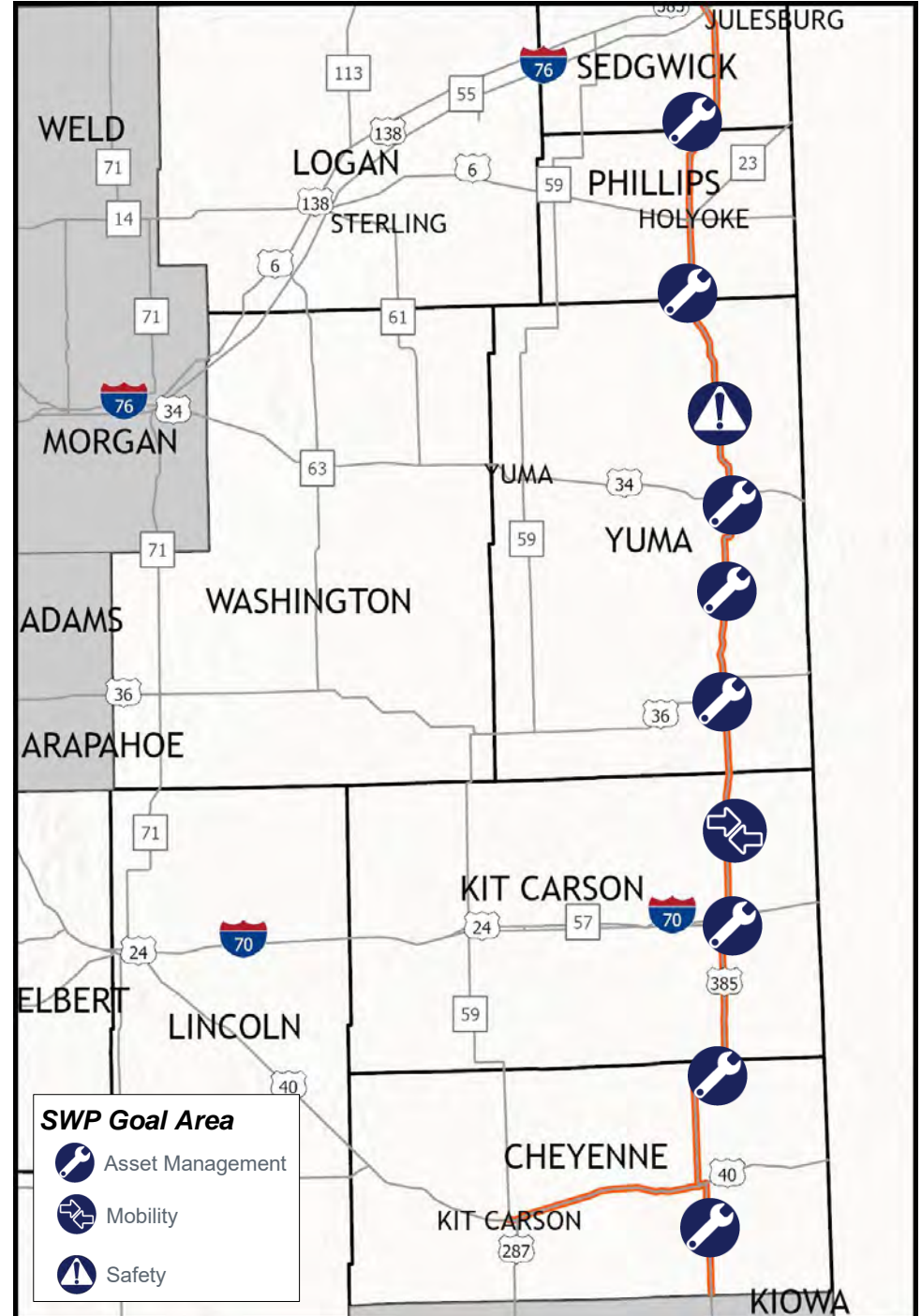
Mobility

- US 385 Corridor Study Improvements



Safety

- US 385 Do Not Pass Warning (DNPW)





US Highway 287 (Ports to Plains): Oklahoma North to US 40 in Kit Carson, Kit Carson to I-70 in Limon (PEA7010)



Corridor Name

US Highway 287 (Ports to Plains): Oklahoma North to US 40 in Kit Carson, Kit Carson to I-70 in Limon

Corridor Vision

The vision for the US 287 Port to Plains corridor is primarily to increase mobility, as well as to maintain system quality and to improve safety.

Corridor Description

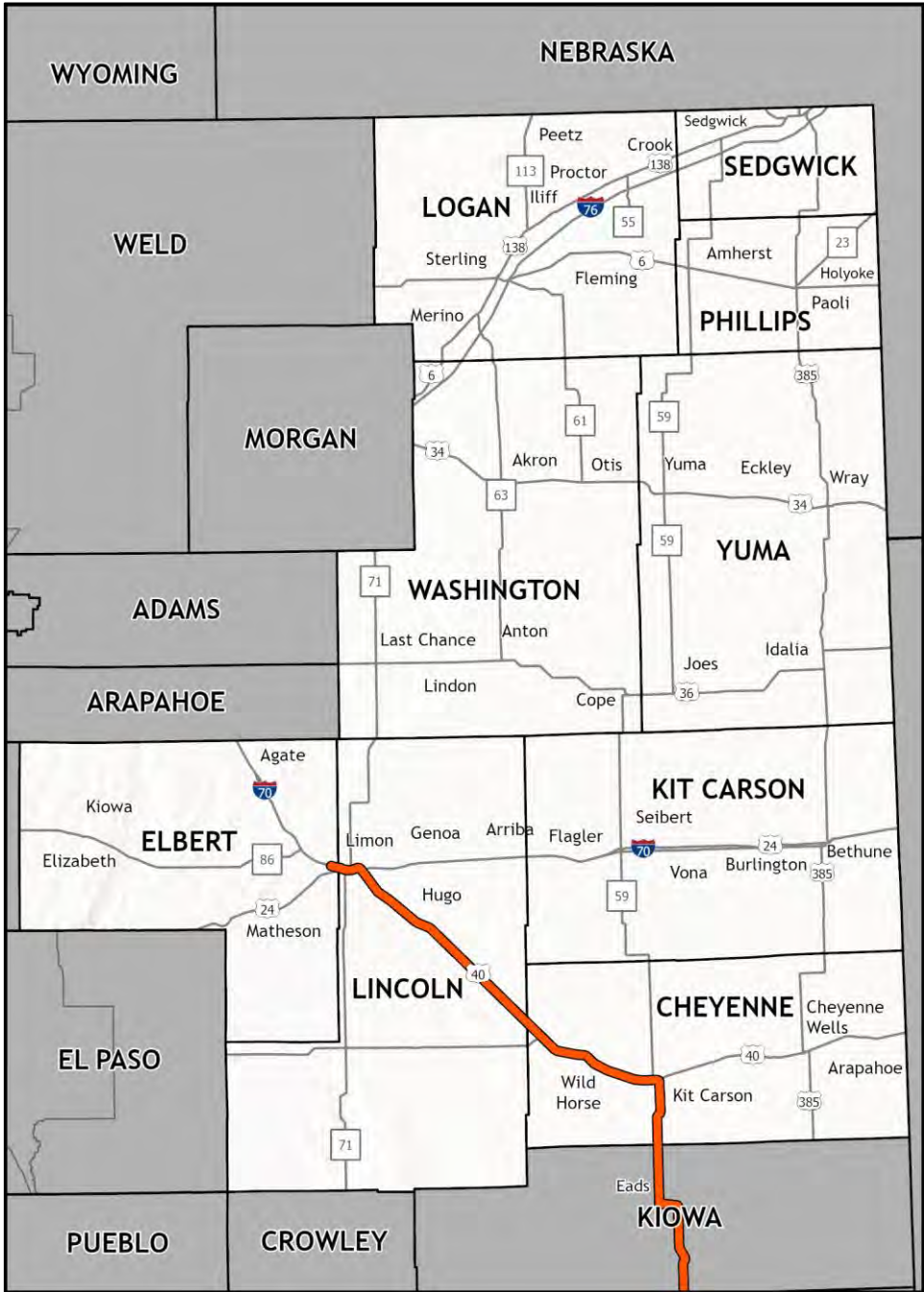
This entire corridor is a portion of the National Ports to Plains Corridor connecting Denver and Laredo, Texas and is part of CDOT’s Strategic Investment Program (7th Pot). This crucial rural freight corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections south into Oklahoma.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- Tier 1 CNG Corridor

What we heard about the Corridor

- 38 comments specifically about this corridor
- Desire for passing lanes
- Desire for better pedestrian facilities
- Concerns about safety
- Long term desire for 4-lane expansion compatible with neighboring states
- Frustration with lack of maintenance





Key Data Findings: US Highway 287 (Ports to Plains): Oklahoma North to US 40 in Kit Carson, Kit Carson to I-70 in Limon (PEA7010)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations and minority populations
<i>Freight Safety</i>	Dense wildlife crashes Hazmat route
<i>Pedestrian Transit</i>	Regional bus route operates along corridor Inter-city bus station in Limon Local transit services in Limon








<i>Pedestrian Economics</i>	Main Street through Kit Carson
<i>Freight Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of jobs in Limon Agriculture
<i>Freight</i>	High truck traffic



Corridor Needs: US Highway 287 (Ports to Plains): Oklahoma North to US 40 in Kit Carson, Kit Carson to I-70 in Limon (PEA7010)



Corridor Needs

-  Address unsafe passing conditions
-  Improve travel conditions for trucks and heavy vehicles
-  Address roadway condition
-  Mitigate elevated crash patterns (LOSS 3 or 4)
(including wildlife crashes)
-  Accommodate travel needs of vulnerable populations
-  Provide additional travel options
-  Enhance walkability in areas with high pedestrian demand
(downtown areas)



Corridor Projects: US Highway 287 (Ports to Plains): Oklahoma North to US 40 in Kit Carson, Kit Carson to I-70 in Limon (PEA7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Continuation of Passing Lanes on US 40/US 287, an international freight route to improve safety	This project will strategically add new passing lanes or extend existing passing lanes at critical locations. This project will address the safety, mobility, and economic vitality of the corridor. It is the goal of the region to provide a minimum of 8 miles of passing lanes for every 20 mile stretch along our freight corridors.	1017				\$20.00
US 287 Do Not Pass Warning (DNPW)	DNPW on 2-lane truck route	1091				-
US 287 Road Weather Information Systems (RWIS)	RWIS on 2-lane truck route	1092				-
Increase Truck Parking	Implement outcomes of study. Hugo rest area, Kit Carson Community Truck parking and other opportunities	1549				\$0.87
US 287 Sidewalk in Limon	Install a sidewalk on the north side of US 287 (Main Street) between N Street and R Street in Limon	2417				-
Region 4 Truck Parking Study	Assess the feasibility of additional truck parking	2442		-		-
US40 Wild Horse	Bridge BMPs	2672				\$0.82
287 / 40/ 94	Bridge BMPs	2673				\$1.68

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 287 (Ports to Plains): Oklahoma North to US 40 in Kit Carson, Kit Carson to I-70 in Limon (PEA7010)



Asset Management

- US40 Wild Horse
- 287 / 40/ 94

Mobility

- Increase Truck Parking
- Region 4 Truck Parking Study
- Continuation of Passing Lanes on US 40/US 287, an international freight route to improve safety

Safety

- US 287 Do Not Pass Warning (DNPW)
- US 287 Road Weather Information Systems (RWIS)
- US 287 Sidewalk in Limon



US Highway 24 (Elbert County Line to Limon): Elbert County Line Northeast to I-70 in Limon (PEA7011)



Corridor Name

US Highway 24 (Elbert County Line to Limon): Elbert County Line Northeast to I-70 in Limon

Corridor Vision

The vision for the US 24, Colorado Springs to Limon corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

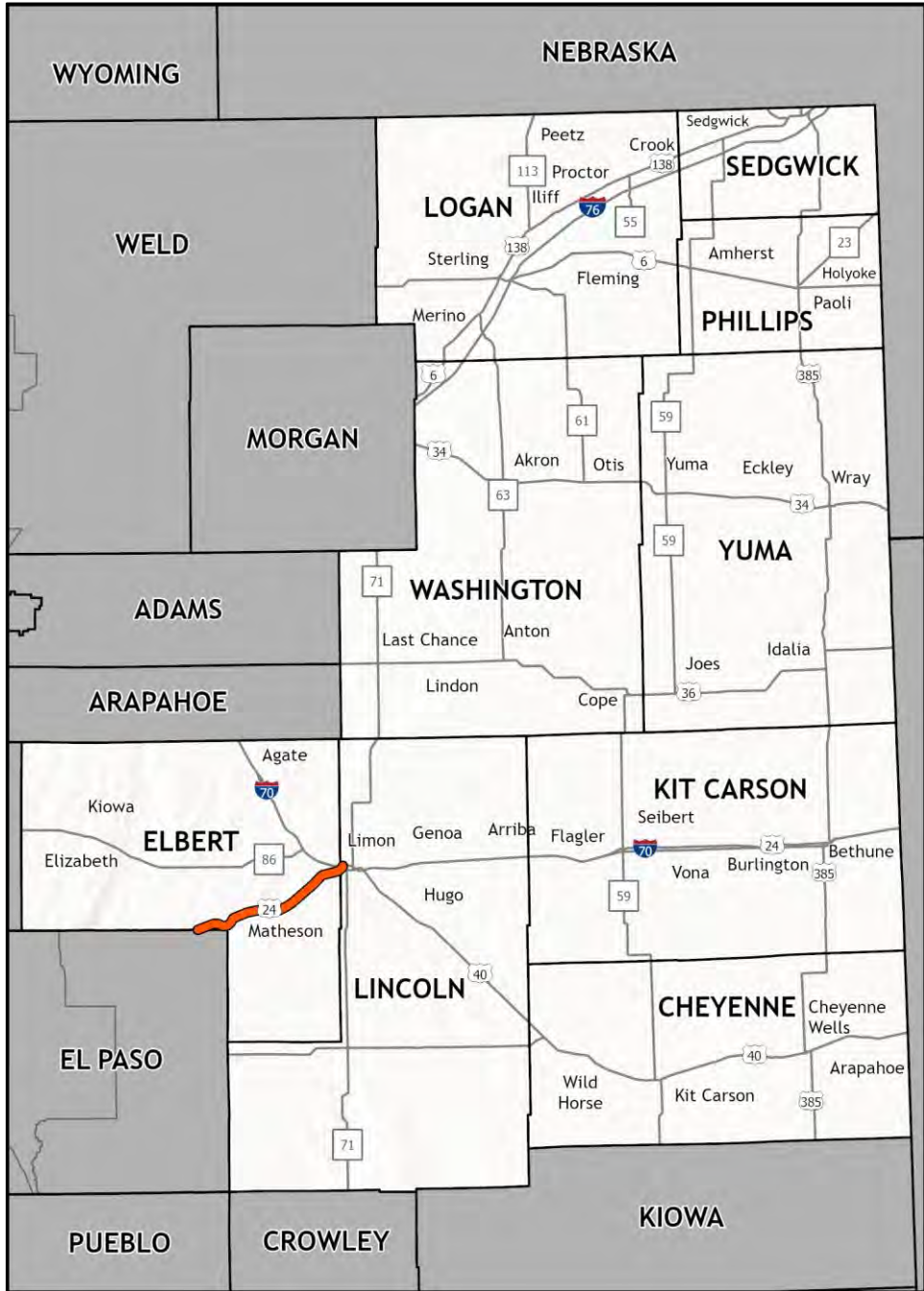
This corridor is on the National Highway System and serves as a multi-modal regional facility, provides commuter access, acts as a Main Street and makes east-west connections within the northeast El Paso, southeast Elbert, and Lincoln Counties. The western portion of the corridor is transitioning from a rural to urban land use pattern. Significant facilities located in the Colorado Springs area affect transportation in the corridor, including the Colorado Springs Airport, the various military installations and numerous tourist attractions.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor: R4-21

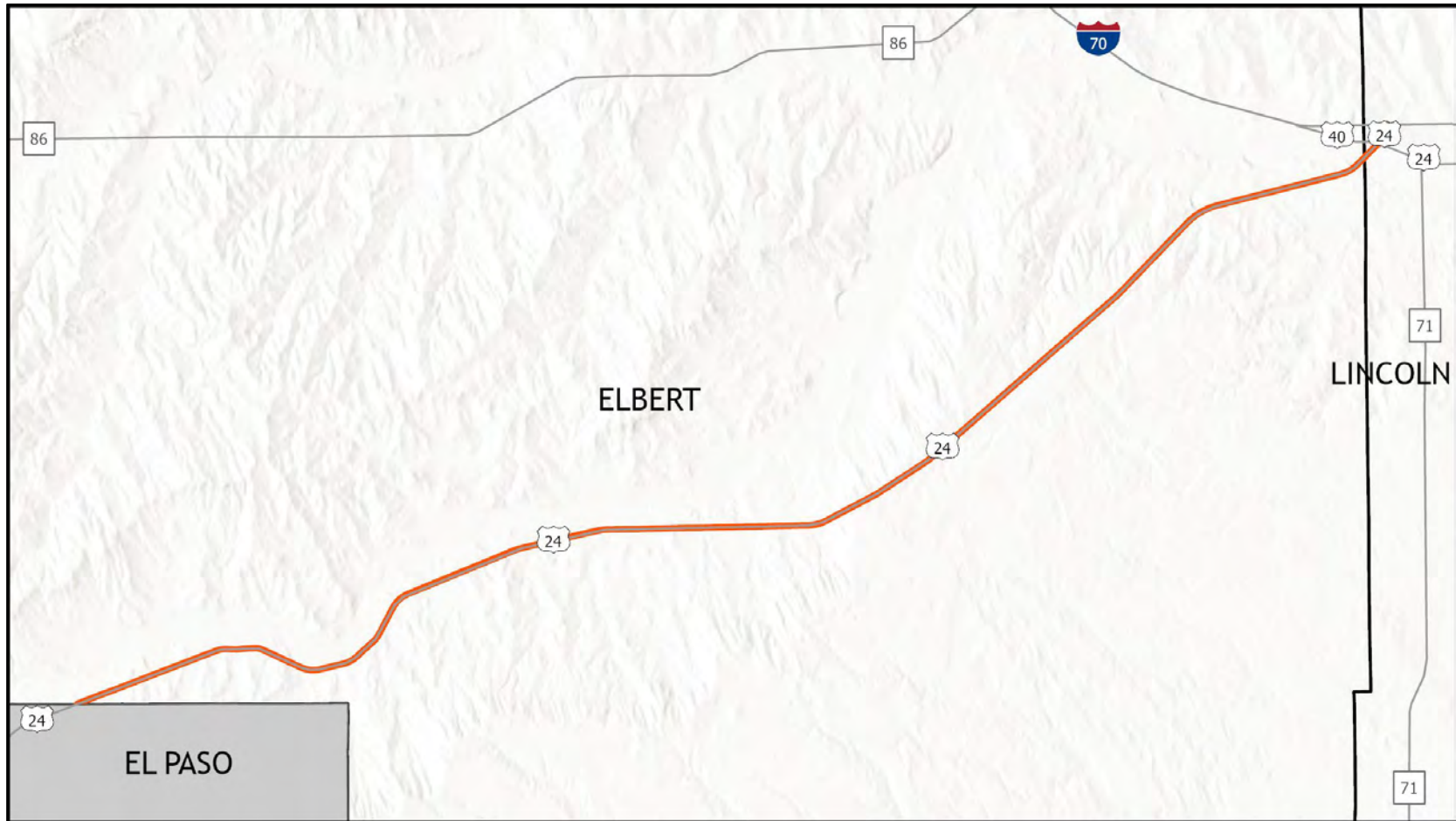
What we heard about the Corridor

- 12 comments specifically about this corridor
- Desire for turn lanes
- Desire for multi-modal design
- Desire for roadway expansion





Key Data Findings: US Highway 24 (Elbert County Line to Limon): Elbert County Line Northeast to I-70 in Limon (PEA7011)



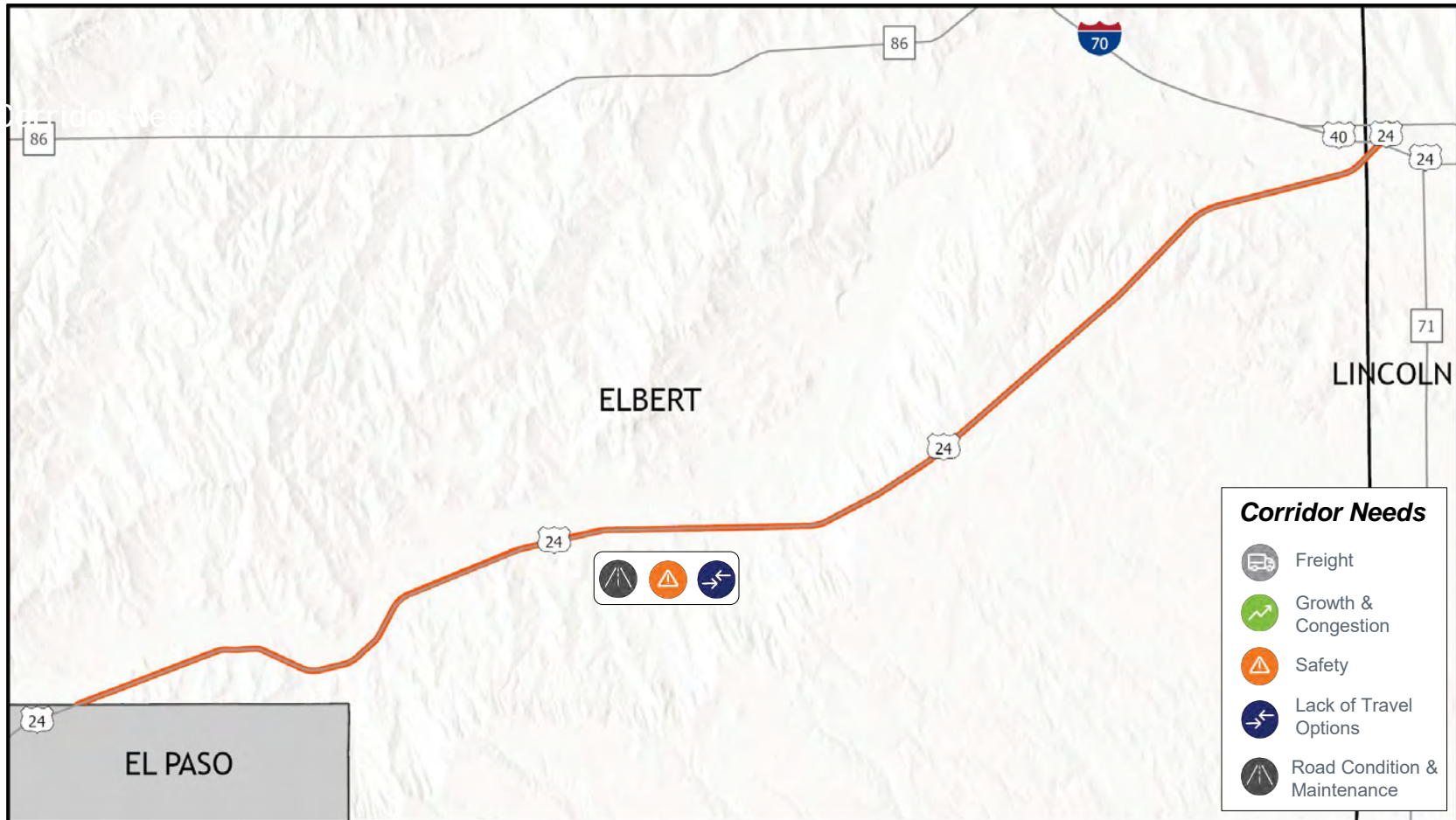
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations and minority population
<i>Freight Safety</i>	Dense wildlife crashes Hazmat route
<i>Pedestrian Transit</i>	Greyhound bus operates along corridor Local transit services in Limon Regional bus station in Limon

<i>Economics Pedestrian</i>	Main Street through Simla
<i>Freight Resiliency</i>	Low redundancy Parallels 100-year floodplain
<i>Economics</i>	Concentration of jobs in Limon Agriculture
<i>Economics Freight</i>	Concentration of wind turbines



Corridor Needs: US Highway 24 (Elbert County Line to Limon): Elbert County Line Northeast to I-70 in Limon (PEA7011)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Eliminate shoulder deficiencies for safety, freight, and bicyclists
- Improve pavement condition
- Address unsafe passing conditions
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: US Highway 24 (Elbert County Line to Limon): Elbert County Line Northeast to I-70 in Limon (PEA7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Limon to Colorado Springs (Proposed Outrider Service)	Outrider bus service between Limon and Colorado Springs. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1006				\$1.97
US 24: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Colorado Springs and Limon	1007				\$11.00
US 24 and 9th Street intersection improvements	Intersection improvements to address off-set alignment at US 24 and 9th Street in Limon	2418				-
Region 4 Truck Parking Study	Assess the feasibility of additional truck parking	2442		-		-
US 24 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2509				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

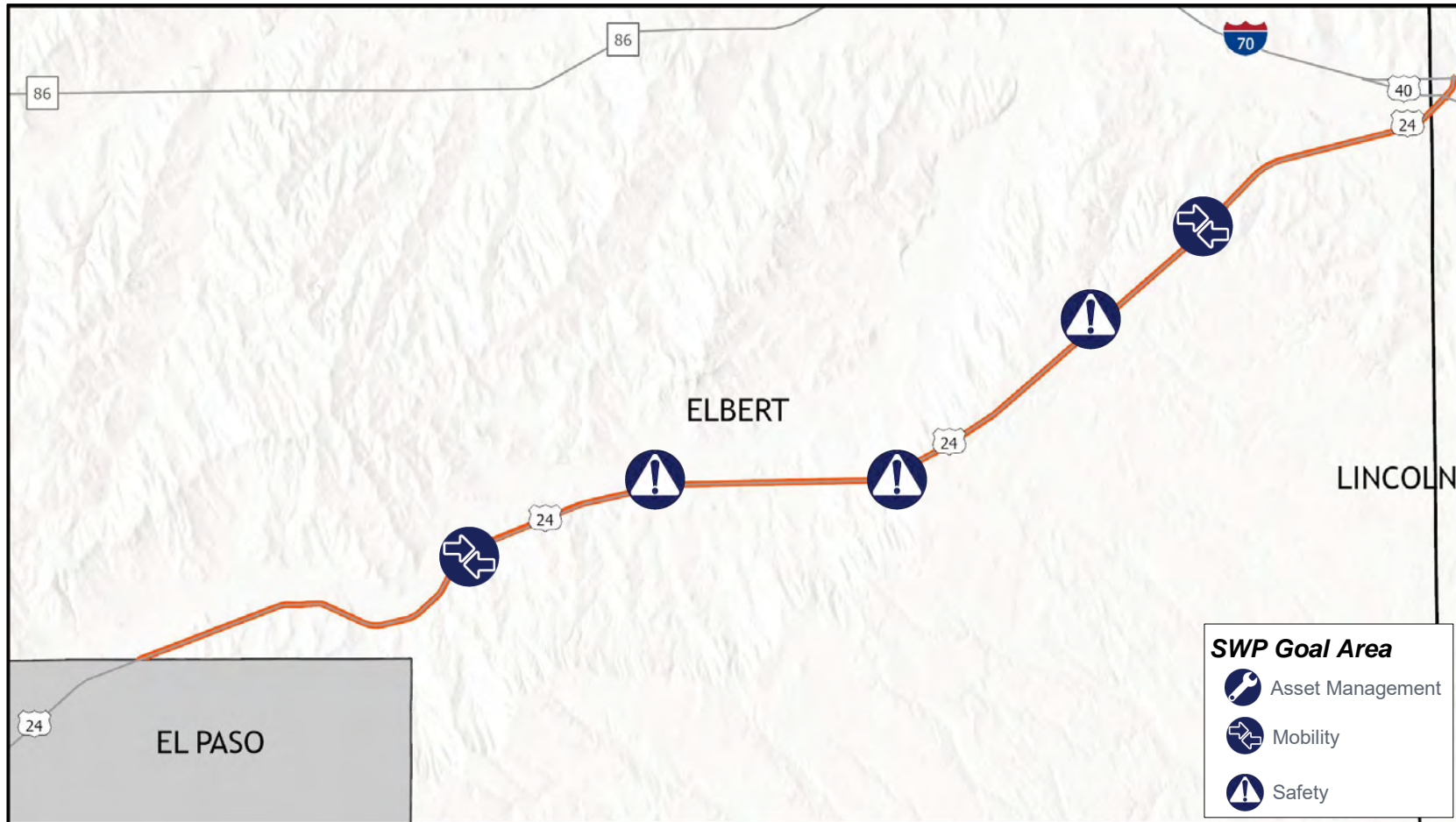
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 24 (Elbert County Line to Limon): Elbert County Line Northeast to I-70 in Limon (PEA7011)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Essential Bus Service between Limon to Colorado Springs (Proposed Outrider Service)
- Region 4 Truck Parking Study



Safety

- US 24: Intelligent Transportation Systems Infrastructure
- US 24 and 9th Street intersection improvements
- US 24 Region 4 Shoulder Study (EATPR)



US Highway 24 (Seibert to Kansas State Line): I-70 in Seibert East to Kansas State Line (PEA7012)



Corridor Name

US Highway 24 (Seibert to Kansas State Line): I-70 in Seibert East to Burlington

Corridor Vision

The vision for the US 24, Siebert to Burlington corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

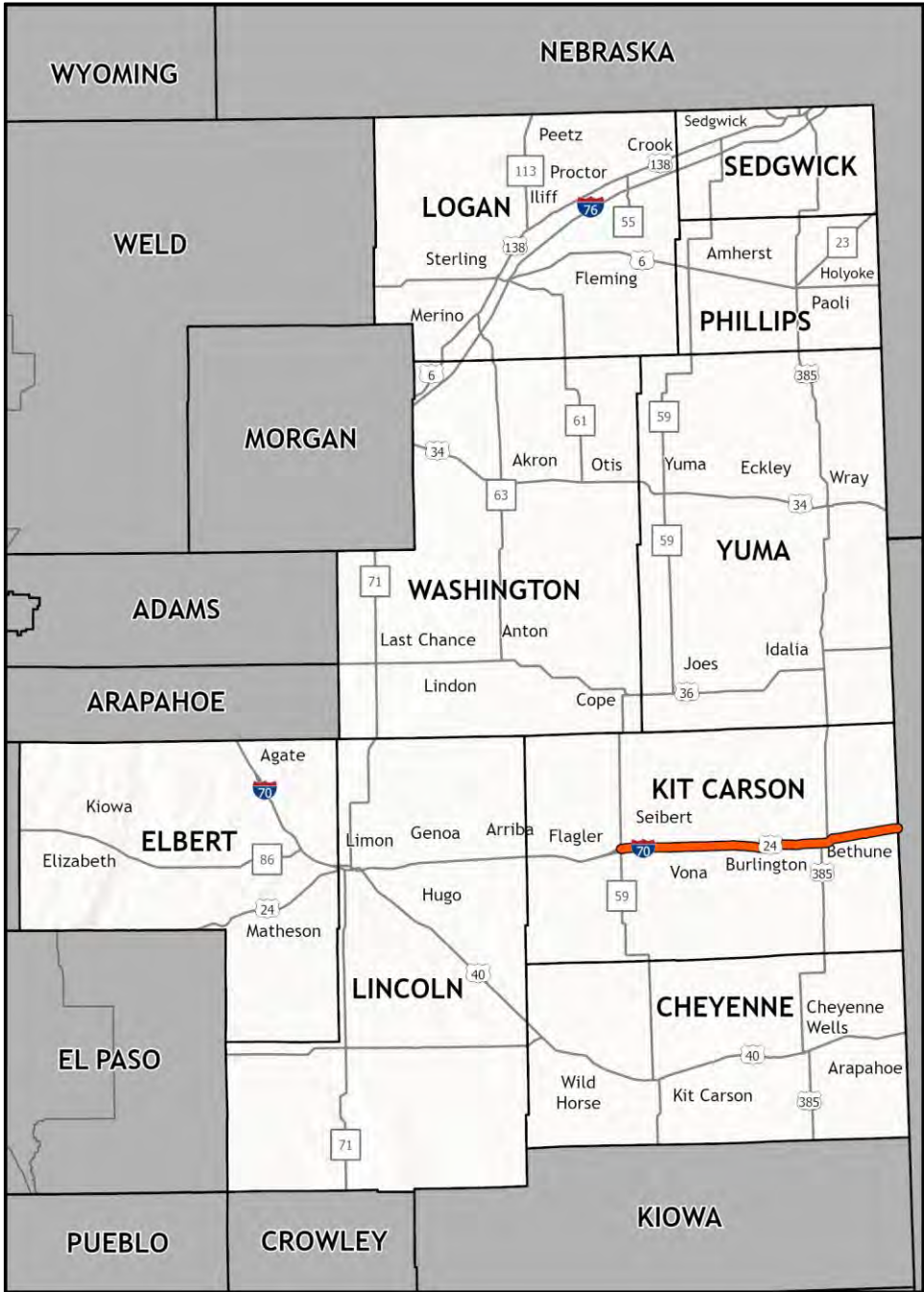
This corridor serves as a multi-modal local facility including local bicycle traffic, acts as Main Street, serves as a parallel facility to the interstate facility for local traffic and makes east-west connections within the central Kit Carson County area.

Corridor Designations

- None

What we heard about the Corridor

- 9 comments specifically about this corridor
- Frustration with lack of maintenance





Key Data Findings: US Highway 24 (Seibert to Kansas State Line): I-70 in Seibert East to Kansas State Line (PEA7012)



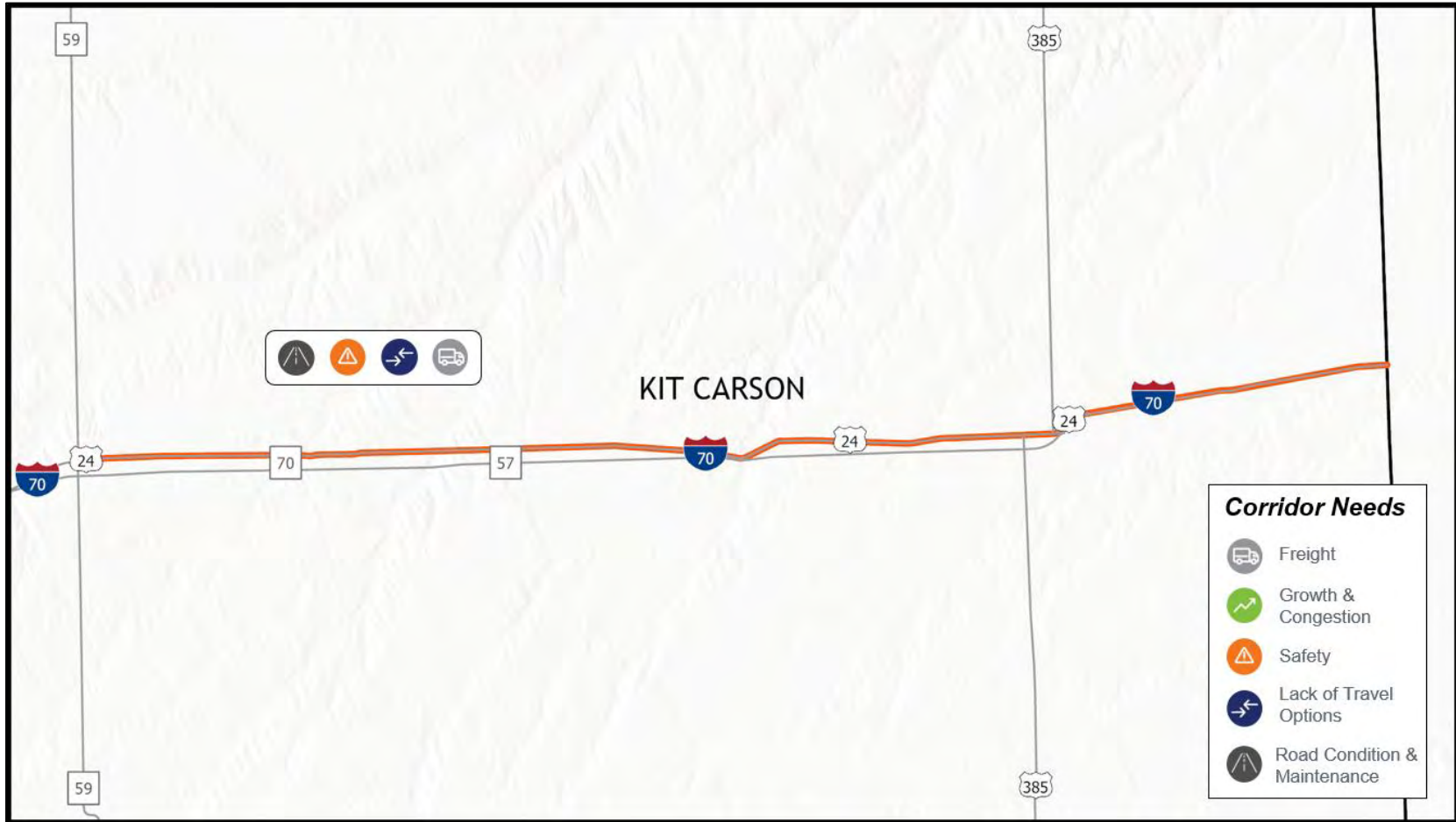
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population and higher percentage of disabled population and minority population
<i>Freight Safety</i>	Majority of corridor has shoulders less than 2' Hazmat route
<i>Transit</i>	Greyhound bus operates along corridor Local transit services in Burlington

<i>Bicycling</i>	High stress for bicycling
<i>Economics Pedestrian</i>	Main Street through Burlington
<i>Economics</i>	Concentration of jobs in Burlington
<i>Economics Freight</i>	Agricultural corridor Agriculture
<i>Freight</i>	High truck traffic



Corridor Needs: US Highway 24 (Seibert to Kansas State Line): I-70 in Seibert East to Kansas State Line (PEA7012)



Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: US Highway 24 (Seibert to Kansas State Line):I-70 in Seibert East to Burlington (PEA7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 24 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2504				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 24 (Seibert to Kansas State Line): I-70 in Seibert East to Burlington (PEA7012)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely



Mobility

- See project: US 24 Region 4 Shoulder Study (EATPR)



Safety

- US 24 Region 4 Shoulder Study (EATPR)



Interstate 76 (Northeast Colorado): US 85 in Commerce City Northeast to Nebraska (PEA7013)



Corridor Name

Interstate 76 (Northeast Colorado): US 85 in Commerce City Northeast to Nebraska

Corridor Vision

The vision for the I-76, Northeast Colorado corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

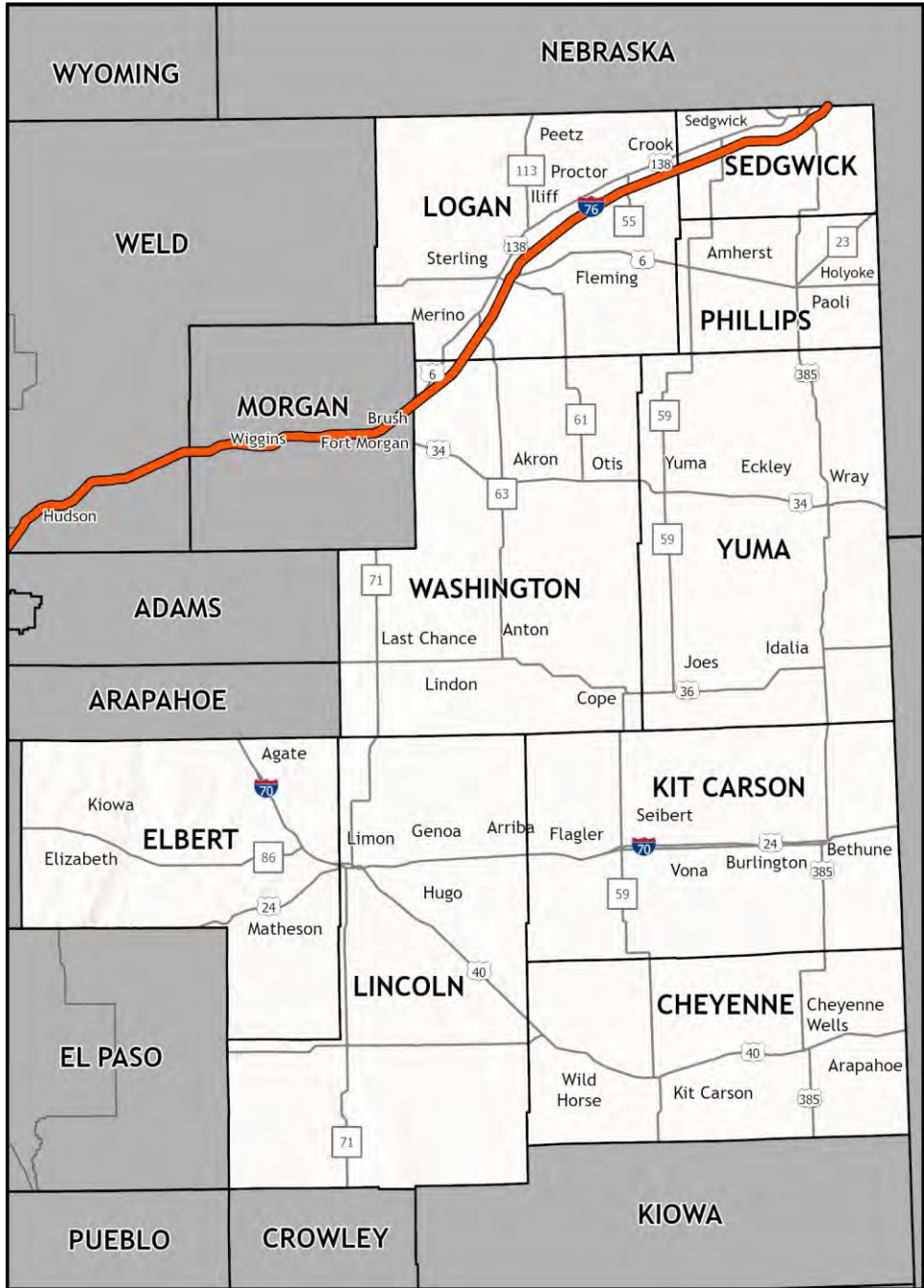
This corridor is on the National Highway System and National Freight Network and serves as a multi-modal Interstate facility, connects to places outside the region, serves as an important freight connection to Chicago and areas east, and makes east-west connections within the northeast Colorado area. I-76 from Denver to Brush is part of the Heartland Express designation in Colorado. The South Platte River Trail Scenic Byway runs along a portion of this corridor. The western portion of the corridor is transitioning from a rural to urban land use pattern.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- Tier 1 CNG, EV Corridor

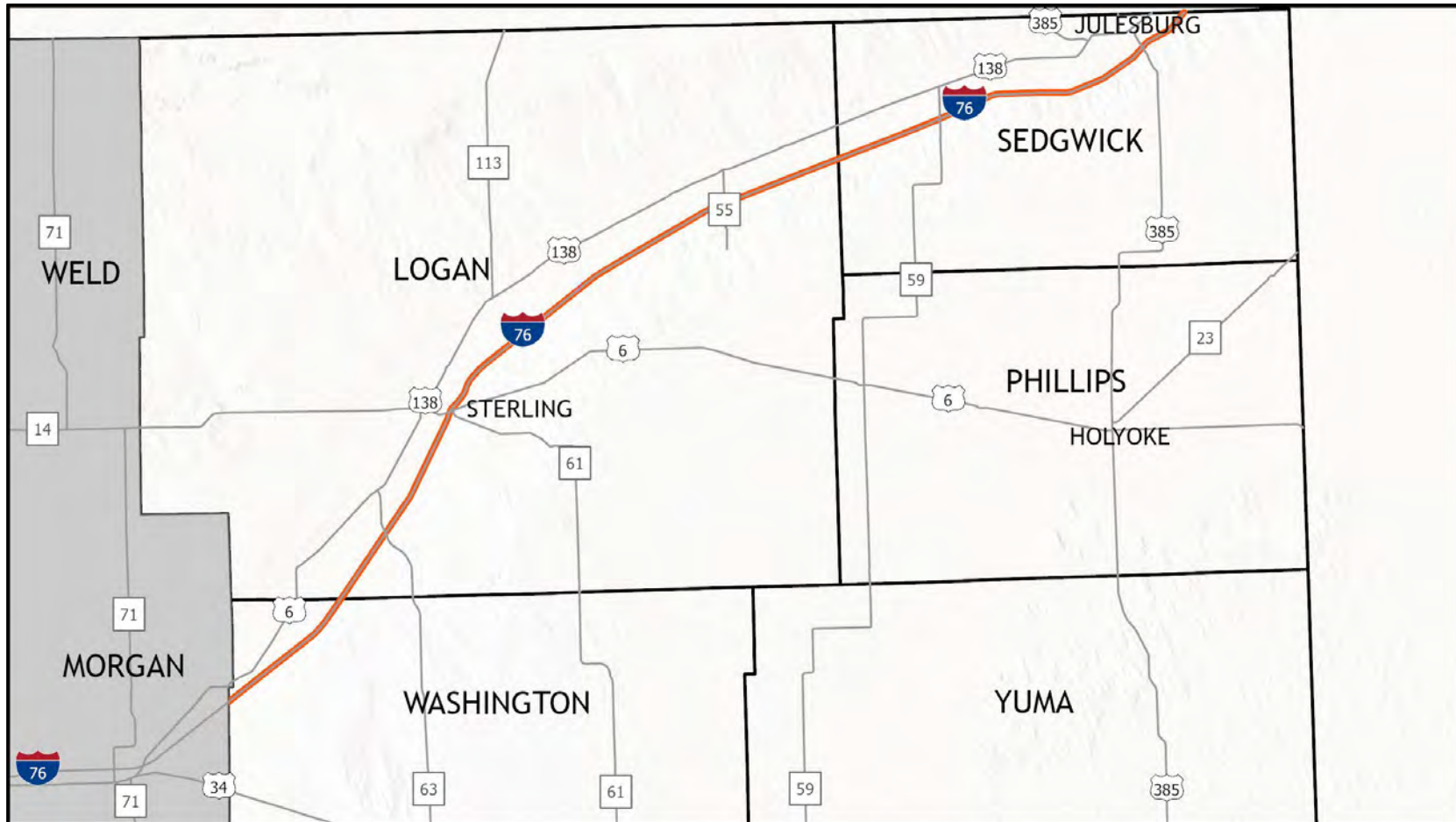
What we heard about the Corridor

- 31 comments specifically about this corridor
- Desire for rest stops/truck parking
- Pavement condition is poor
- Frustration with lack of maintenance
- Questions about technology/data
- Concerns about safety





Key Data Findings: Interstate 76 (Northeast Colorado): US 85 in Commerce City Northeast to Nebraska (PEA7013)



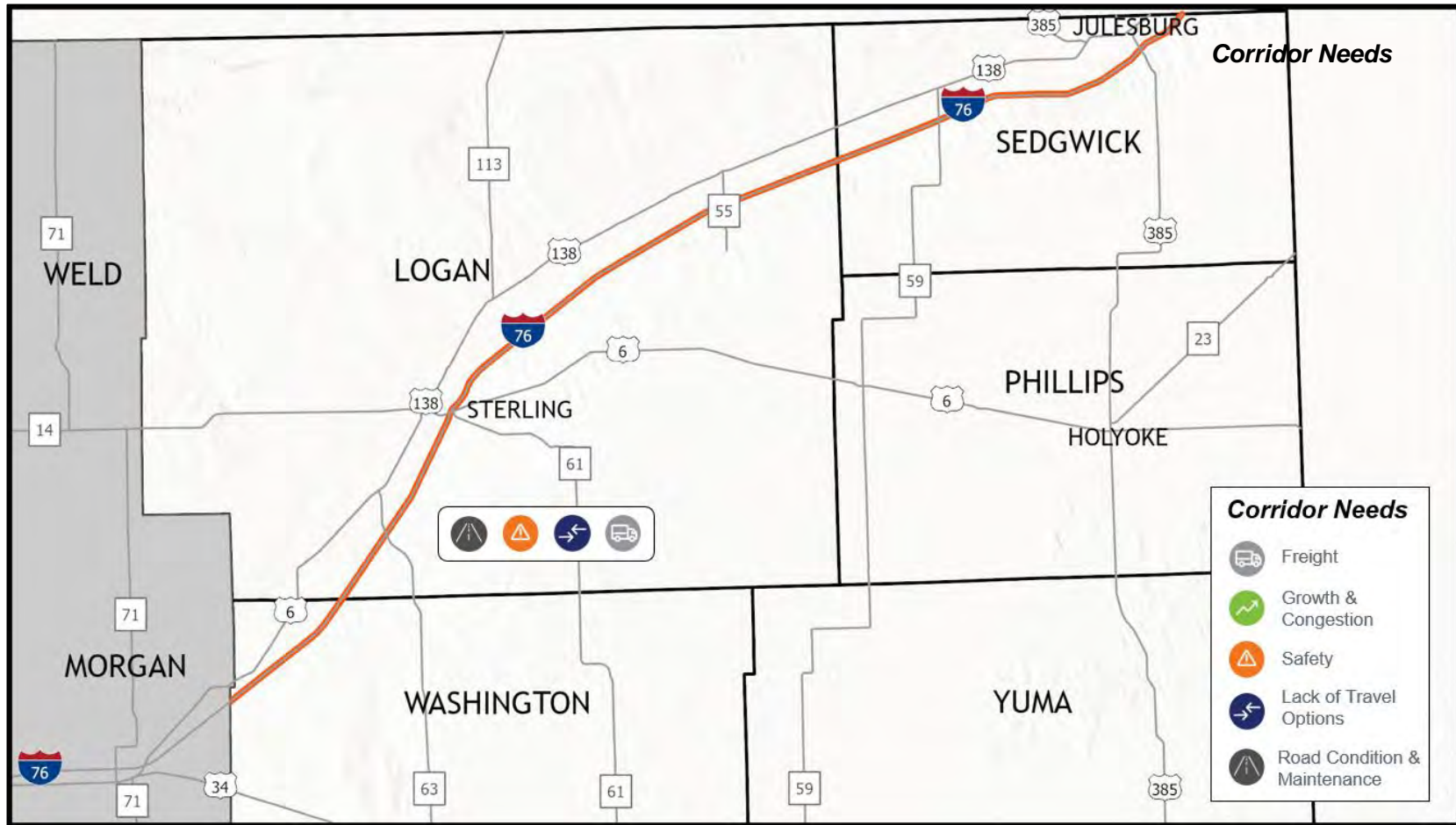
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations and minority population
Safety	Elevated crash patterns (LOSS 3 or 4) near Atwood and Sterling
Freight Safety	Majority of corridor has shoulder less than 2' Dense wildlife crashes Hazmat route
Pedestrian Transit	Black Hills Stage Line operates along corridor Burlington Trailways operates along corridor Amtrak operates along corridor Local transit services in Sterling and Julesburg

Bicycling	High stress for bicycling
Freight Resiliency Economics	High criticality from Merino to Crook Low redundancy Crosses 100-year floodplain
Economics	Concentration of jobs in Sterling
Freight	Concentration of oil and gas wells Agricultural corridor Agriculture
Freight	High truck traffic



Corridor Needs: Interstate 76 (Northeast Colorado): US 85 in Commerce City Northeast to Nebraska (PEA7013)



Corridor Needs

- Address roadway condition
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Mitigate risk associated with natural disasters (floodplain)
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops)



Corridor Projects: Interstate 76 (Northeast Colorado):US 85 in Commerce City Northeast to Nebraska (PEA7013)(Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)	Outrider bus service between Sterling-Fort Morgan-Greeley. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1019				\$2.24
I-76 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Hudson and State Line	1021				\$40.00
I-76: Morgan/Washington County Line to Nebraska State Line	Pavement preservation, safety, operational and ITS Intelligent Transportation Systems improvements	1022				\$200.00
Increase Truck Parking.	Either increase space at the Julesburg Welcome Center or private investment for new rest area.	1553				\$0.63
Region 4 Rest Area Study	Assess the feasibility of new or relocated rest areas	2422		-		-
Essential Bus Service between Sterling and Denver (Proposed Outrider Service)	Outrider bus service between Denver and Sterling. Assumes one roundtrip 5 days per week 52 weeks per year. Purchase of 2 vehicles. Cost based on \$4.20 per mile.	2465				\$3.62
Outrider Stop/Shelter Improvements	Stops and shelter improvements at Sterling	2491				\$0.08
176 - Atwood	Bridge BMPs B-23-BA B-23-BB B-24-AI B-24-AD B-24-AU B-24-AV B-24-AX B-24-AW B-24-AZ B-24-AY B-24-AT B-24-AS	2671				\$0.27
176: Sterling East Part 2 Slabs and Diamond Grind	Slab replacements and diamond grind	2683				\$8.25

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 76 (Northeast Colorado):US 85 in Commerce City Northeast to Nebraska (PEA7013)(Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Sterling east from MP 124.7 to MP 128.2	Rural road surface treatment	72				\$8.20

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

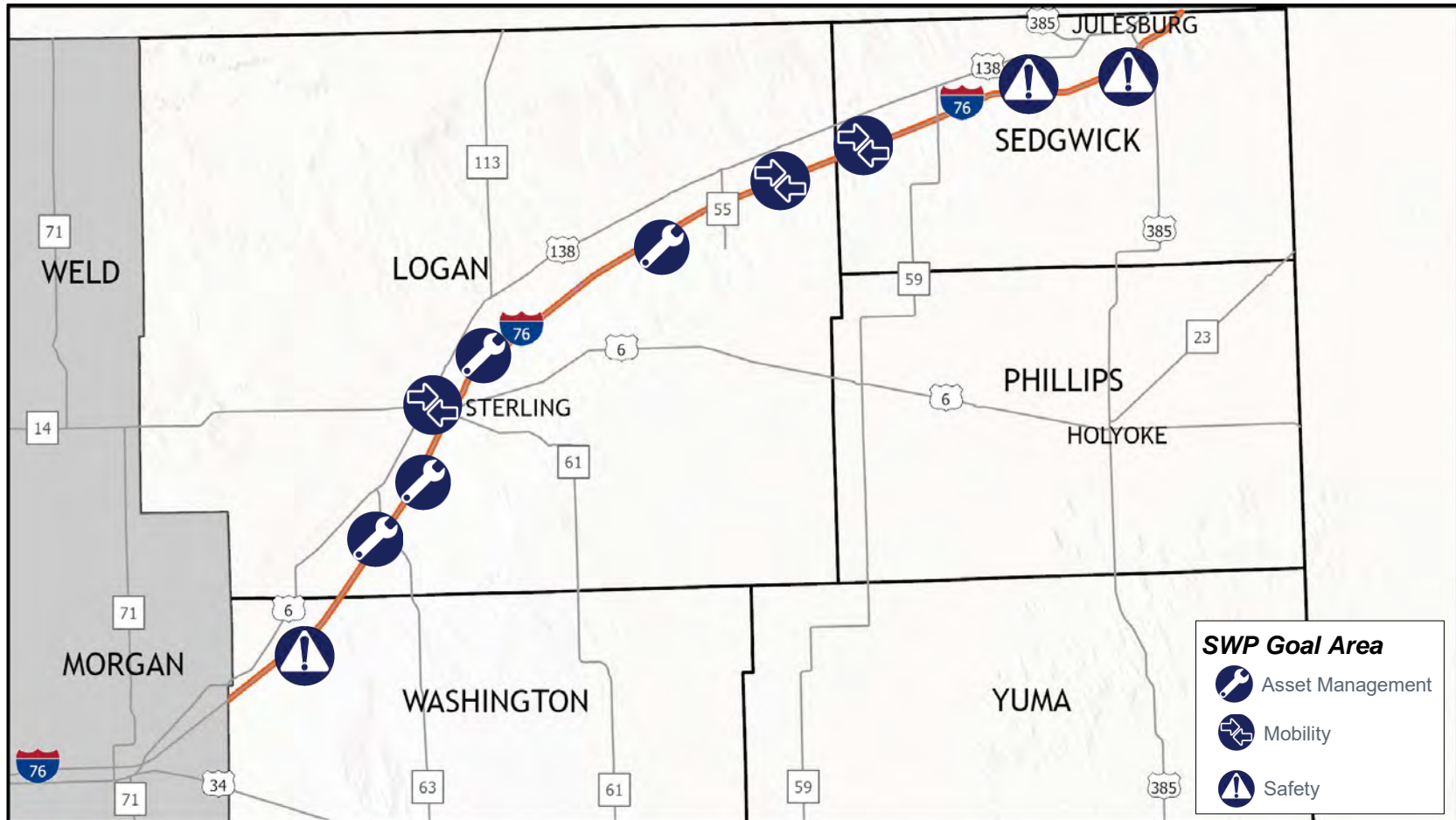
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate 76 (Northeast Colorado):US 85 in Commerce City Northeast to Nebraska (PEA7013)



Asset Management

- I-76: Morgan/Washington County Line to Nebraska State Line
- I76 – Atwood
- I76: Sterling East Part 2 Slabs and Diamond Grind
- Sterling east from MP 124.7 to MP 128.2



Mobility

- Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)
- Essential Bus Service between Sterling and Denver (Proposed Outrider Service)
- Outrider Stop/Shelter Improvements



Safety

- I-76 Intelligent Transportation Systems Infrastructure
- Increase Truck Parking.
- Region 4 Rest Area Study



State Highway 94: East side Colorado Springs to US 40/US 287 (PEA7014)



Corridor Name

State Highway 94: East side Colorado Springs to US 40/US 287

Corridor Vision

The vision for the SH 94 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

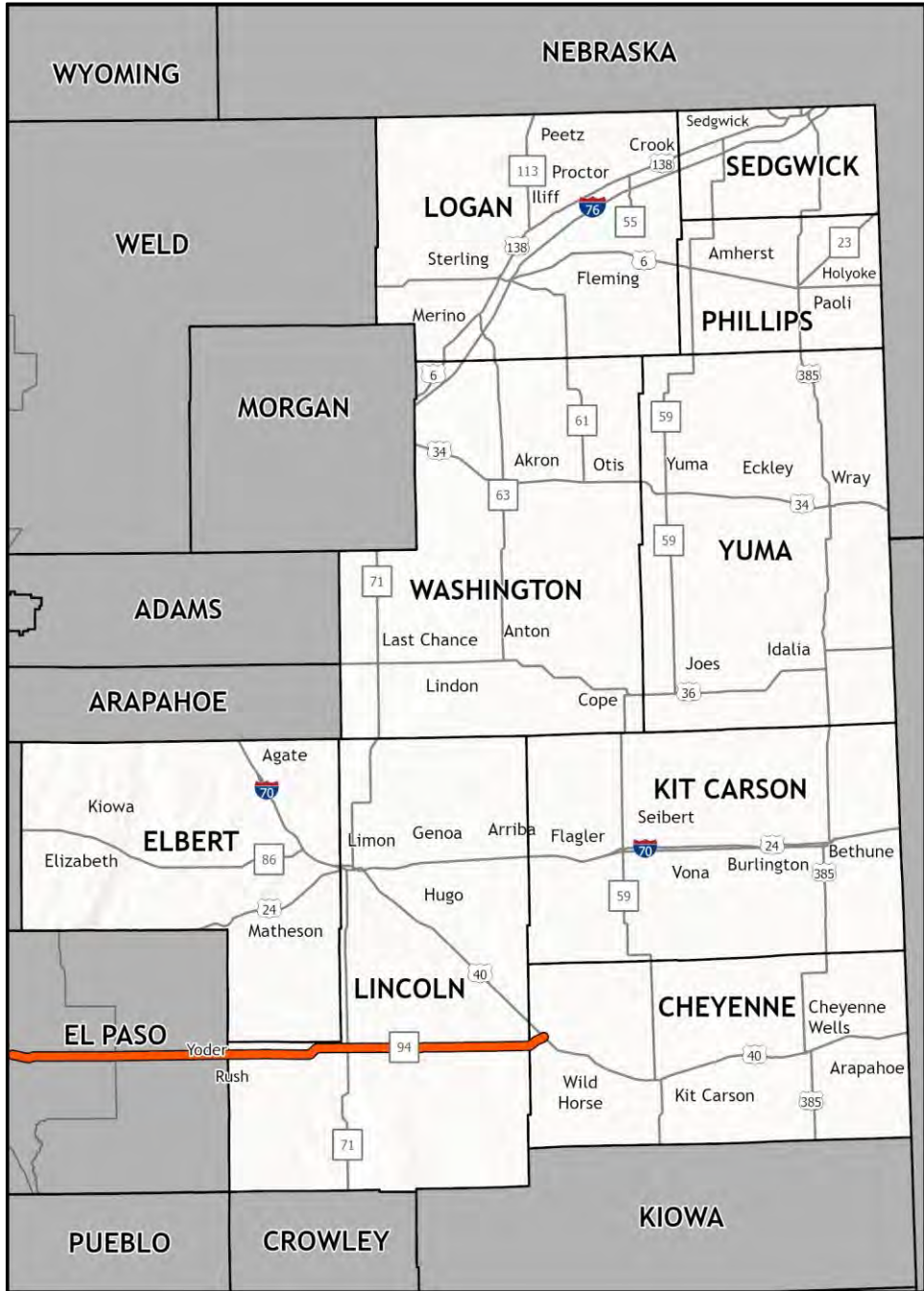
This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the urban edge of the Colorado Springs area. The western portion of the corridor is transitioning from a rural to urban land use pattern. Significant facilities located in the Colorado Springs area affect transportation in the corridor, including the Colorado Springs Airport, the various military installations and numerous tourist attractions.

Corridor Designations

- None

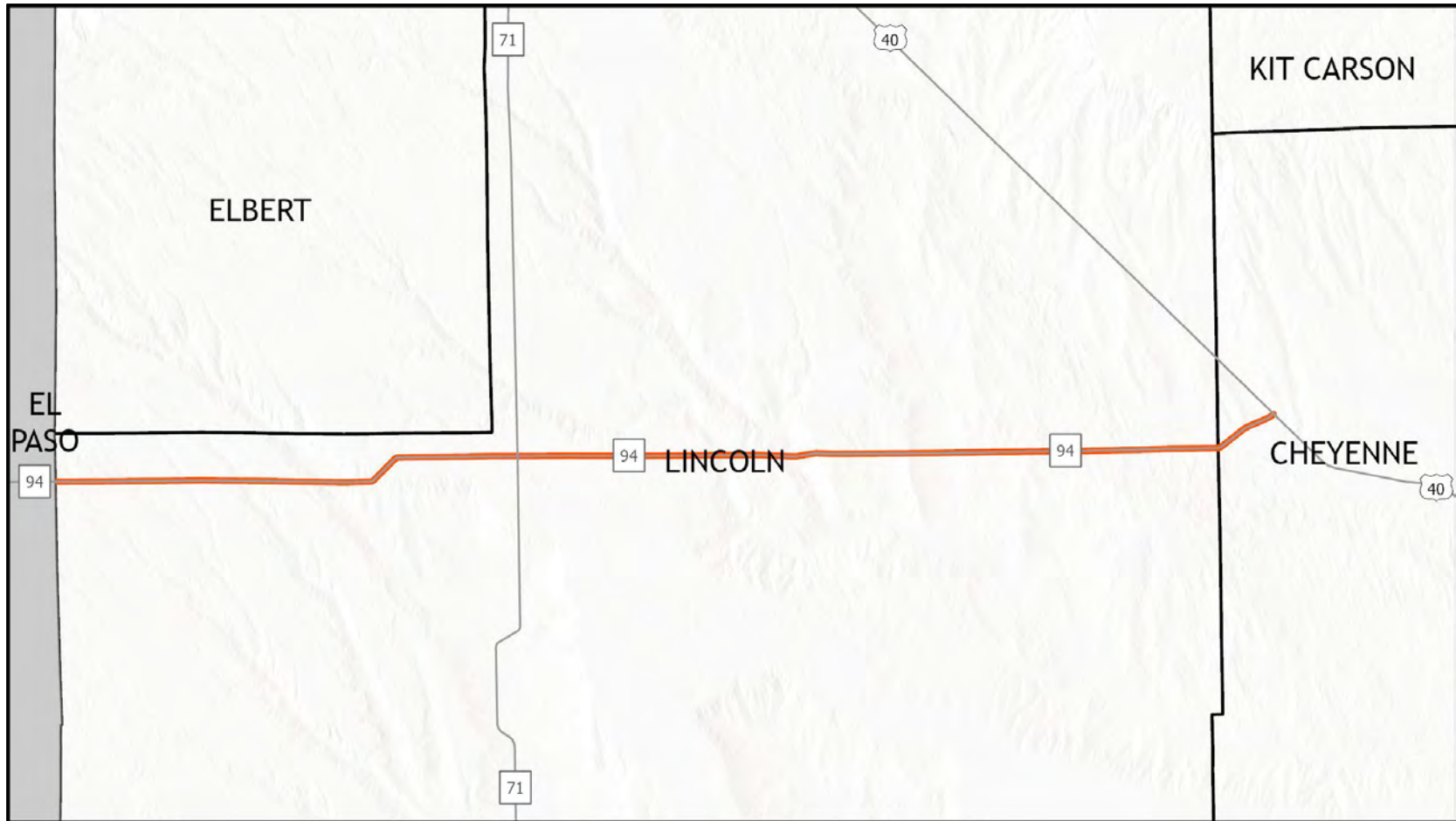
What we heard about the Corridor

- 2 comments specifically about this corridor
- Pavement condition is poor





Key Data Findings: State Highway 94: East side Colorado Springs to US 40/US 287 (PEA7014)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population and higher percentage of disabled population
<i>Freight Safety</i>	Majority of corridor has shoulders less than 2'
<i>Freight Asset- Management</i>	Low drivability life

<i>Transit</i>	Regional bus route operates along corridor
<i>Bicycling</i>	High stress for bicycling
<i>Freight Resiliency</i>	Low redundancy
<i>Freight</i>	High truck traffic east of SH 71
<i>Economics</i>	Agriculture



Corridor Needs: State Highway 94: East side Colorado Springs to US 40/US 287 (PEA7014)



Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations



Corridor Projects: State Highway 94: East side Colorado Springs to US 40/US 287 (PEA7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 94 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2511				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 94: East side Colorado Springs to US 40/US 287 (PEA7014)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project: US 94 Region 4 Shoulder Study (EATPR)



Safety

- SH 94 Region 4 Shoulder Study (EATPR)



State Highway 71 (Heartland Expressway): I-70 in Limon North to the Nebraska State Line (PEA7015)



Corridor Name

State Highway 71 (Heartland Expressway): I-70 in Limon North to the Nebraska State Line

Corridor Vision

The vision for the SH 71 Heartland Expressway corridor is primarily to improve mobility, as well as to maintain system quality and safety.

Corridor Description

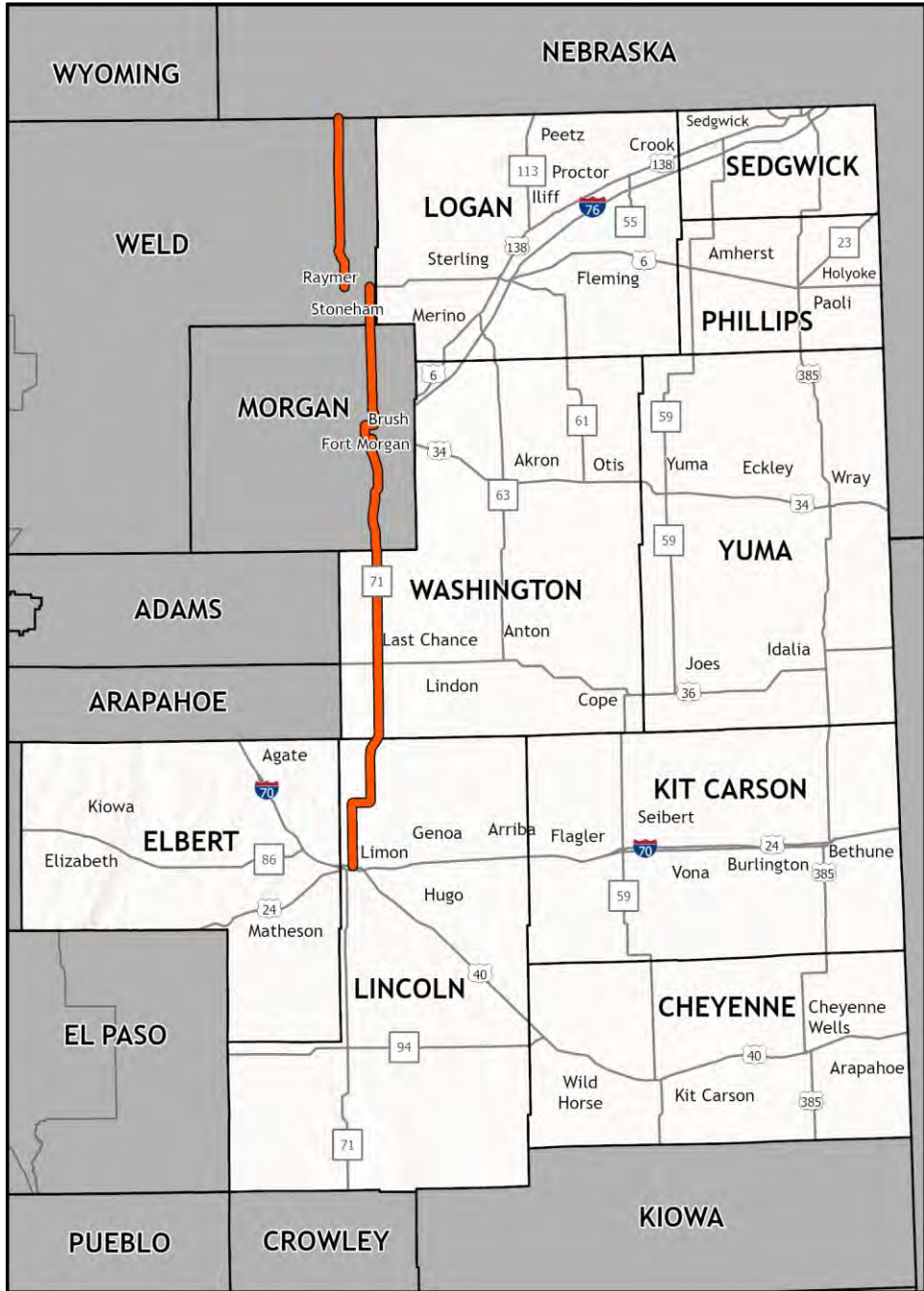
This corridor serves as a multi-modal National Highway System facility, provides local access, and makes north-south connections to the Ports to Plains Corridor. SH 71 from Limon to the Nebraska State Line has been designated a “high priority corridor” as part of the Heartland Expressway route in Colorado.

Corridor Designations

- National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 36 comments specifically about this corridor
- Desired improvement for freight and truck movement
- Desire for multi-modal design
- Desire for regional transit
- Desire for wider shoulders
- Pavement condition is poor
- Long term desire for 4-lane expansion compatible with neighboring states

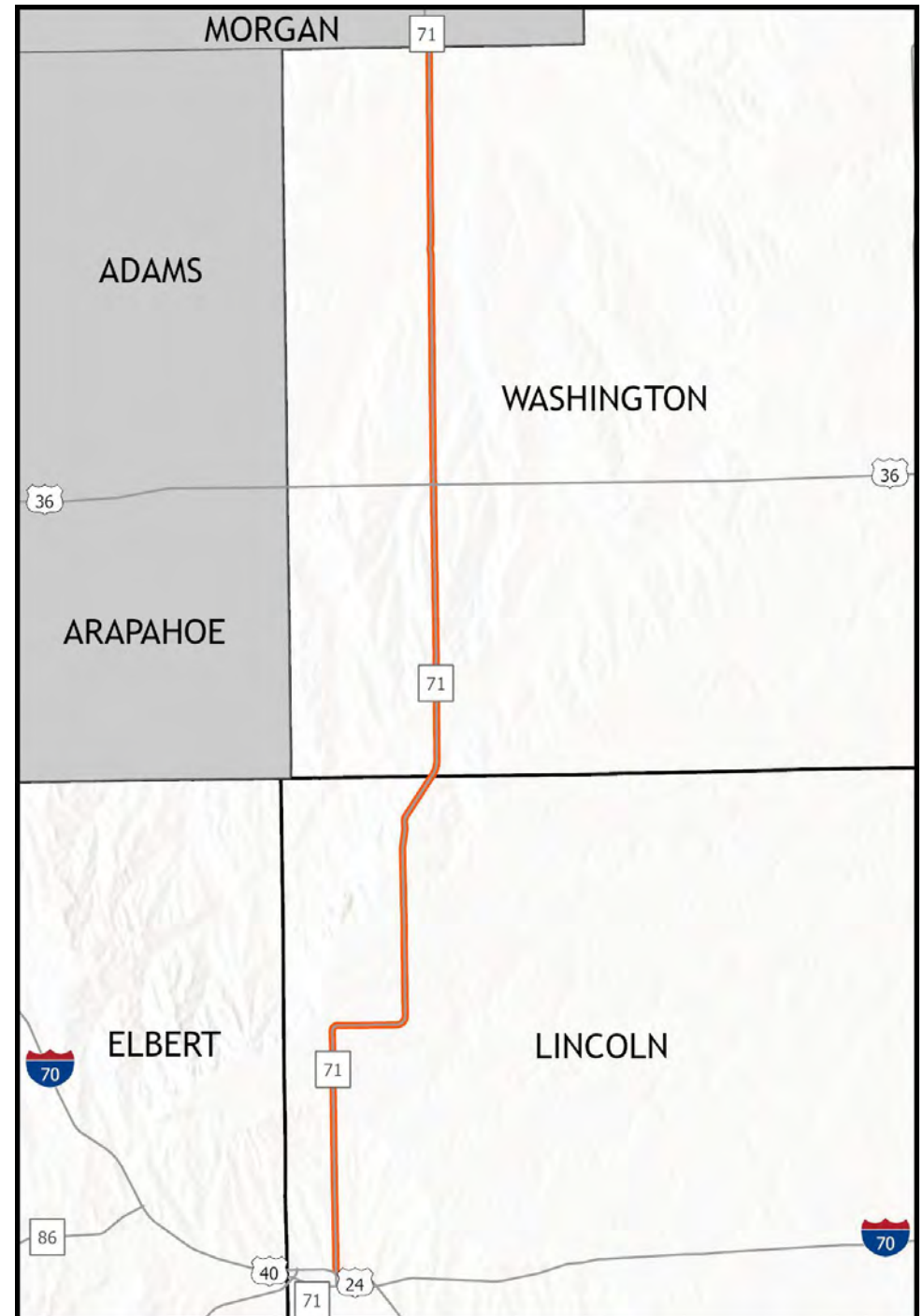




Key Data Findings: State Highway 71 (Heartland Expressway): I-70 in Limon North to the Nebraska State Line (PEA7015)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations
Freight Safety	Majority of corridor has shoulder less than 2' Hazmat route
Mobility Hub Transit	Inter-city bus station in Limon
Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy
Economics	Concentration of jobs in Limon
Economics Transit	Concentration of wind turbines Concentration of oil and gas wells Agricultural corridor Agriculture
Freight	High truck traffic

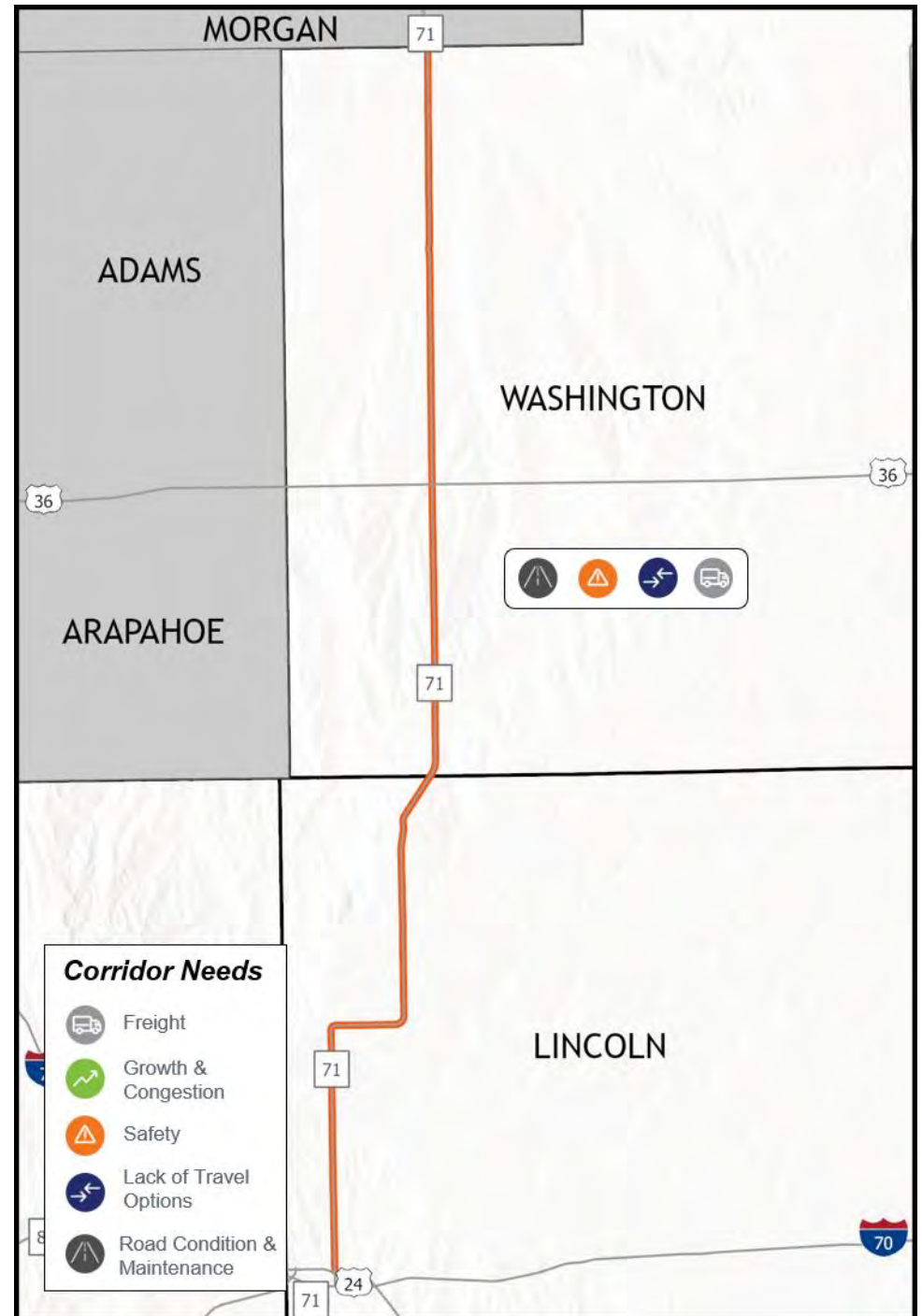




Corridor Needs: State Highway 71 (Heartland Expressway): I-70 in Limon North to the Nebraska State Line (PEA7015)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Provide additional travel options
- Enhance walkability in areas with high pedestrian demand (bus stops)





Corridor Projects: State Highway 71 (Heartland Expressway): I-70 in Limon North to the Nebraska State Line (PEA7015)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 71 Super 2	Reconstruction of corridor, safety, operational and Intelligent Transportation Systems components to Super 2 configuration from Limon to Nebraska state line.	1023				\$200.00
SH 71 Do Not Pass Warning (DNPW)	DNPW on 2-lane truck route	1093				-
SH 71 Corridor Study Improvements	Construct improvements identified through the SH 71 Corridor Study (top priority from study yet to be finalized)	2419				-
SH71: Limon Structures	Bridge BMPs G-22-BB E-22-J E-22-A C-22-AR	2680				\$0.62

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 71 (Heartland Expressway): I-70 in Limon North to the Nebraska State Line (PEA7015)



Asset Management

- SH 71 Super 2
- SH71: Limon Structures



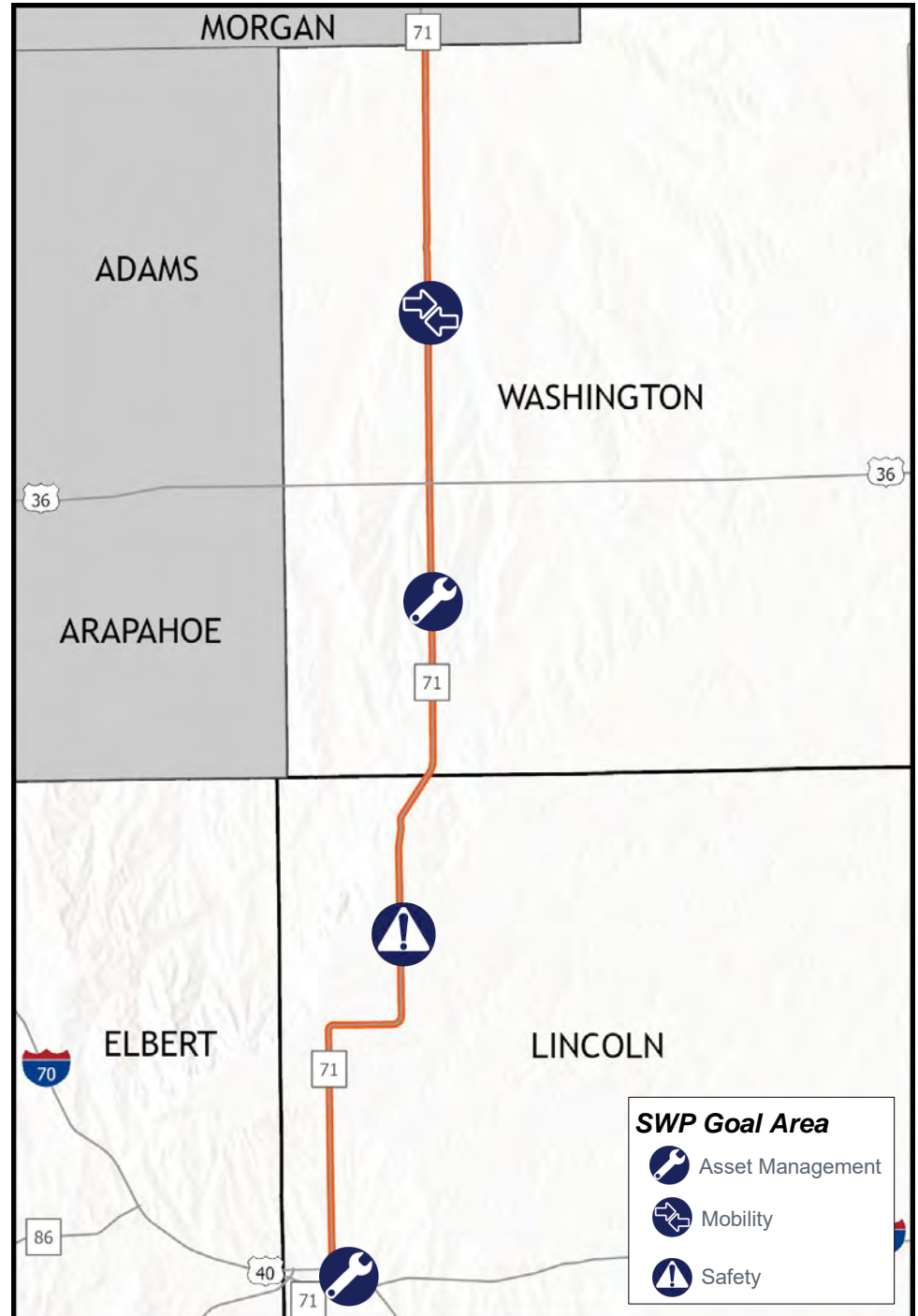
Mobility

- SH 71 Corridor Study Improvements



Safety

- SH 71 Do Not Pass Warning (DNPW)





State Highway 113: SH 138 near Sterling to I-80 in Sidney, Nebraska (PEA7016)



Corridor Name

State Highway 113: SH 138 near Sterling to I-80 in Sidney, Nebraska

Corridor Vision

The vision for the SH 113 corridor is to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

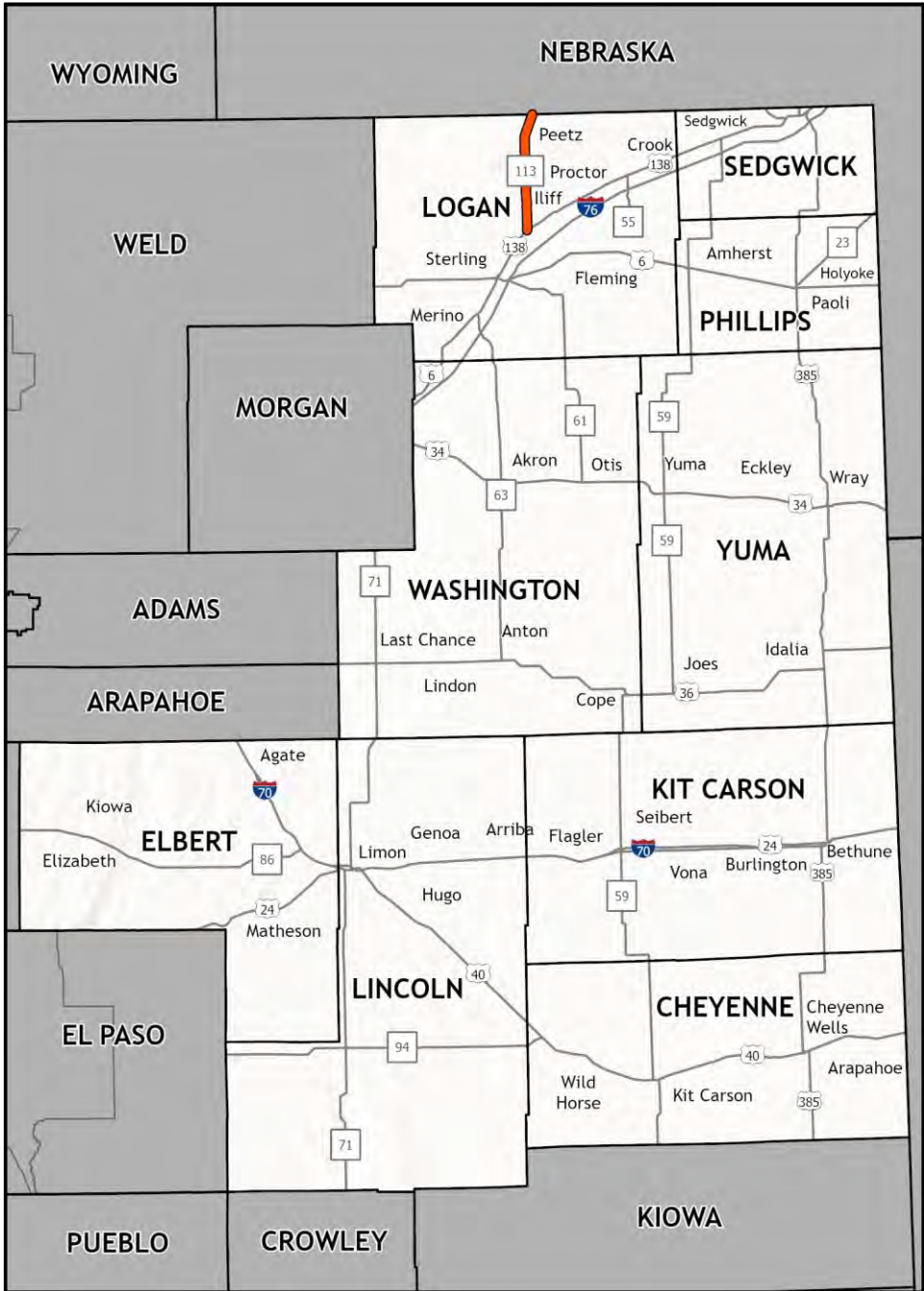
This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the Northeast Colorado Plains and connections to Nebraska.

Corridor Designations

- None

What we heard about the Corridor

- 5 comments specifically about this corridor
- Desire for passing lanes
- Frustration with lack of maintenance





Key Data Findings: State Highway 113: SH 138 near Sterling to I-80 in Sidney, Nebraska (PEA7016)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of disabled population
Freight Safety	Entire corridor has shoulder less than 2' Hazmat route
Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy Crosses 100-year floodplain
Economics Freight	Concentration of wind turbines Concentration of oil and gas wells Agricultural corridor Agriculture





Corridor Needs

- ⚠️ Eliminate shoulder deficiencies for safety, freight and bicycles
- ↩️ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 113: SH 138 near Sterling to I-80 in Sidney, Nebraska (PEA7016)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 113 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2510				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project : SH 113 Region 4 Shoulder Study (EATPR)



Safety

- SH 113 Region 4 Shoulder Study (EATPR)





US Highway 138: SH 6 in Sterling Northeast to I-80 in Nebraska (PEA7017)

Corridor Name

US Highway 138: SH 6 in Sterling Northeast to I-80 in Nebraska

Corridor Vision

The vision for the US 138 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

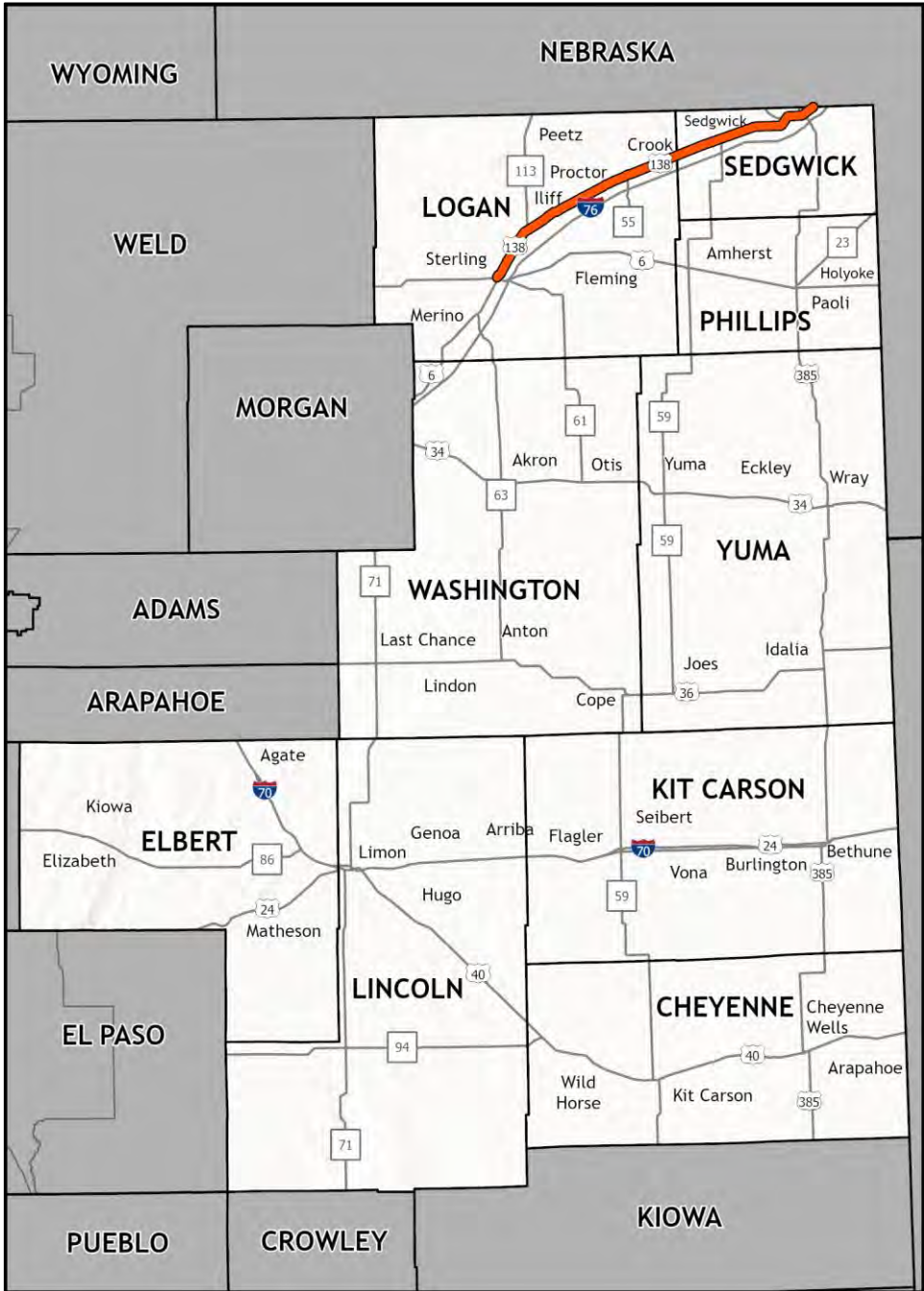
This corridor serves as a multi-modal local facility, serves as a Main Street, provides local access, serves as a parallel facility to the interstate for local traffic and makes east-west connections within the Northeast Colorado and Nebraska area.

Corridor Designations

- High Demand Bicycle Corridor: R4-19

What we heard about the Corridor

- 32 comments specifically about this corridor
- Desire for better facilities
- Frustration with lack of maintenance
- Concerns about safety





Key Data Findings: US Highway 138: SH 6 in Sterling Northeast to I-80 in Nebraska (PEA7017)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations and minority population
Safety	One segment with elevated crash patterns (LOSS 3 or 4)
Freight Safety	Entire corridor has shoulder less than 2' Dense wildlife crashes
Freight Asset- Management	Low drivability life (near Sterling)
Pedestrian Transit	Inter-city bus station in Sterling and Julesburg Local transit service in Sterling







Bicycling	High stress for bicycling
Economics Pedestrian	Main Street through Julesburg and DOLA affiliated Main Street through Sterling
Freight Resiliency	Low redundancy Crosses 100-year floodplain
Economics	Concentration of jobs in Sterling
Economics Freight	Concentration of oil and gas wells Agricultural corridor Agriculture
Freight	High truck traffic near Crook



Corridor Needs: US Highway 138: SH 6 in Sterling Northeast to I-80 in Nebraska (PEA7017)



Corridor Needs

-  Improve travel conditions for trucks and heavy vehicles
-  Address pavement condition where drivability life is poor
-  Eliminate shoulder deficiencies for safety, freight, and bicyclists
-  Mitigate elevated crash patterns (LOSS 3 or 4)
(including wildlife crashes)
-  Accommodate travel needs of vulnerable populations
-  Enhance walkability in areas with high pedestrian demand
(bus stops, downtown areas)



Corridor Projects: State Highway 138:SH 6 in Sterling Northeast to I-80 in Nebraska (PEA7017)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 138 Operations & Safety Study	Most frequent crash types: Wild Animal, Fixed Objects, Sideswipe Same Direction	2409				-
US 138 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2502				-
Sterling north from MP 3 to MP 13.5	Rural road surface treatment	61				\$2.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 138:SH 6 in Sterling Northeast to I-80 in Nebraska (PEA7017)



Asset Management

- Sterling north from MP 3 to MP 13.5



Mobility

- See project: US 138 Region 4 Shoulder Study (EATPR)



Safety

- US 138 Operations & Safety Study
- US 138 Region 4 Shoulder Study (EATPR)



State Highway 14 (Plains): From I-25 in Fort Collins east to I-76 in Sterling (PEA7018)



Corridor Name

State Highway 14 (Plains): From I-25 in Fort Collins east to I-76 in Sterling

Corridor Vision

The vision for the SH 14 Plains corridor is primarily to increase mobility, as well as maintain system quality and to improve safety.

Corridor Description

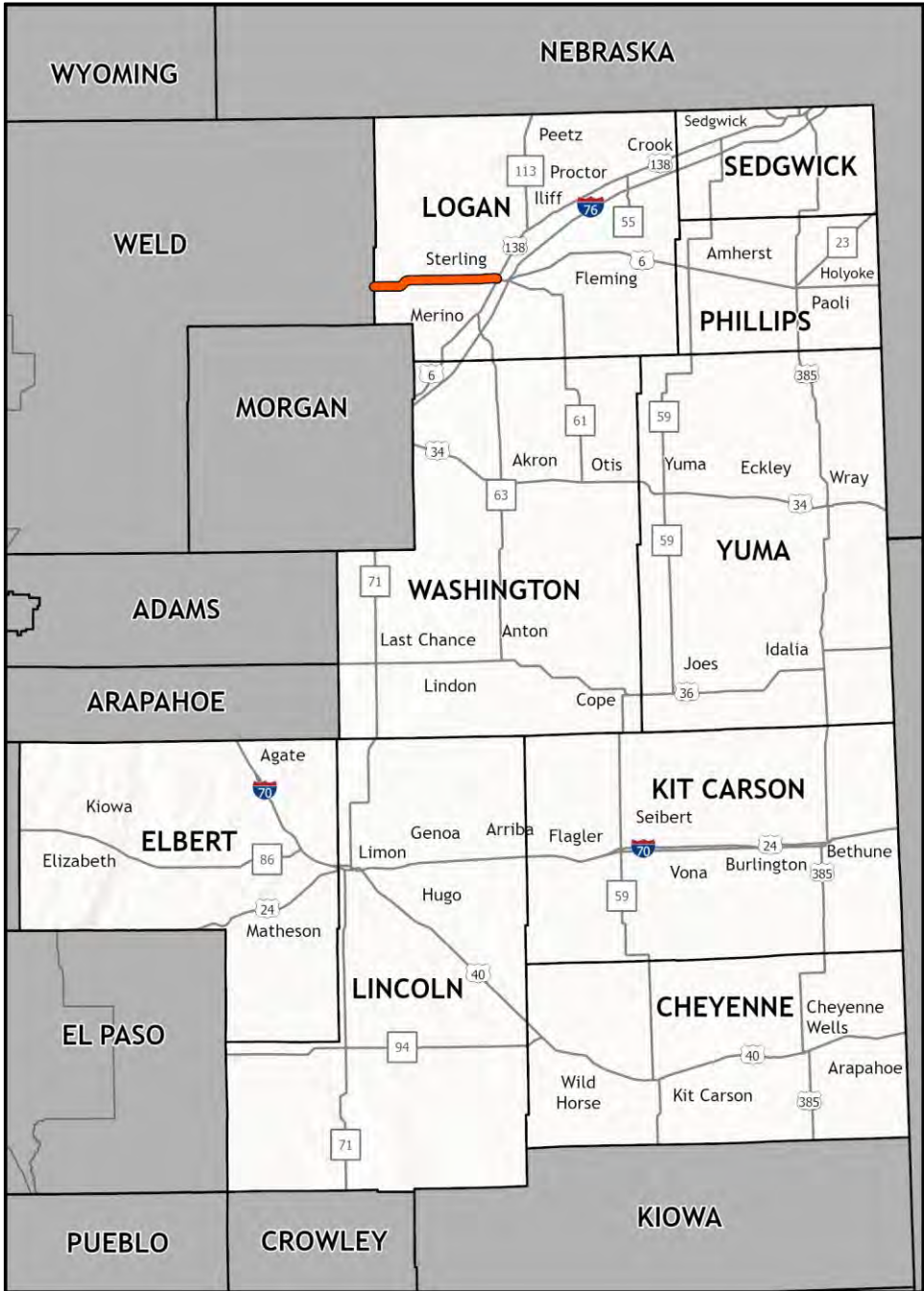
The primary Investment category is Asset Management west of the SH 14 intersection with SH 71, and Mobility east of that intersection. Sections of the corridor between the towns of Sterling, Fort Morgan, Grover, and Ault are designated as the Pawnee Pioneer Trails Scenic Byway. This corridor serves as a multi-modal local facility, acts as a Main Street, connects to places outside the region, and makes east-west connections from NE Colorado to the Fort Collins/Front Range area.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor: R4-20
- Scenic Byway (Pawnee Pioneer Trails)

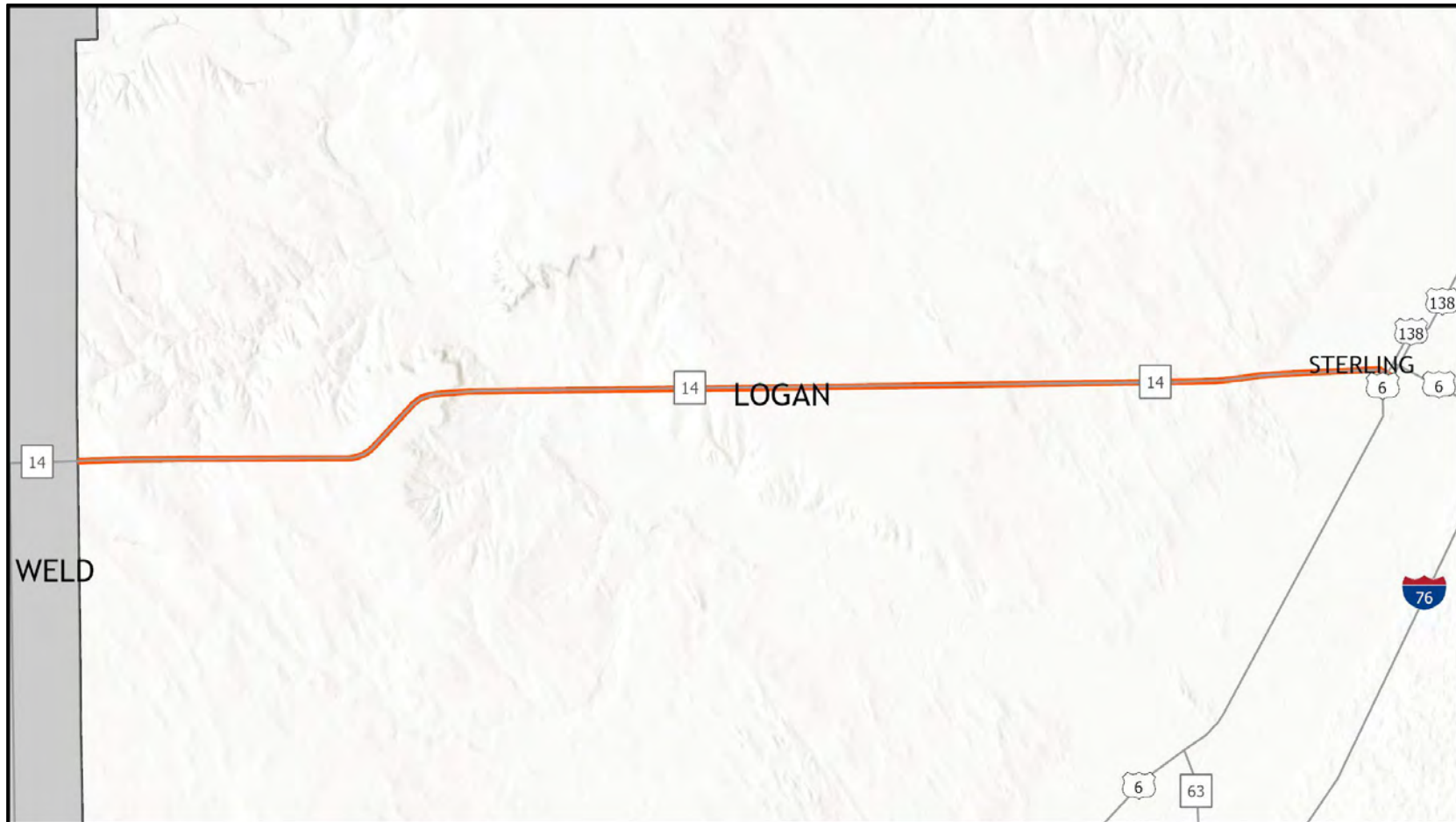
What we heard about the Corridor

- 36 comments specifically about this corridor
- Desire for better bicycle facilities
- Desire for multi-modal design
- Frustration with lack of maintenance
- Concerns about safety





Key Data Findings: State Highway 14 (Plains): From I-25 in Fort Collins east to I-76 in Sterling (PEA7018)



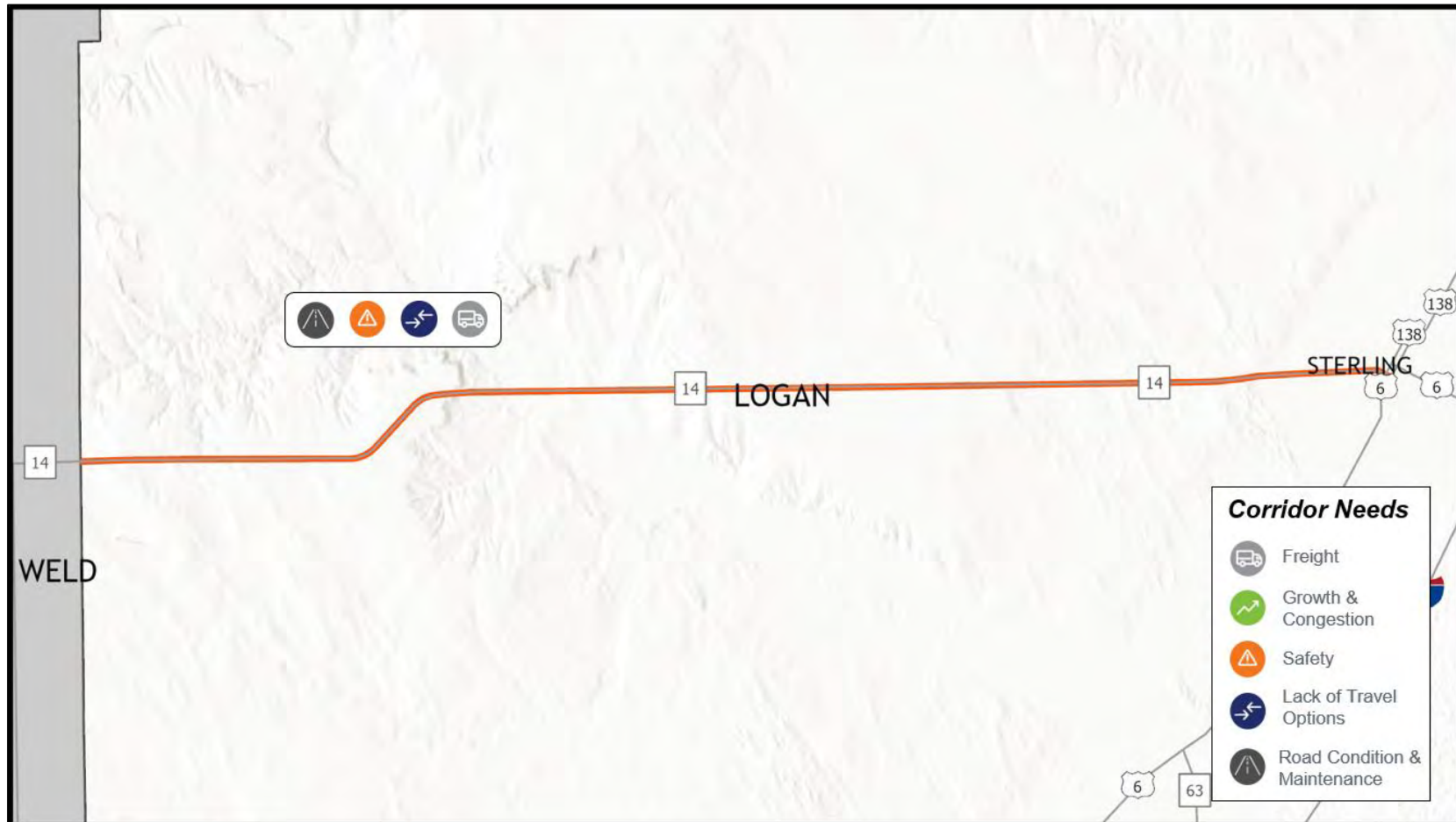
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of disabled population and minority population
<i>Freight Safety</i>	Segments with shoulder less than 2' Dense wildlife crashes Hazmat Route
<i>Freight Asset - Management</i>	Low drivability life
<i>Pedestrian Transit</i>	Inter-city bus station in Sterling Local transit service in Sterling

<i>Bicycling</i>	High bicycle activity High stress for bicycling
<i>Economics Pedestrian</i>	DOLA affiliated Main Street through Sterling
<i>Resiliency</i>	Crosses 100-year floodplain
<i>Economics</i>	Concentration of jobs in Sterling
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor Agriculture
<i>Freight</i>	High truck traffic west of Willard



Corridor Needs: State Highway 14 (Plains): From I-25 in Fort Collins east to I-76 in Sterling (PEA7018)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies for safety, freight, and bicyclists
- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: State Highway 14 (Plains): From I-25 in Fort Collins east to I-76 in Sterling (PEA7018)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 14 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Fort Collins and Sterling	1024				\$30.00
SH 14 Operations & Safety Study	Most frequent crash types: Rear End, Broadside, Sideswipe Same Direction	2410				-
SH 14 Turn Lanes	Add turn lanes at access points with heavy oil and gas trucking activity	2420				-
Region 4 Truck Parking Study	Assess the feasibility of additional truck parking	2442		-		-
SH 14 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2501				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 14 (Plains): From I-25 in Fort Collins east to I-76 in Sterling (PEA7018)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- SH 14 Turn Lanes
- Region 4 Truck Parking Study



Safety

- SH 14 Intelligent Transportation Systems Infrastructure
- SH 14 Operations & Safety Study
- SH 14 Region 4 Shoulder Study (EATPR)



State Highway 23: From Holyoke east to Nebraska (PEA7019)

Corridor Name

State Highway 23: From Holyoke east to Nebraska

Corridor Vision

The vision for the SH 23 corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

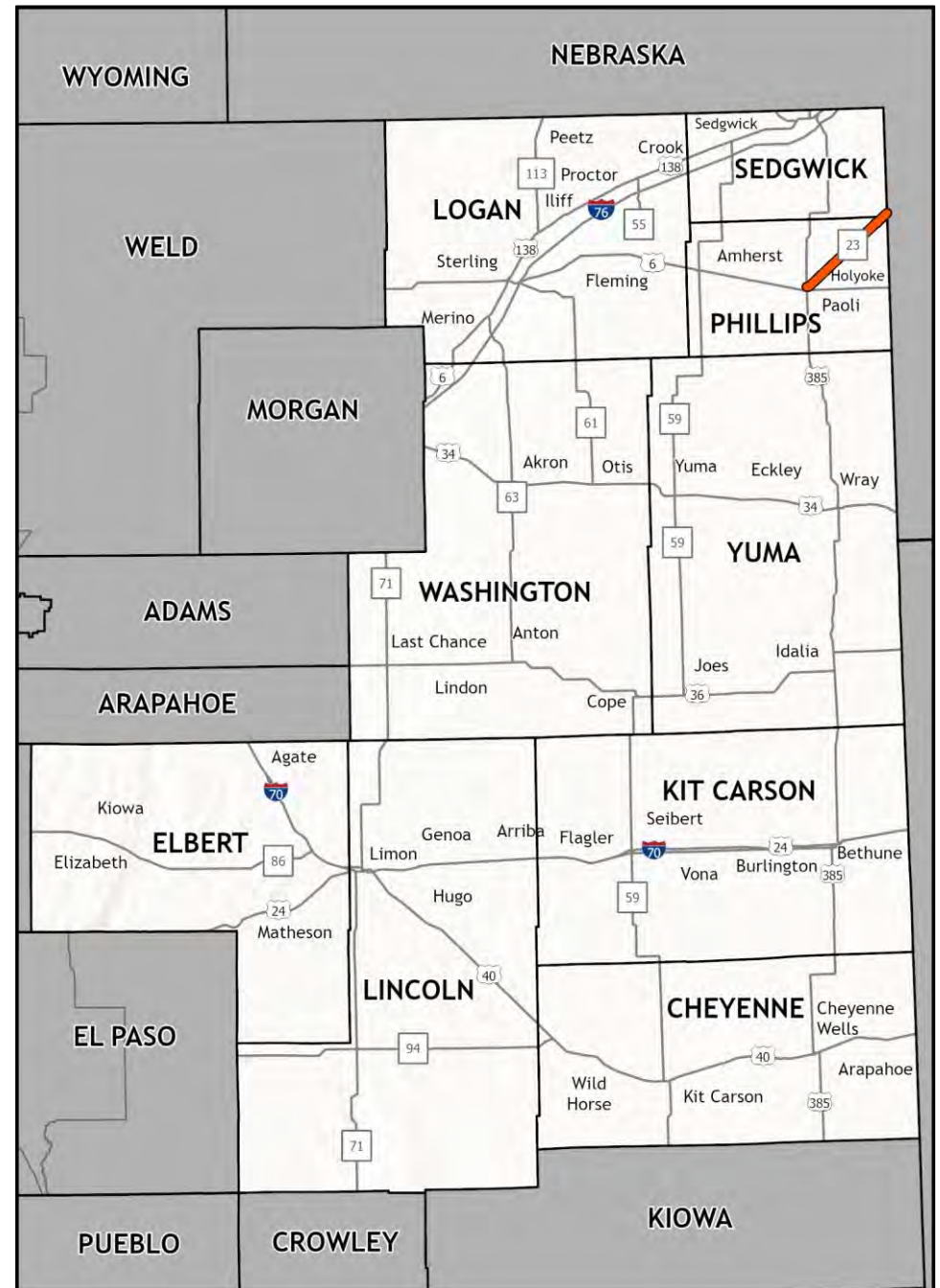
This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the Northeast Plains of Colorado to the Nebraska area.

Corridor Designations

- None

What we heard about the Corridor

- 8 comments specifically about this corridor
- Desired improvement for freight and truck movement
- Concerns about weather and natural incidents
- Frustration with lack of maintenance

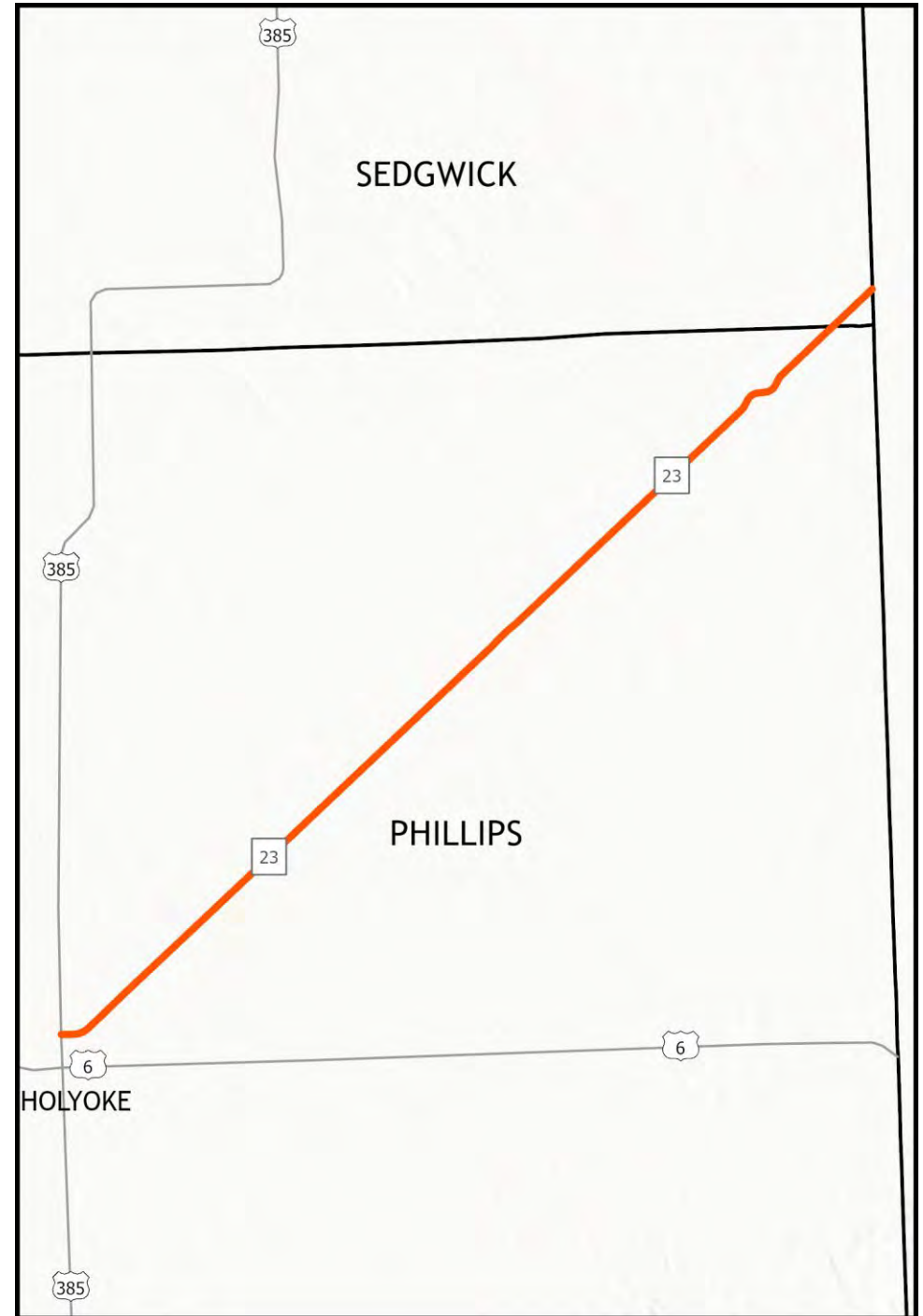




Key Data Findings: State Highway 23: From Holyoke east to Nebraska (PEA7019)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage minority population
<i>Bicycling</i>	High stress for bicycling
<i>Freight Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of jobs in Holyoke
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor Agriculture
<i>Freight</i>	High truck traffic

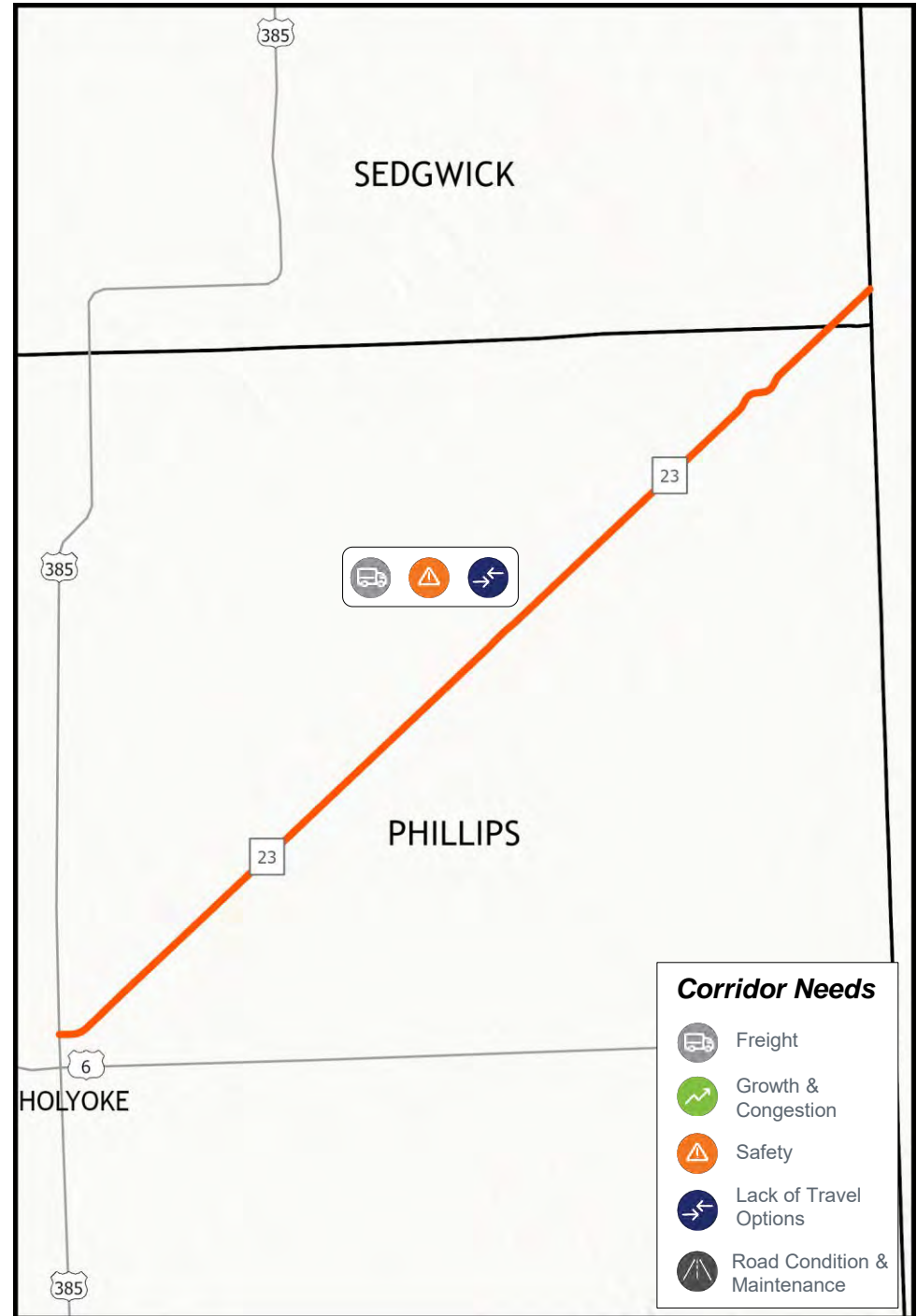




Corridor Needs: State Highway 23: From Holyoke east to Nebraska (PEA7019)

Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Mitigate risk associated with natural disasters
- Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 23: From Holyoke east to Nebraska (PEA7019)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 23: From Holyoke east to Nebraska (PEA7019)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- No projects have been identified for this corridor



Safety

- No projects have been identified for this corridor



Interstate 70 (Plains): From E-470 in Denver east to Kansas (PEA7020)

Corridor Name

Interstate 70 (Plains): From E-470 in Denver east to Kansas

Corridor Vision

The vision for the I-70 Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

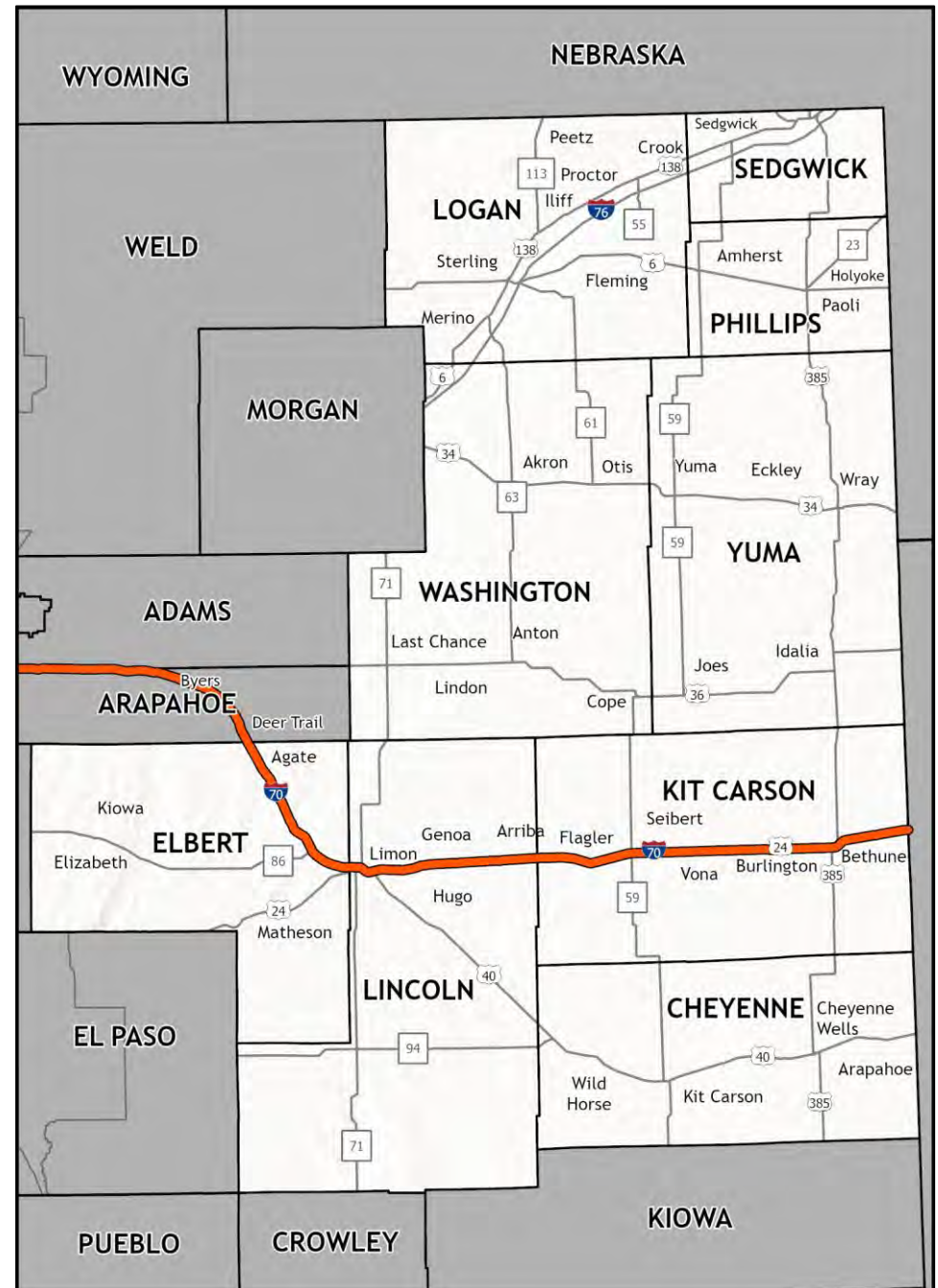
This corridor is on the National Highway System and National Freight Network and serves as a multi-modal Interstate facility, connects to the Front Range and places outside the region, and makes east-west connections within the Eastern Colorado Plains to points west in Colorado and east of Colorado-the Ports to Plains route connecting Denver to Laredo, Texas utilizes I-70 between Denver and Limon.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- Tier I CNG, EV and H Corridor

What we heard about the Corridor

- 54 comments specifically about this corridor
- Desired improvements for freight and truck movement
- Desire for turn lanes
- Desire for better pedestrian facilities
- Desire for transit or passenger rail
- Frustration with lack of maintenance
- Pavement condition is poor
- Concerns about safety





Key Data Findings: Interstate 70 (Plains): From E-470 in Denver east to Kansas (PEA7020)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations and higher percentage minority population	Bicycling	High stress for bicycling
Freight Safety	Hazmat route	Freight Resiliency	High criticality from Limon to Seibert and Burlington east Low redundancy in Limon and from Limon to Flagler and Burlington to the border Crosses 100-year floodplain west of Limon
Freight Asset Management	One bridge in poor condition in Seibert	Economics	High concentration of jobs in Limon and Burlington
Pedestrian Transit	Regional bus services operate along corridor Inter-city bus stations in Limon and Burlington Greyhound operates along corridor Local transit services in Limon and Burlington	Economics Freight	Concentration of wind turbines Agricultural corridor Agriculture
		Freight	High truck traffic



Corridor Needs: Interstate 70 (Plains): From E-470 in Denver east to Kansas (PEA7020)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Address roadway condition
- Address bridge in poor condition
- Accommodate travel needs of vulnerable populations
- Mitigate risk associated with natural disasters (floodplain)
- Address safety concerns
- Provide additional travel options
- Enhance walkability in areas with high pedestrian demand (bus stops)



Corridor Projects: Interstate 70 (Plains): From E-470 in Denver east to Kansas (PEA7020)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Limon and Denver	Bus service between Limon and Denver. Assumes 2 days per week purchase of 2 vehicles. Cost based on \$4.20 per mile.	1016				\$1.08
I-70 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and Intelligent Transportation Systems devices	1018				-
Essential Bus Service between Burlington and Denver	Essential Bus Service from Burlington to Denver 3 days per week, 1 trip per day; two vehicles	1094				\$2.42
I-70: Replace Failing Pavement	Replacement of Alkali-Silica Reaction (ASR) and Hot Mix Asphalt (HMA) pavement and associated safety improvements for four segments between Limon and Burlington.	1095				\$175.00
Truck Parking	Increase Truck Parking between Bennett and Limon. The closed Deer Trail rest area may be an adequate location after mitigating environmental contamination.	1570				\$0.88
I-70 Arriba Rest Area	Expand Rest Area parking for commercial and private vehicles	1572				\$2.00
I-70 Cable Rail	In areas with defined need	1573				\$7.50
I-70 Arriba Rest Area	Install security cameras	1574		-		\$0.00
I70 Bridges near Limon	Bridge BMPs G-22-BL G-22-BC G-22-BD G-22-BE G-22-BN G-22-BF G-22-BG G-22-BH G-22-BU G-22-BT	2670				\$4.28
I70 Sibert to Stratton	Interstate reconstruction- part of \$200 M package	2684				\$175.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate 70 (Plains): From E-470 in Denver east to Kansas (PEA7020)



Asset Management

- I-70 Arriba Rest Area
- I70 Bridges near Limon
- I70 Sibert to Stratton

Mobility

- Essential Bus Service between Limon and Denver
- I-70 Intelligent Transportation Systems Infrastructure
- Essential Bus Service between Burlington and Denver

Safety

- I-70: Replace Failing Pavement
- Truck Parking
- I-70 Cable Rail
- I-70 Arriba Rest Area



US Highway 34 (Eastern Plains): From SH 71 in Brush east to Nebraska (PEA7021)



Corridor Name

US Highway 34 (Eastern Plains): From SH 71 in Brush east to Nebraska

Corridor Vision

The vision for the US 34 Eastern Plains corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

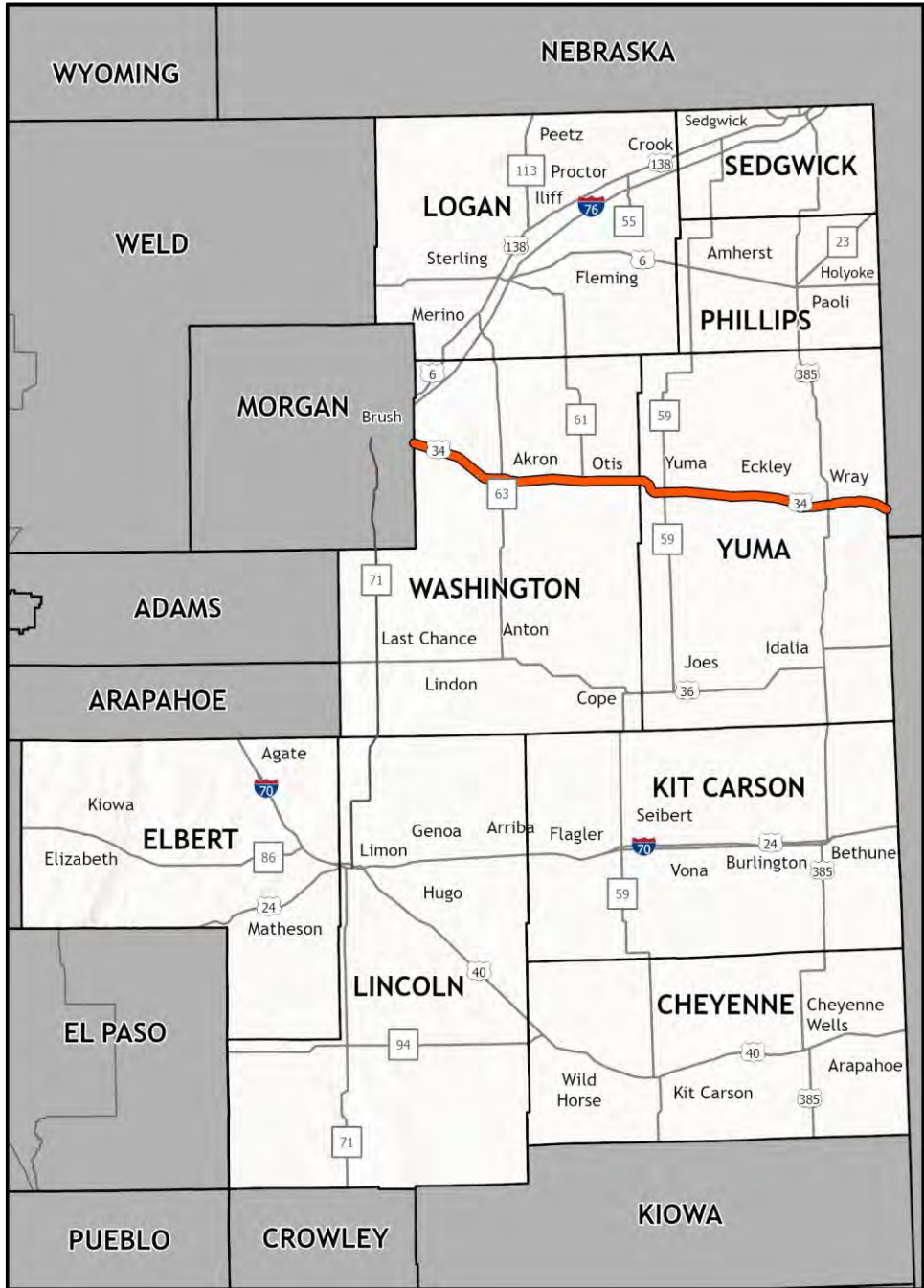
This corridor serves as a multi-modal facility, acts as a Main Street, and makes east-west connections within the Northeast Colorado area.

Corridor Designations

- National Highway System
- Colorado Freight Corridor

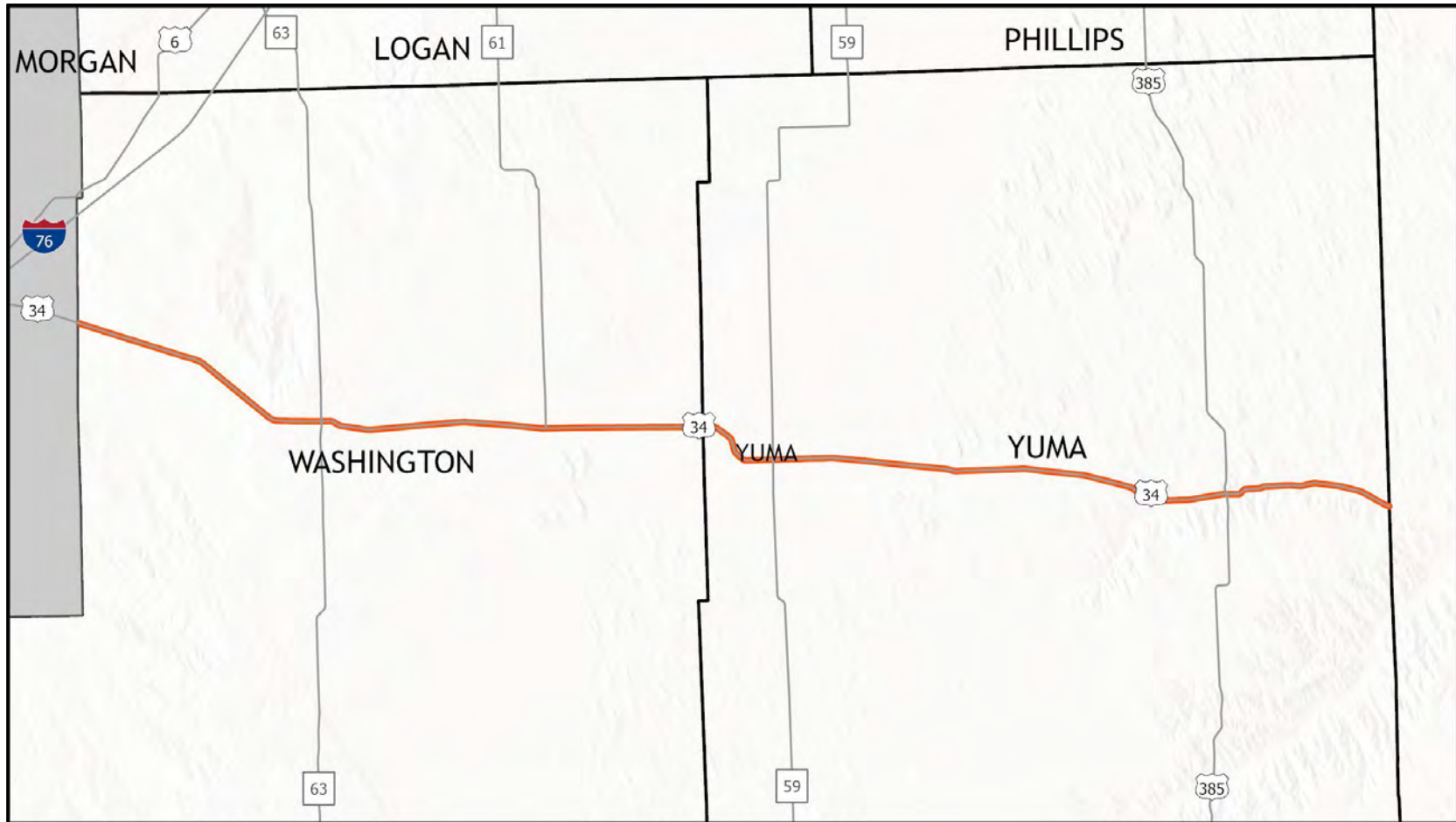
What we heard about the Corridor

- 60 comments specifically about this corridor
- Desired improvements for freight and truck movement
- Desire for roadway expansion
- Desire for passing lanes
- Desire for wider shoulders
- Desire for rest stops/truck parking
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Concerns about weather and natural incidents
- Questions about technology/data
- Frustration with lack of maintenance





Key Data Findings: US Highway 34 (Eastern Plains): From SH 71 in Brush east to Nebraska (PEA7021)



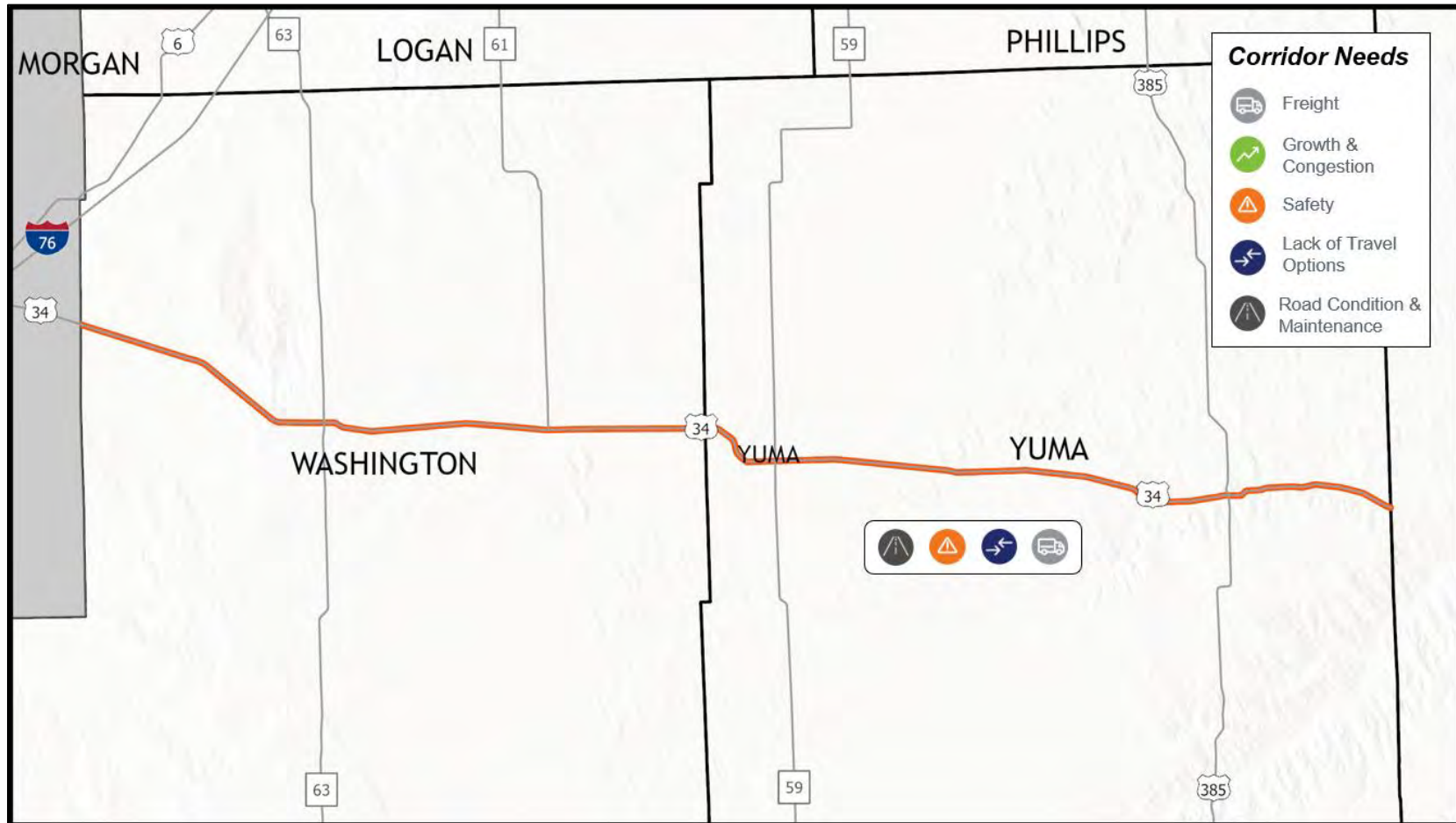
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population and minority population
Freight Safety	Segments with shoulders less than 2' Dense wildlife crashes Hazmat route
Freight Asset Management	Low drivability life (three segments) Four bridges in poor condition east of Akron and Eckley
Pedestrian Transit	Amtrak operates along corridor Regional bus station in Yuma

Bicycling	Segments of high stress for bicycling
Economics Pedestrian	Main Street through Akron, Otis, and Wray
Freight Resiliency	Low redundancy
Economics	Concentration of jobs in Akron, Yuma, and Wray
Economics Freight	Concentration of oil and gas wells Agricultural corridor Agriculture
Freight	High truck traffic



Corridor Needs: US Highway 34 (Eastern Plains): From SH 71 in Brush east to Nebraska (PEA7021)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Accommodate travel needs of vulnerable populations
- Address pavement condition where drivability life is poor
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Address unsafe passing conditions
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Address bridges in poor condition
- Provide additional travel options)
- Eliminate shoulder deficiencies for safety, freight, and bicyclists



Corridor Projects: US Highway 34 (Eastern Plains): From SH 71 in Brush east to Nebraska (PEA7021)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 34 Operations & Safety Study	Most frequent crash types: Wild Animal, Fixed Object, Overturning	2411				-
US 34 Passing Lane	Add passing lane on US 34 (MP 183 - 187)	2421				\$2.00
Region 4 Rest Area Study	Assess the feasibility of new or relocated rest areas	2422		-		-
Region 4 Truck Parking Study	Assess the feasibility of additional truck parking	2442		-		-
US 34 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2506				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

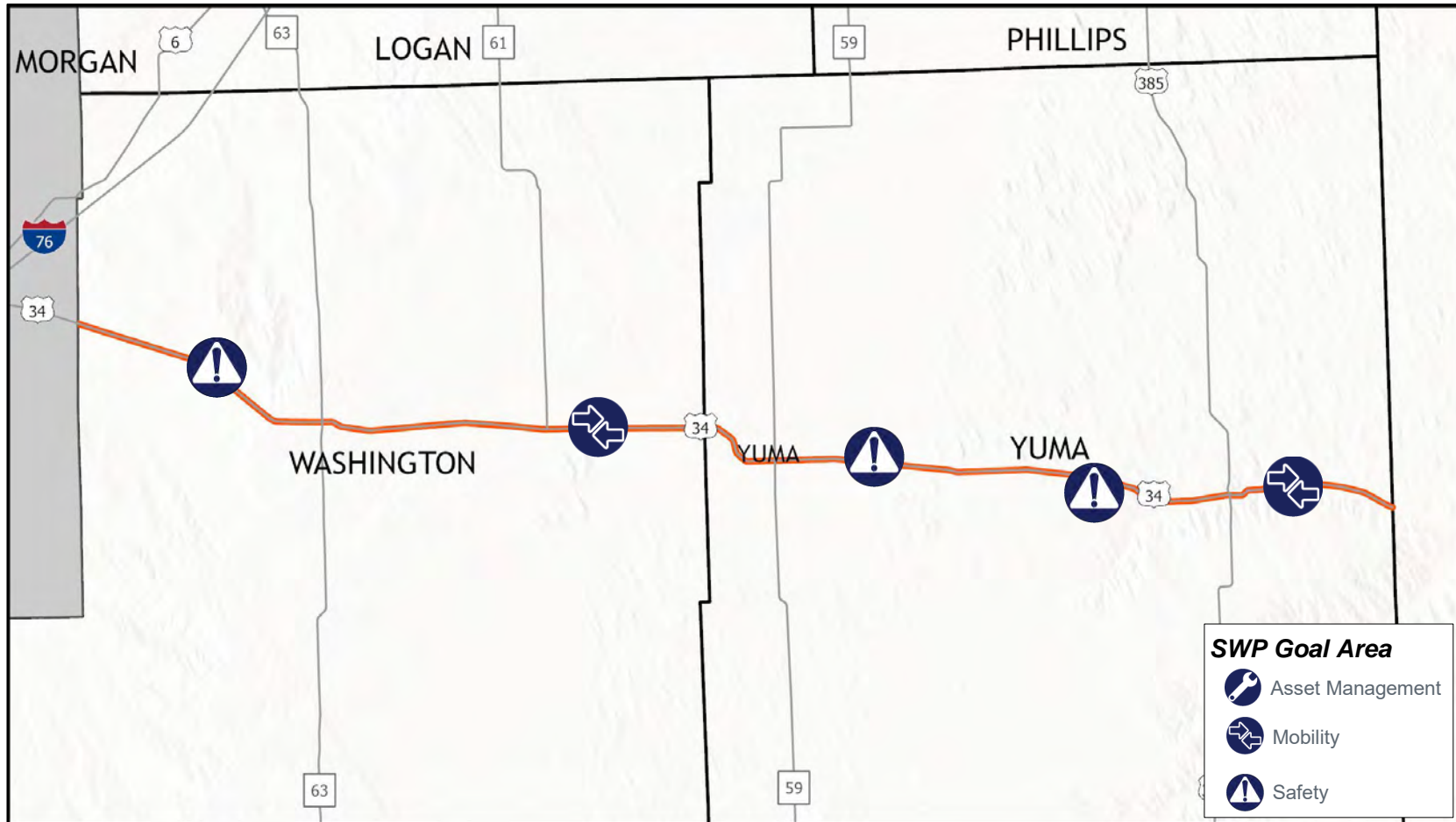
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 34 (Eastern Plains): From SH 71 in Brush east to Nebraska (PEA7021)



Asset Management

- See project: US 34 Passing Lane



Mobility

- Region 4 Truck Parking Study
- US 34 Passing Lane



Safety

- US 34 Operations & Safety Study
- Region 4 Rest Area Study
- US 34 Region 4 Shoulder Study (EATPR)



US Highway 36 (Eastern Plains): From I-70 in Byers east to Kansas

(PEA7022)

Corridor Name

US Highway 36 (Eastern Plains): From I-70 in Byers east to Kansas

Corridor Vision

The vision for the US 36 Eastern Plains corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

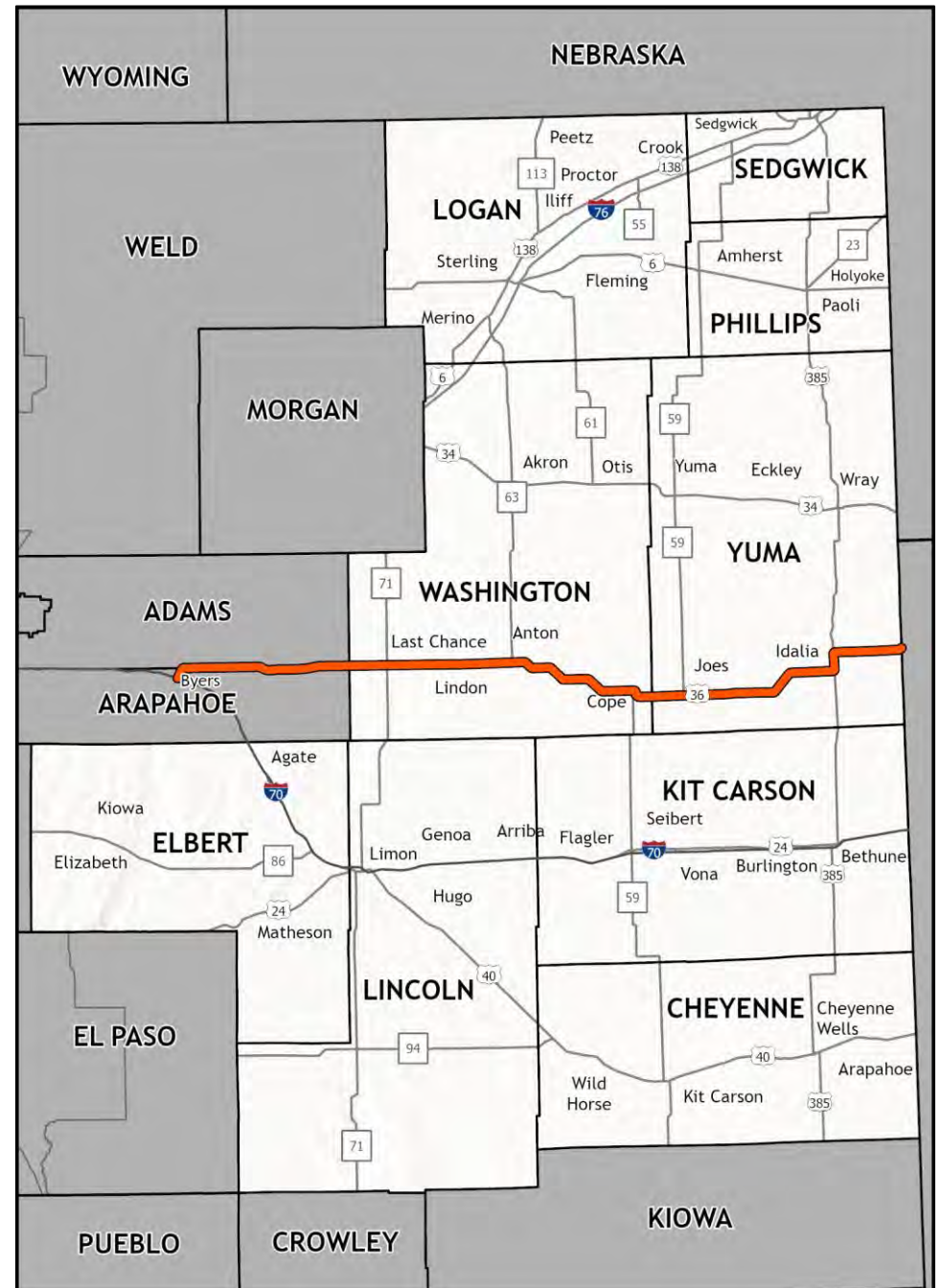
This corridor serves as a multi-modal facility, acts as a Main Street, and makes east-west connections within the Northeast Colorado area.

Corridor Designations

- None

What we heard about the Corridor

- 12 comments specifically about this corridor
- Desire for wider shoulders
- Desire for multi-modal design
- Frustration with lack of maintenance





Key Data Findings: US Highway 36 (Eastern Plains): From I-70 in Byers east to Kansas (PEA7022)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population and minority population	<i>Freight Resiliency</i>	Low redundancy
<i>Freight Safety</i>	Two segments with shoulders less than 2' Dense wildlife crashes Hazmat route	<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor Agriculture
<i>Freight Asset Management</i>	Low drivability life One bridge in poor condition	<i>Freight</i>	High truck traffic



Corridor Needs: US Highway 36 (Eastern Plains): From I-70 in Byers east to Kansas (PEA7022)



Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Address bridge in poor condition



Corridor Projects: US Highway 36 (Eastern Plains): From I-70 in Byers east to Kansas (PEA7022)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 36 Operations & Safety Study	Most frequent crash types: Overturning, Wild Animal, Fixed Object	2412				-
US 36 Region 4 Shoulder Study (EATPR)	Region will identify the best locations for limited shouldering funds.	2499				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 36 (Eastern Plains): From I-70 in Byers east to Kansas (PEA7022)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project: US 36 Region 4 Shoulder Study (EATPR)



Safety

- US 36 Operations & Safety Study
- US 36 Region 4 Shoulder Study (EATPR)



Corridor Projects: Non-Corridor Specific

Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expansion of NECALG's County Express Demand Response to Connect to Outrider	Additional operating dollars and vehicles to expand County Express Demand Reposes service to provider "first and last mile" connections to Outrider (project costs include annual operating at \$20,000/year and 2 cutaway vehicles at \$80,000 each)	1460				\$0.36

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- See corridor projects



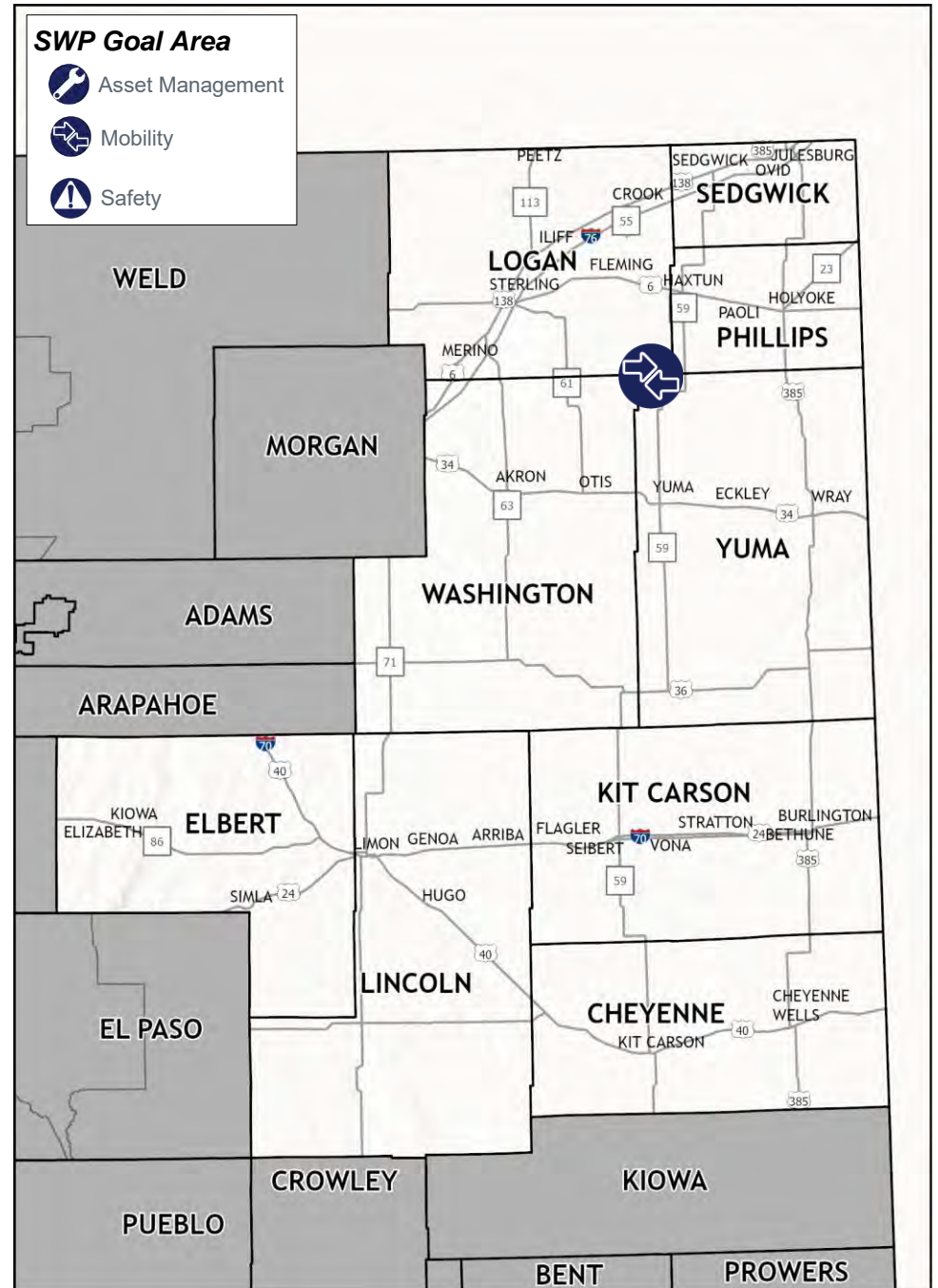
Mobility

- Expansion of NECALG's County Express Demand Response to Connect to Outrider



Safety

- See corridor projects





Gunnison Valley TPR Corridor Profiles - Final

CDOT Region 3, 5

Counties:

Delta, Gunnison, Hinsdale, Montrose, Ouray, and San Miguel

Non-Corridor Specific Needs

- Provide additional travel options
- Accommodate travel needs of vulnerable populations

* Corridor needs are listed in order of importance based on TPR and public feedback

What We've Heard about the Gunnison Valley TPR

- 748 public and stakeholder comments specifically about the GV TPR
- 169 surveys completed by residents with a zip code in the Gunnison Valley TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" public survey respondents in the Gunnison Valley TPR, combined with stakeholder input, selected:
 - Road condition and safety
 - Lack of travel options
 - Growth and congestion
- The highest frequency topics for location-specific comments in the Gunnison Valley TPR (in order of frequency) include: safety, road condition, bike/ped connectivity, transit, shoulders, congestion, and funding.

“ The Gunnison Valley TPR will accommodate the region’s existing and future multimodal transportation needs by maintaining a safe, convenient, reliable, and efficient transportation network that supports the economic growth of the region by providing transportation choice for residents, visitors, and tourists of the region. ”



Key Data Findings:

Demographics	2015 Population: 98,088 2045 Forecasted Population: 145,370
Economics	2015 Jobs: 52,892 2045 Forecasted Jobs: 78,402
Economics	Top Industries: agriculture, energy, outdoor recreation, tourism, and hunting

Growth	2015 Vehicle Miles of Travel (VMT): 2.4 Million 2045 Vehicle Miles of Travel (VMT): 4.1 Million
Asset Management	124 Miles of highway with high drivability life 434 Miles of highway with moderate drivability life 129 Miles of highway with low drivability life



US Highway 50A: Between Grand Junction and Montrose (PGV7001)

Corridor Name

US Highway 50A: Between Grand Junction and Montrose

Corridor Vision

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.

Corridor Description

This corridor provides a direct connection between Grand Junction, Delta, and Montrose. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. The local economy depends on manufacturing, tourism, recreation, agriculture, and commercial activity along 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, hazardous materials, and farm-to-market products in and through the corridor.

Corridor Designations

- National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 48 comments:
- Desire for better road maintenance and safety (32 comments)
- Desire for safer intersections: Confluence Dr (turn lane capacity), US 550 (safety, crosswalks, ped/bike space) and intersection with Airport Rd (turn lane capacity, safety).
- Desire for more bus/transit
- Desire for a bike trail

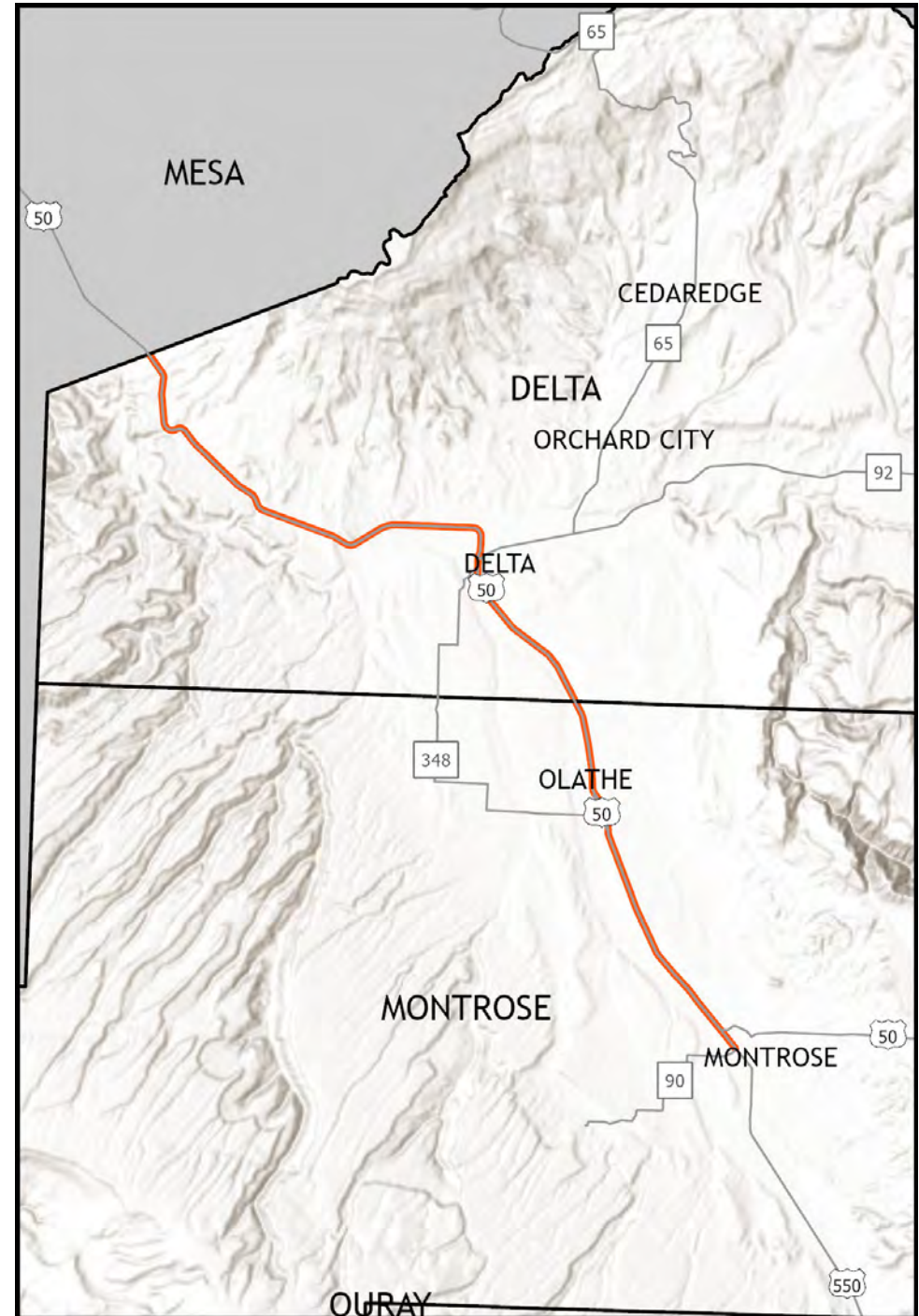




Key Data Findings: US Highway 50A: Between Grand Junction and Montrose (PGV7001)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population, Low-income, and Minority Population
<i>Growth</i>	Moderate congestion on segment South of Delta and just North of Montrose (2030, 2045) Moderate to High Congestion on short section just North of Montrose (2045)
<i>Safety Freight</i>	Three segments of corridor have shoulders less than 2' (Montrose, Olathe, Delta). Three segments of the corridor have elevated crash patterns (LOSS 3 or 4). Dense wildlife crashes. Hazmat Route.
<i>Asset Management Freight</i>	Segments of low drivability life (main segment south of Delta)
<i>Transit Pedestrian</i>	Bustang Outrider operates on corridor. Local transit operates on corridor. Bustang Outrider stops in Montrose and Delta
<i>Bicycling Pedestrian</i>	Medium High to High stress for bicycling. Main street through Delta and Montrose (DOLA designated Main Street)
<i>Resiliency</i>	High Criticality. Low Redundancy. Crosses and parallels 100-year flood plain
<i>Freight Economics Airport</i>	High concentration of jobs in Montrose and Delta. Agricultural corridor. Montrose Regional Airport

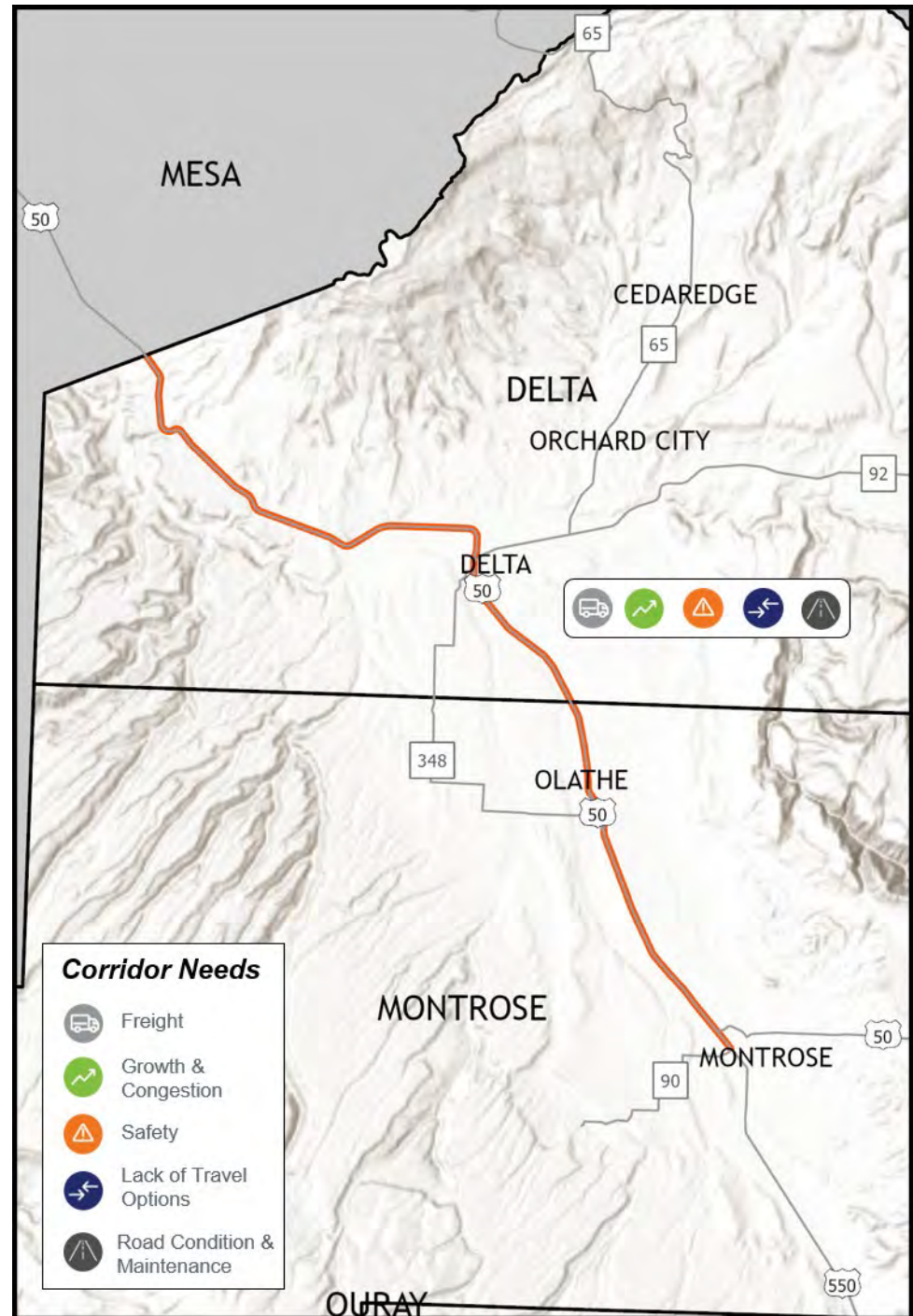




Corridor Needs: US Highway 50A: Between Grand Junction and Montrose (PGV7001)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve roadway condition
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Address increasing congestion to improve access to jobs and improve reliability for freight movement
- Eliminate shoulder deficiencies
- Mitigate risk associated with natural disasters (floodplain)
- Enhance walkability in areas with high pedestrian demand (downtown)
- Increase connectivity and improve reliability to intermodal facility (airport)
- Mitigate elevated crash patterns (including wildlife crashes)





Corridor Projects: US Highway 50A: Between Grand Junction and Montrose (PGV7001) (Part 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50 and US 550	-	1026				-
Essential Bus Service between Grand Junction and Telluride. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	Outrider bus service between Grand Junction and Telluride. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1027				\$2.75
Montrose Regional Transit Center	Plan and construct a regional transit center (including vehicle bays and fuel stations)	1096				\$5.20
Delta Park-n-Ride	Construct a Park-n-Ride in Delta to replace the current stop; 120 spaces	1097				\$1.45
New Regional Transit Service between Montrose and Delta	General Public Fixed-Route/Flex-Route between Montrose and Delta via US 50; 1 vehicle; 5 days/week, 8 trips/day	1098				\$2.20
Expanded City of Montrose Demand Response Human Services Transportation	Additional City of Montrose Human Services Transportation, 5 days/week; 3 add'l vehicles	1099				\$6.57
New Local Fixed/Flex-Route Transit Service in City of Delta	General Public Fixed-Route/Flex-Route; 1 vehicle; 5 days/week, 12 trips/day	1100				\$3.36
New Inter-regional Service between Montrose and Grand Junction	General public fixed-route service via US 50; 5 days/week, 8 trips/day; 1 medium sized bus	1101				\$4.33

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 50A: Between Grand Junction and Montrose (PGV7001) (Part 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 50 North of Montrose	Major Asset management and repairs to mainline US 50	1462				\$15.00
US 50 Mainstreet Improvement in Delta	Reduction of lane and additional bike lanes through downtown Delta	1463				-
Western Slope Maintenance and Storage Facility	-	2340		-		\$2.70
US 50 corridor improvements in Montrose County	US 50 corridor improvements from Montrose to Olathe including safety and access improvements at Montrose Airport	2427				\$25.00
Multimodal trail crossing of Gunnison River at Highway 50	-	2436				-
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Montrose, Delta, and Gunnison	2454				\$0.25
All Points Transit Montrose Flex Route Services Expansion	Expanded City of Montrose general public fixed route services	2475				\$1.58
All Points Transit charging stations for vehicles	Purchase and installation of 2 stations	2476				\$0.05

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 50A: Between Grand Junction and Montrose (PGV7001) (Part 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 50 Delta South	Rural road surface treatment	2654				\$5.17
US 50 Olathe South	Rural road surface treatment	2657				\$4.07
US 50 Olathe Business Loop	Rural road surface treatment	2663				\$1.12
Intersection Improvements at US 50/US550	This project will replace the aging signal with new infrastructure, including a new railroad interconnect. In addition, the intersection will be rebuilt with a second southbound left turn lane to address safety and capacity problems resulting from excessive queuing.	40		-		\$3.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 50A: Between Grand Junction and Montrose (PGV7001)



Asset Management

- US 50 North of Montrose
- Western Slope Maintenance and Storage Facility
- US 50 Delta South
- US 50 Olathe South
- US 50 Olathe Business Loop



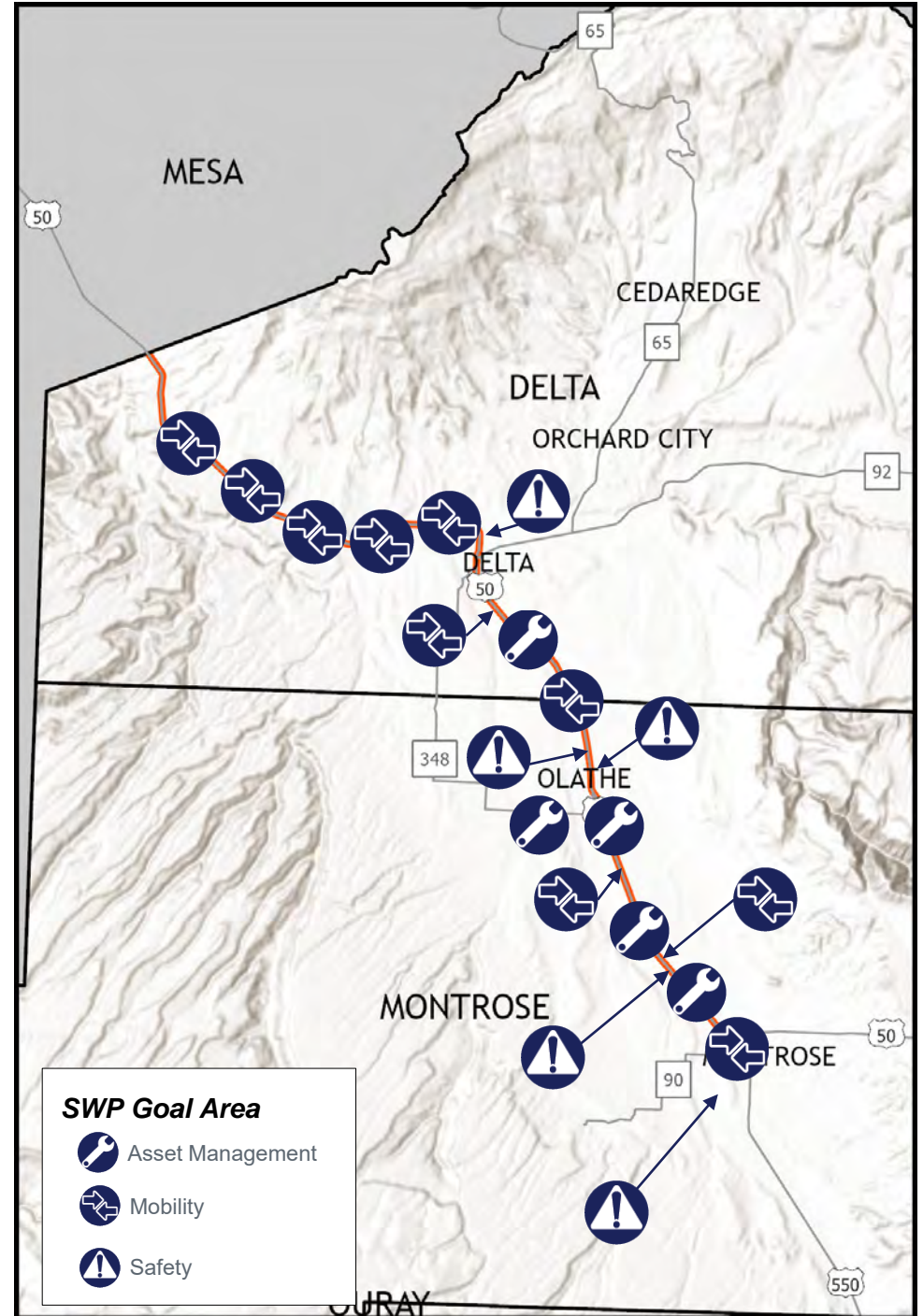
Mobility

- Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)
- Montrose Regional Transit Center
- Delta Park-n-Ride
- New Regional Transit Service between Montrose and Delta
- Expanded City of Montrose Demand Response Human Services Transportation
- New Local Fixed/Flex-Route Transit Service in City of Delta
- New Inter-regional Service between Montrose and Grand Junction
- Outrider Stop/Shelter Improvements
- All Points Transit Montrose Flex Route Services Expansion
- All Points Transit charging stations for vehicles



Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50 and US 550
- US 50 Mainstreet Improvement in Delta
- US 50 corridor improvements in Montrose County
- Multimodal trail crossing of Gunnison River at Highway 50
- Intersection Improvements at US 50/US550





US Highway 50B: Between Montrose and Sargents (PGV7002)

Corridor Name

US Highway 50B: Between Montrose and Sargents

Corridor Vision

The vision for the US 50 Montrose to Sargents corridor is primarily to improve safety and maintain system quality as well as to increase mobility.

Corridor Description

This corridor provides a direct connection between Montrose and Gunnison. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. The local economy depends on manufacturing, tourism, recreation, agriculture, and commercial activity along 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, hazardous materials, and farm-to-market products in and through the corridor.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R3-16)
- Scenic Byway - West Elk Loop (Gunnison to SH 92)

What we heard about the Corridor

- 54 comments:
- Desire for better road maintenance and safety
- Desire for more resilience and incident management
- Desire for less congestion
- Desire for bike lane and bike/ped connectivity
- Desire for safer intersections: US 550 (safety, crosswalks, ped/bike space)
- Desire for more travel options
- Desire for more bus/transit





Key Data Findings: US Highway 50B: Between Montrose and Sargents (PGV7002)

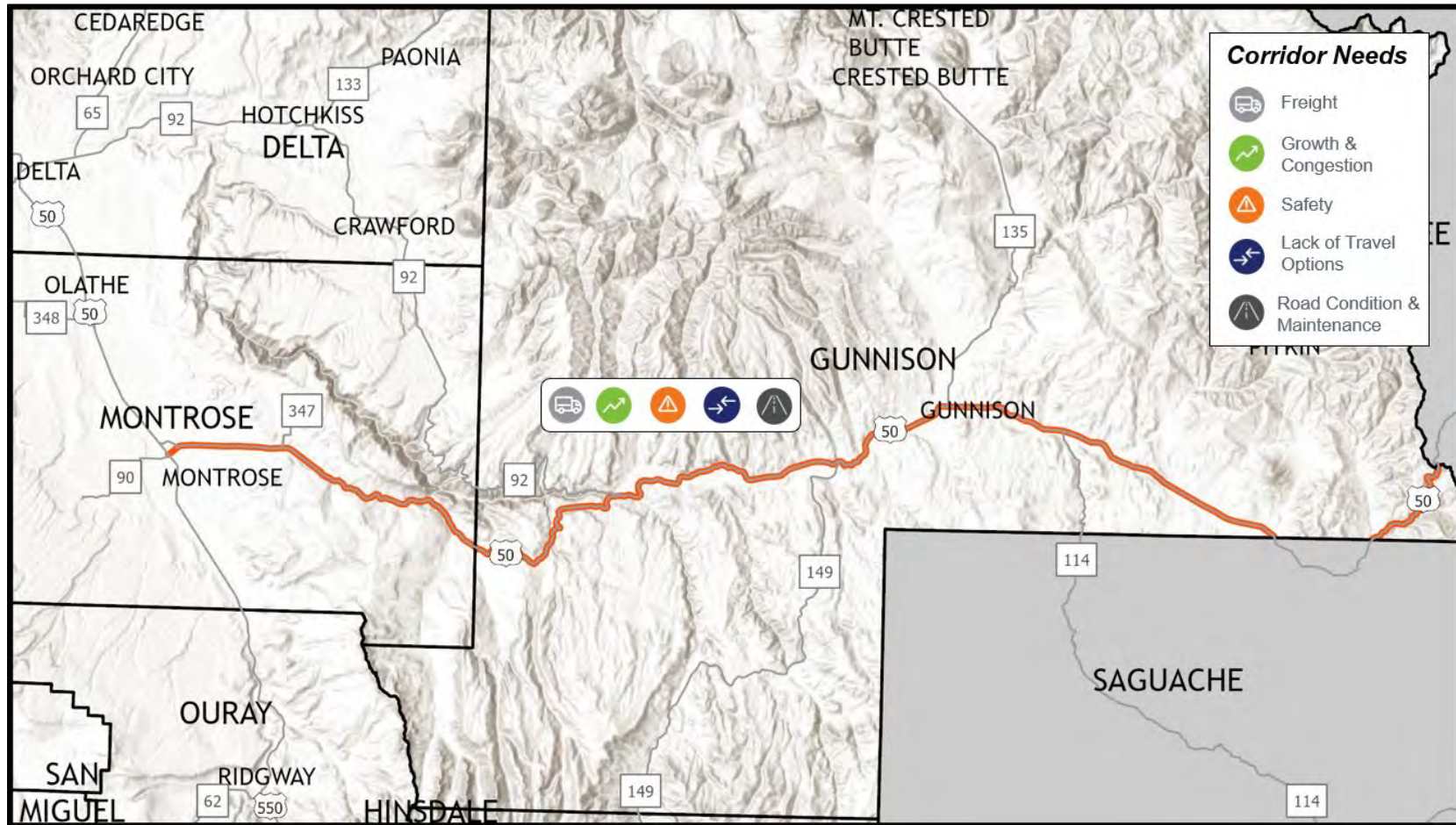


Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population, Low-income Population, and Minority Population	Bicycling	High bicycle activity east of Montrose and east of Gunnison. Medium High to High stress for bicycling Main street through Montrose (DOLA designated Main Street) and Gunnison
Safety Freight	Six segments of corridor have shoulders less than 2'. One segments of the corridor have elevated crash patterns (Blue mesa) (LOSS 3 or 4). Dense wildlife crashes. Hazmat Route	Resiliency	High Criticality (Segment close to Gunnison). Low Redundancy. Crosses and parallels 100-year flood plain
Asset Management Freight	Low drivability life - one short segment (Blue Mesa)	Economics Freight Airport	High concentration of jobs in Montrose and Gunnison. Provides access to recreational area (Curecanti National Recreation Area and Black Canyon National Park). Gunnison-Crested Butte Regional Airport
Pedestrian Transit	Black Hills and Bustang Outrider operates on corridor (Gunnison to San Luis TRP boundary). Bustang Outrider stops in Gunnison and Monarch ski area		



Corridor Needs: US Highway 50B: Between Montrose and Sargents (PGV7002)



Corridor Needs

- Address pavement condition where drivability life is poor
- Mitigate elevated crash patterns (including wildlife crashes)
- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Accommodate travel needs of vulnerable populations
- Provide additional travel options
- Mitigate risk associated with natural disasters (floodplain)
- Increase connectivity and improve reliability to intermodal facility (airport)
- Enhance walkability in areas with high pedestrian demand (downtown)
- Improve bicycle accommodation



Corridor Projects: US Highway 50B: Between Montrose and Sargents (PGV7002) (Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50 and US 550	-	1026				-
Gunnison Transit Center and Parking Facility	-	1102				\$2.86
Essential Bus Service between Montrose and Gunnison (Proposed Outrider Service)	Outrider bus service between Montrose and Gunnison. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1103				\$2.00
US 50 Windy Point/Blue Creek Canyon	This final connection on US 50 requires geometric alignment improvements, adding shoulders and building a new passing lane. New drainage culverts, rock fall mitigation, snow fences, signing, and striping are also part of the project.	33				\$39.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 50B: Between Montrose and Sargents (PGV7002) (Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Safety improvements to address head on collisions	Gunnison County - Do Not Pass Warning (DNPW)	1105				-
US 50 Wildlife Fencing Gunnison County	Wildlife fencing along Blue Mesa Reservoir	1467				\$2.50
US 50 East of Gunnison Safety	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements.	1469				\$15.00
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Montrose, Delta, and Gunnison	2454				\$0.25
Essential Bus Service between Montrose/Gunnison and Salida	Essential bus service between Montrose/Gunnison and Salida. Assumes one roundtrip per day, 365 days/year, purchase of 2 vehicles. Cost based on \$4.20/mi	2708				\$1.75
US 50 Passing Lanes Blue Mesa (Milepost 134.6 - 136)	This project will add passing lanes in each direction on SH 50 near Blue Mesa. Heavy volume of trucks lead to safety and capacity problems that arise due to slow travel speeds and risky passing behaviors.	34				\$6.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 50B: Between Montrose and Sargents (PGV7002)



Asset Management

- US 50 Windy Point/Blue Creek Canyon



Mobility

- Gunnison Transit Center and Parking Facility
- Essential Bus Service between Montrose and Gunnison (Proposed Outrider Service)
- Outrider Stop/Shelter Improvements
- Essential Bus Service between Montrose/Gunnison and Salida



Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50 and US 550
- Safety improvements to address head on collisions
- US 50 Wildlife Fencing Gunnison County
- US 50 East of Gunnison Safety
- US 50 Passing Lanes Blue Mesa (Milepost 134.6 - 136)



State Highway 62: Between Placerville and Ridgway (PGV7003)



Corridor Name

State Highway 62: Between Placerville and Ridgway

Corridor Vision

The vision for the SH 62 corridor is primarily to improve mobility as well as to maintain system quality and to improve safety.

Corridor Description

This corridor serves as a multi-modal local facility that provides commuter and visitor access between Ridgway and Telluride. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. The local economy depends on tourism, agriculture, access to public lands, and commercial activity along the corridor. Users of this corridor want to preserve the rural, mountain character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor. This corridor has been identified as the only route to local medical facilities.

Corridor Designations

- National Highway System
- High Demand Bicycle Corridor (R5-6)
- Scenic Byway - San Juan Skyway

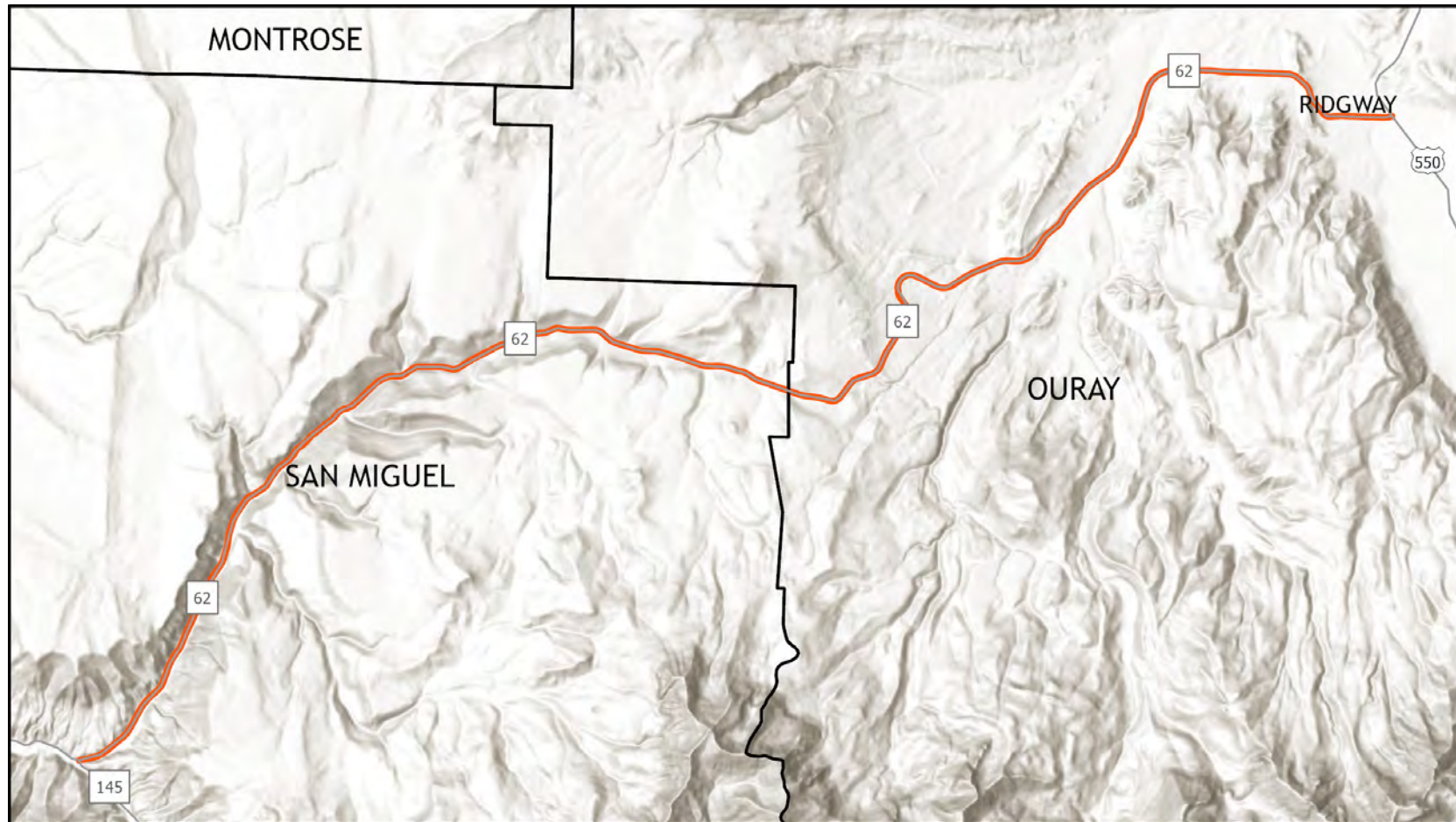
What we heard about the Corridor

- 14 comments:
- Safety concerns (speed)
- Turn lane concern at CR24D crossing
- Desire for safer pedestrian crossing at US 550
- Road conditions on SH 62 and US 550 intersection
- Environmental concerns at SH 62 and SH 145
- Desire for more bus/transit





Key Data Findings: State Highway 62: Between Placerville and Ridgway (PGV7003)



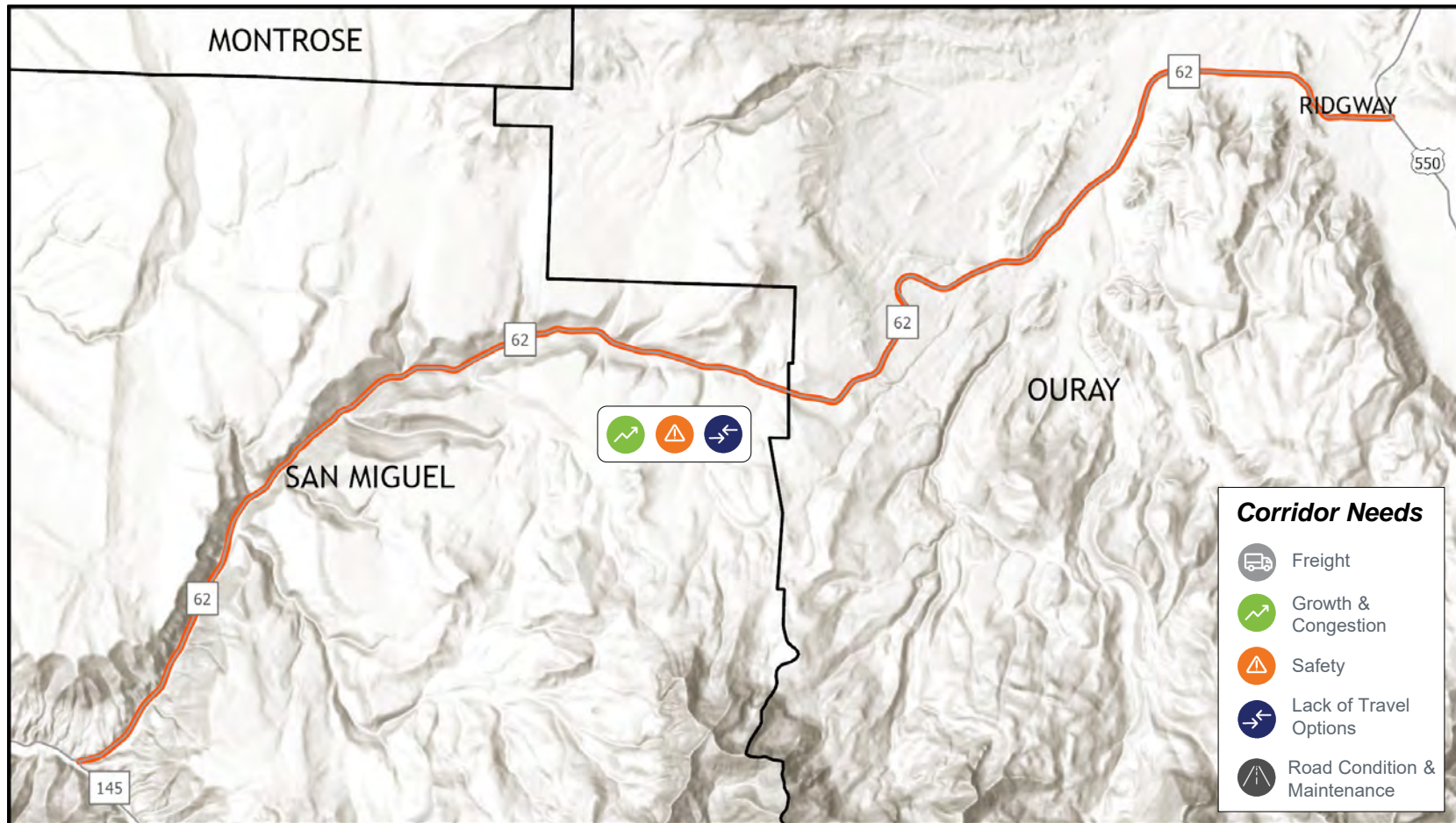
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+) and Disabled Population
Safety	One segment of corridor has shoulders less than 2' (Ridgway). Two segments of the corridor have elevated crash patterns (LOSS 3 or 4). Dense wildlife crashes
Transit Pedestrian	Bustang Outrider operates on corridor. Local transit operates on corridor. Bustang Outrider stop at Ridgway

Bicycling Pedestrian	High stress for bicycling. Main street through Ridgway (DOLA designated Main Street)
Resiliency	Low Redundancy
Economics	Provides access to recreational area



Corridor Needs: State Highway 62: Between Placerville and Ridgway (PGV7003)



Corridor Needs

- △ Eliminate shoulder deficiencies
- △ Mitigate elevated crash patterns (including wildlife crashes)
- △ Improve bicycle accommodation
- △ Address environmental impacts (air pollution, noise)
- ↪ Accommodate travel needs of vulnerable populations
- ↪ Enhance walkability in areas with high pedestrian (downtown)
- ↗ Address increasing congestion to improve access to jobs, tourist destinations, and recreation



Corridor Projects: State Highway 62: Between Placerville and Ridgway (PGV7003) (Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)	Outrider bus service between Grand Junction and Telluride. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1027				\$2.75
New Regional Transit Service between Montrose and Telluride	New Montrose-Telluride general public fixed-route service via US 550, CO 62, and CO 145; 2 full size buses, 7 days/week, 4 trips/day; Potential stops include Montrose, Colona, Ridgway, Placerville and Telluride.	1028				\$4.23
New Regional Transit Service between Montrose and Placerville	Regional Transit Service from Montrose to Placerville 5 days/week, 8 trips/day	1029				\$4.20
SH 62 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Ridgway SH 145 and US 550	1106				\$6.00
US 62 and Railroad in Ridgway	Align N and S Railroad Ave with RAB.	1470		-		\$5.00
Multi-modal improvements to US550/62 Intersection	-	1489				\$1.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 62: Between Placerville and Ridgway (PGV7003) (Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Overpass/underpass at Amelia Street (or other pedestrian safety solution)	-	2425				\$3.00
Left turn lanes at CR 24B (eastbound traffic onto CR 24B)	-	2437				-
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Placerville, Ridgway, and Telluride	2455				\$0.25

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

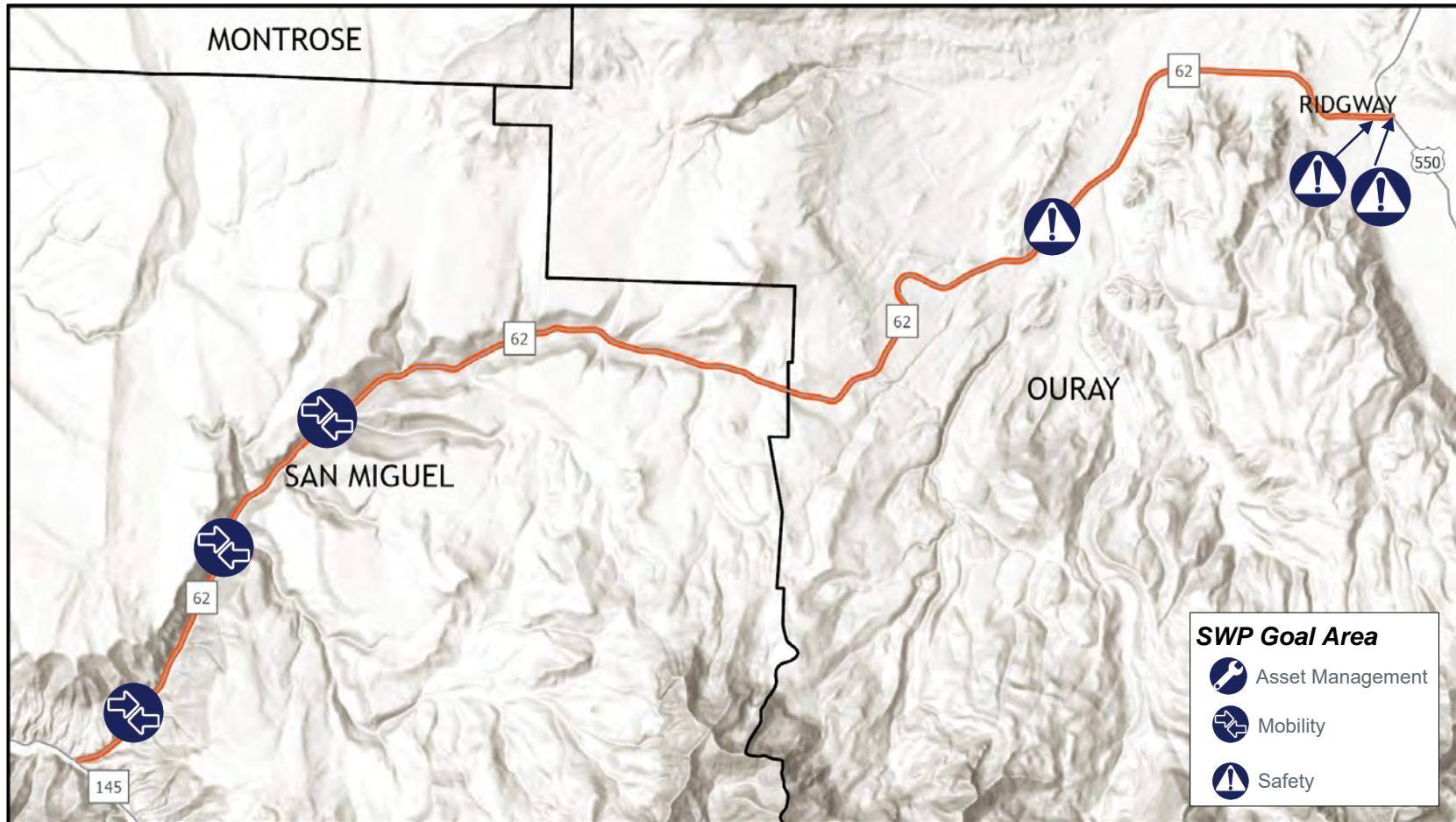
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 62: Between Placerville and Ridgway (PGV7003) (Part 1/2)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)
- New Regional Transit Service between Montrose and Telluride
- New Regional Transit Service between Montrose and Placerville

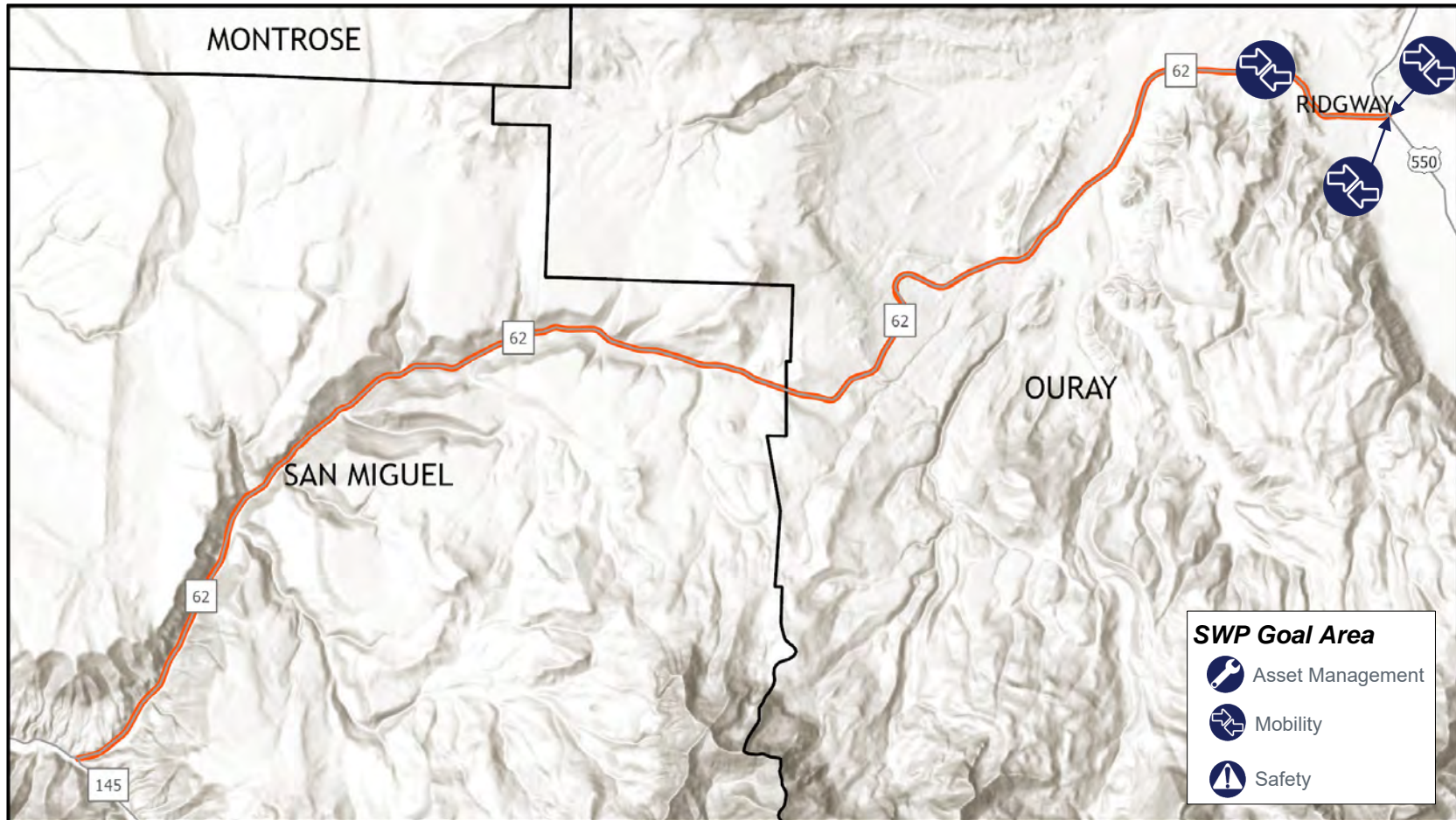


Safety

- Overpass/underpass at Amelia Street (or other pedestrian safety solution)
- Left turn lanes at CR 24B (eastbound traffic onto CR 24B)
- SH 62 Intelligent Transportation Systems Infrastructure



Project Based Strategies: State Highway 62: Between Placerville and Ridgway (PGV7003) (Part 2/2)



Asset Management

- CDOT identifies asset treatments through a separate data-driven asset management process



Mobility

- US 62 and Railroad in Ridgway
- Multi-modal improvements to US 550/62 Intersection
- Outrider Stop/Shelter Improvements



Safety

- See previous page



State Highway 65: Between Delta (SH 92) over the Grand Mesa to I-70 (PGV7004)



Corridor Name

State Highway 65: Between Delta (SH 92) over the Grand Mesa to I-70

Corridor Vision

The vision for the SH 65 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor provides a connection between Delta, Orchard City, and Cedaredge to I-70 through Grand Mesa National Forest. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. The local economy depends on tourism, agriculture, access to public lands, energy development, logging, recreational, and commercial activity along the corridor. 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. This corridor has been identified as an important route to local medical facilities.

Corridor Designations

- Scenic Byway - Grand Mesa (Cedaredge to Mesa County Line)

What we heard about the Corridor

- 10 comments:
- Desire for better road conditions
- Desire for additional passing lanes
- Desire for wider shoulders for bikers
- Desire rock-slide repair

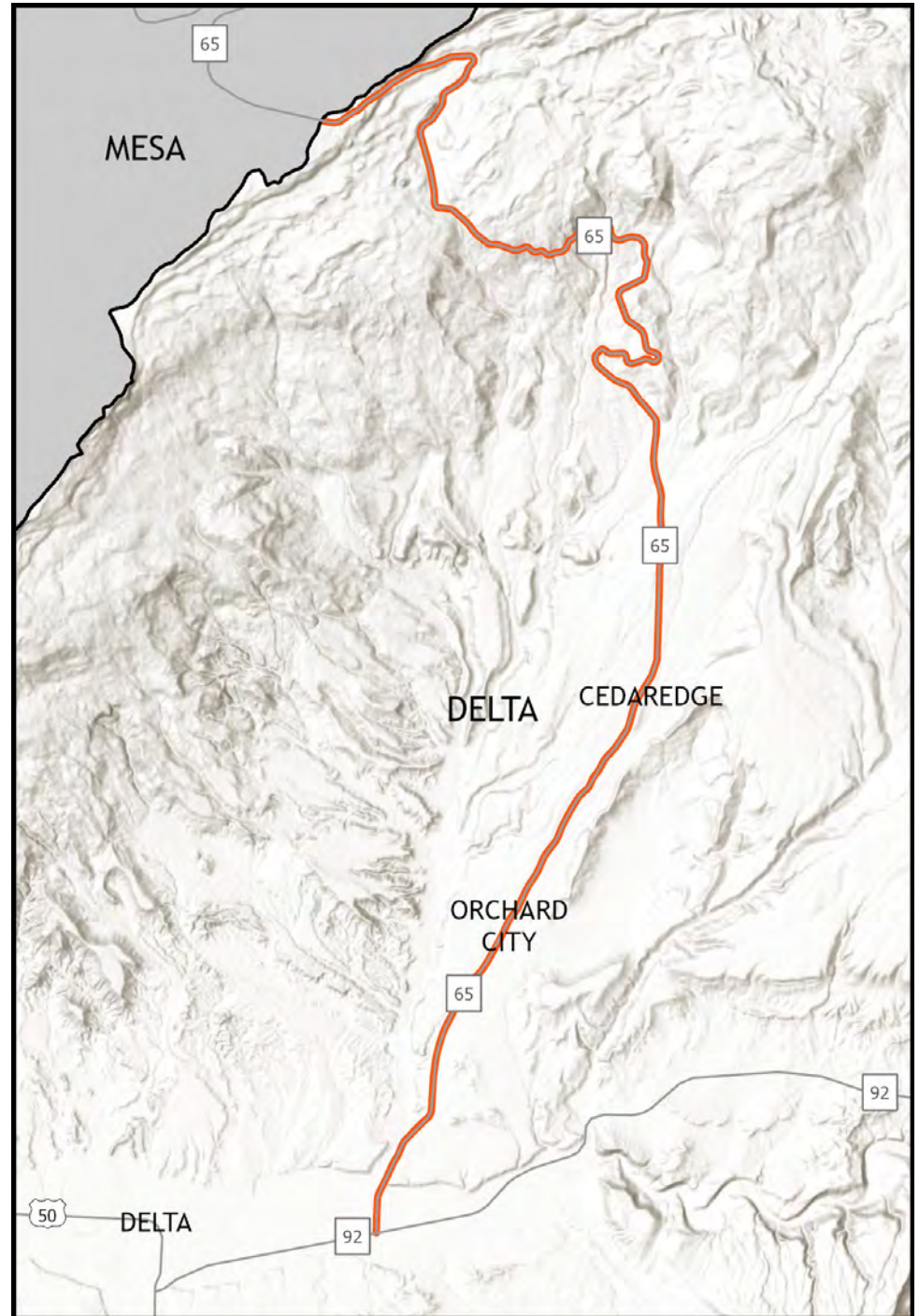




Key Data Findings: State Highway 65: Between Delta (SH 92) over the Grand Mesa to I-70 (PGV7004)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population and Low-Income Population
<i>Growth</i>	Moderate Congestion on short segment North of Delta (2030, 2045). Moderate to High Congestion on short segment North of Delta (2045)
<i>Asset Management</i>	Low drivability life - one segment (North of Delta)
<i>Bicycle Pedestrian Economics</i>	High stress for bicycling. Main street through Cedaredge
<i>Resiliency</i>	Low Redundancy. Small section Avalanche path section (border with Grand Valley TPR)
<i>Economics Freight</i>	High concentration of jobs in Delta / Cedaredge. Agricultural Corridor. Provides access to recreational area

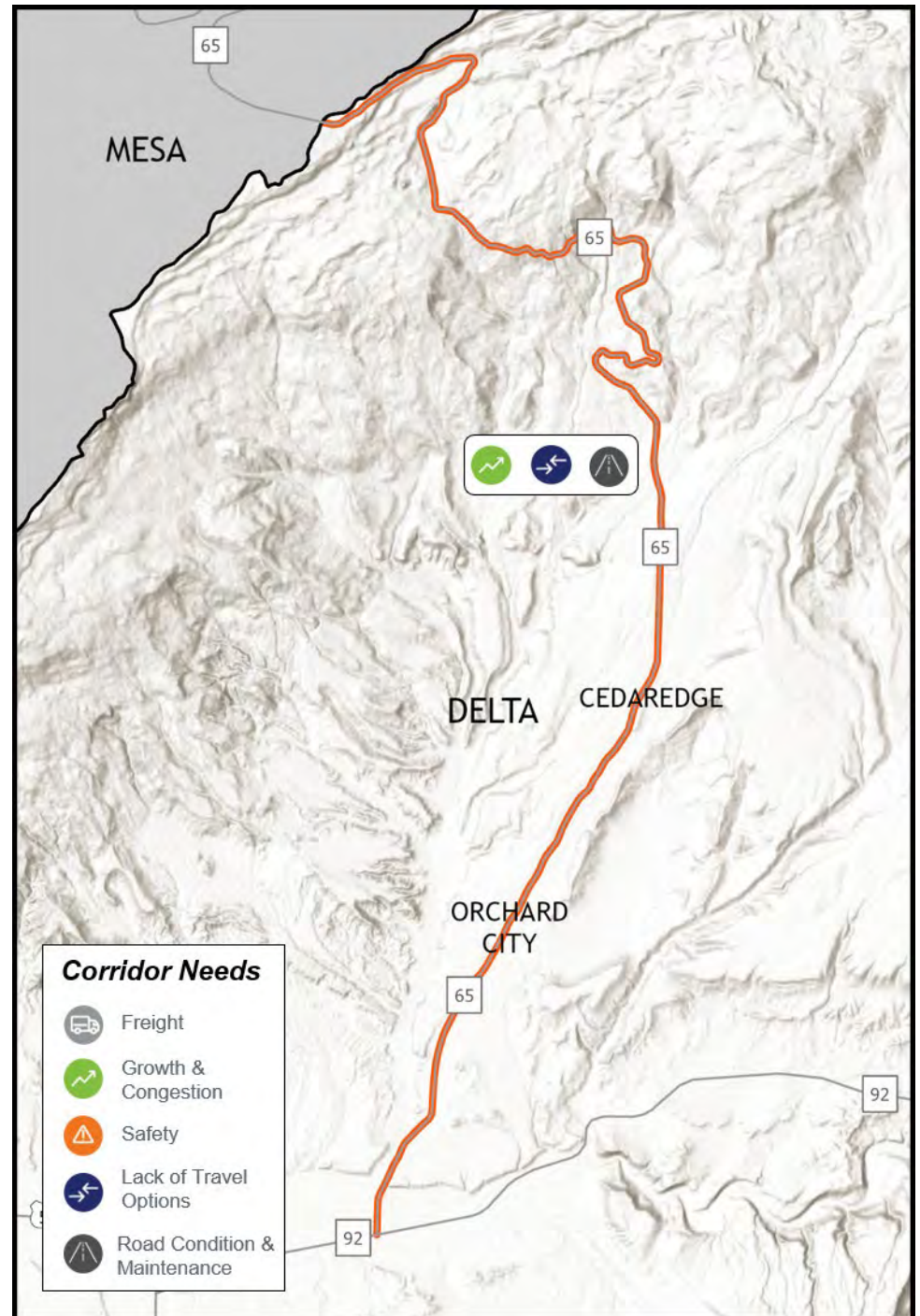




Corridor Needs: State Highway 65: Between Delta (SH 92) over the Grand Mesa to I-70 (PGV7004)

Corridor Needs

- ⬆️ Address pavement condition where drivability life is poor
- 📈 Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- ↔️ Enhance walkability in areas with high pedestrian demand (downtown)
- ↔️ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 65: Between Delta (SH 92) over the Grand Mesa to I-70 (PGV7004)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 92/SH 65 Intersection Improvements	-	1473				\$3.75
SH 65 to Eckert	Rural road surface treatment	2645				\$5.67
SH 65 Grand Mesa	Rural road surface treatment	2651				\$6.63

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 65: Between Delta (SH 92) over the Grand Mesa to I-70 (PGV7004)



Asset Management

- SH 65 to Eckert
- SH 65 Grand Mesa



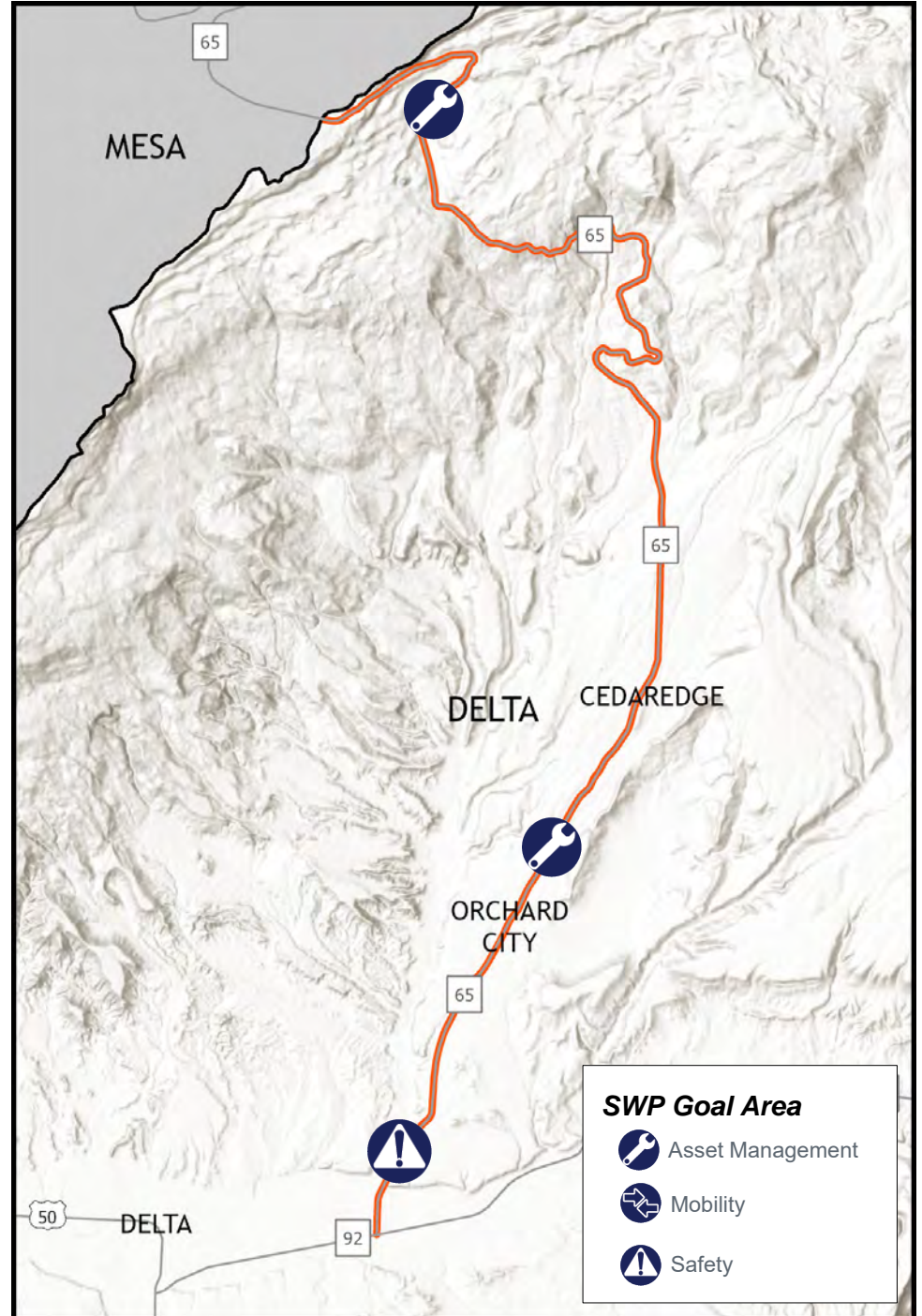
Mobility

- See project: SH 92/SH 65 Intersection Improvements



Safety

- SH 92/SH 65 Intersection Improvements



SWP Goal Area

- Asset Management
- Mobility
- Safety



State Highway 90: Between Colorado-Utah State border and Naturita, SH 90B West of Montrose (PGV7005)



Corridor Name

State Highway 90A: Between Colorado-Utah State border and Naturita

Corridor Vision

The vision for the SH 90 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

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. 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.

Corridor Designations

- None

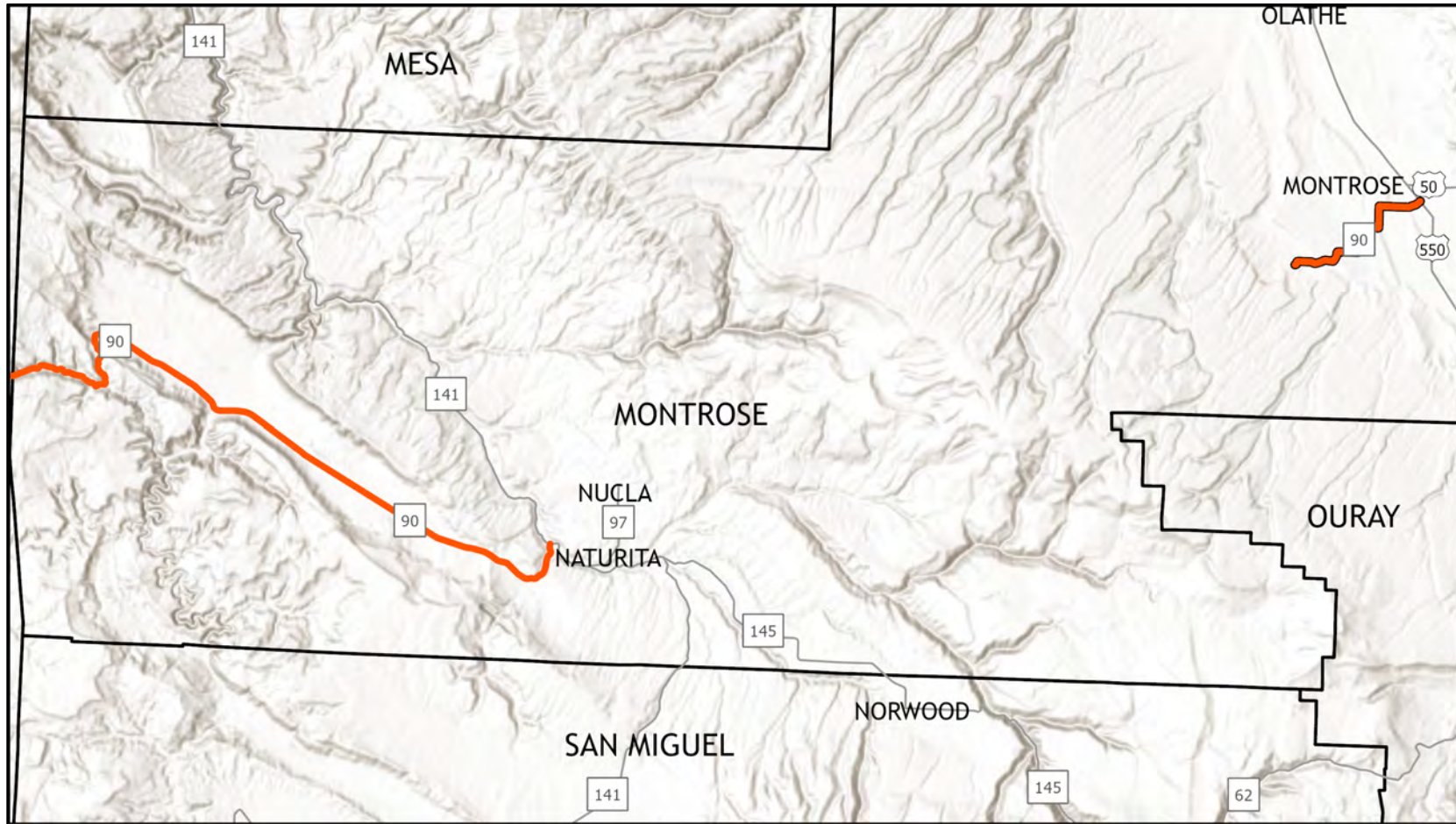
What we heard about the Corridor

- 2 comments:
- Desire for safer intersection (SH 90 and US 550/US 50)





Key Data Findings: State Highway 90: Between Colorado-Utah State border and Naturita, SH 90B West of Montrose (PGV7005)

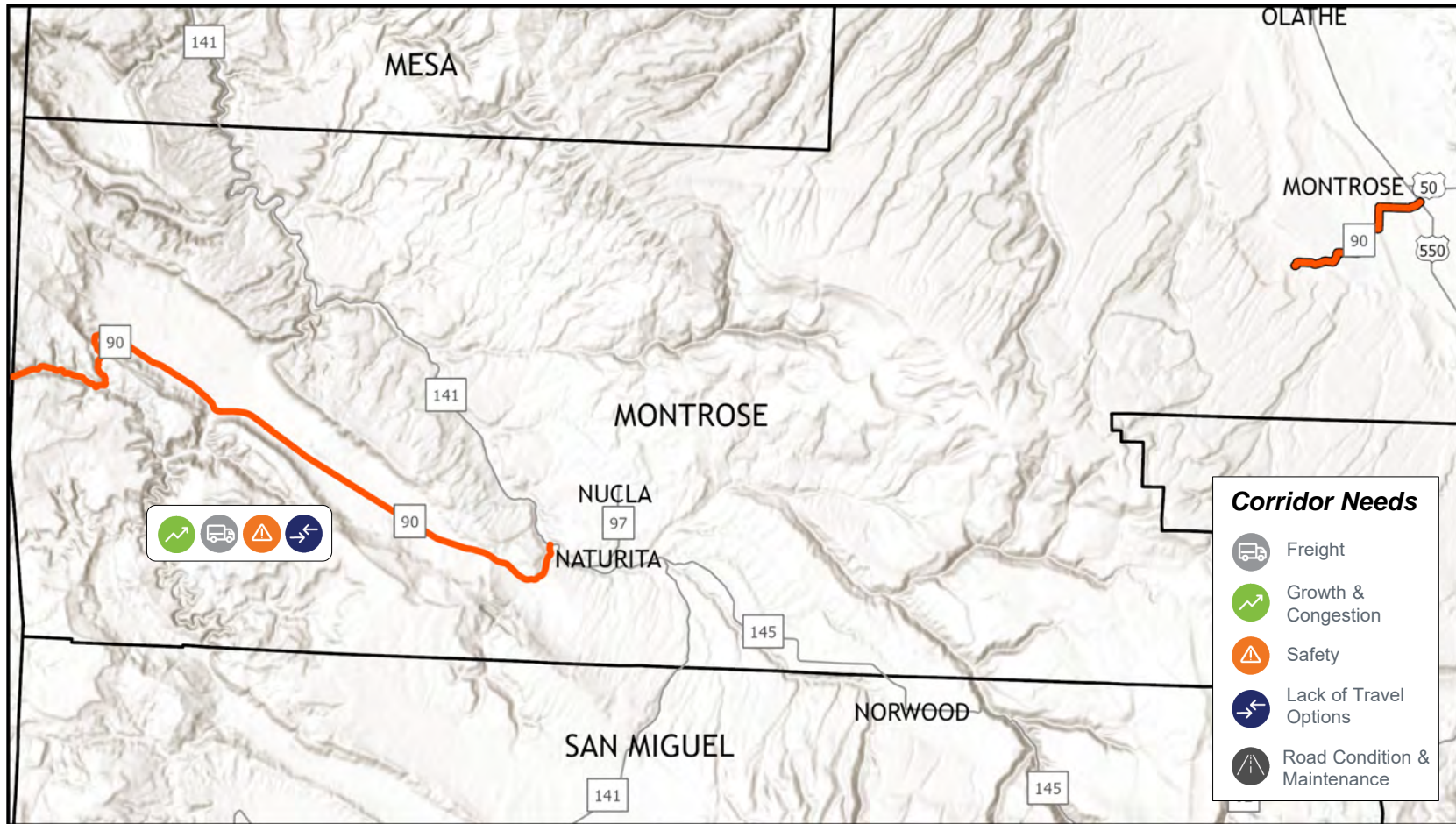


Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of: Aging Population (65+) and Disabled Population	<i>Bicycling</i>	High stress for bicycling
<i>Growth</i>	Moderate to High Congestion on short segment West of Montrose (2030, 2045). High congestion on short segment West of Montrose	<i>Resiliency</i>	Low Redundancy. Crosses 100-year flood plain (Naturita and South of Montrose)
<i>Safety</i>	Nearly all corridor has shoulders less than 2'		



Corridor Needs: State Highway 90: Between Colorado-Utah State border and Naturita, SH 90B West of Montrose (PGV7005)



Corridor Needs

- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Address increasing congestion to improve access to jobs and improve reliability for freight movement



Corridor Projects: State Highway 90: Between Colorado-Utah State border and Naturita, SH 90B West of Montrose (PGV7005)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 90B Montrose	Rural road surface treatment	2661				\$3.64
SH 90B Montrose	Rural road surface treatment	2662				\$0.78

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

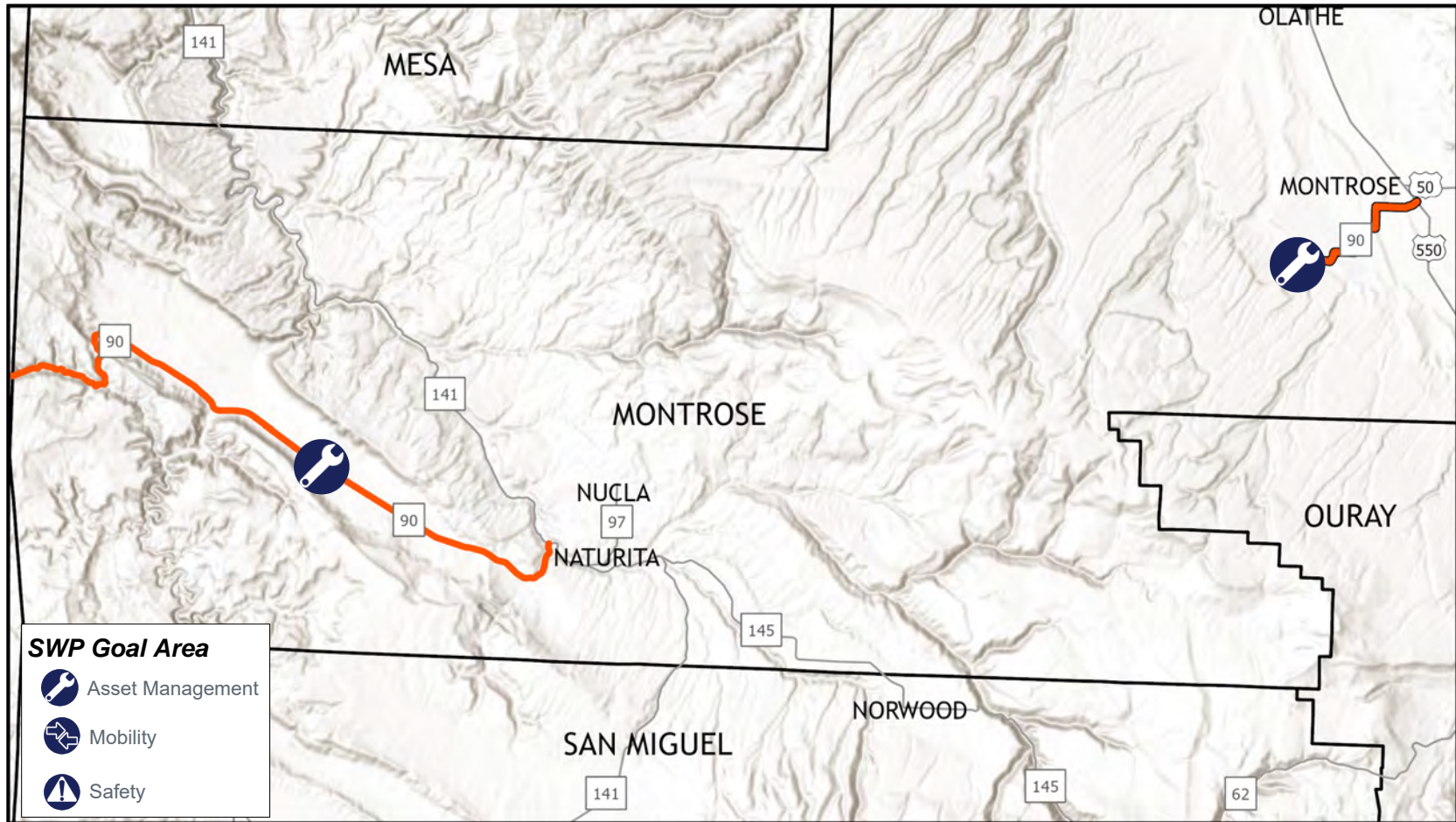
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Safety




Project Based Strategies: State Highway 90: Between Colorado-Utah State border and Naturita, SH 90B West of Montrose (PGV7005)



SWP Goal Area

-  Asset Management
-  Mobility
-  Safety

 **Asset Management**

- SH 90B Montrose
- SH 90B Montrose

 **Mobility**

- No projects have been identified for this goal area

 **Safety**

- No projects have been identified for this goal area



State Highway 92A: Between Delta and Hotchkiss (PGV7006)

Corridor Name

State Highway 92A: Between Delta and Hotchkiss

Corridor Vision

The vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor provides a direct connection between Delta and Hotchkiss. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. The local economy depends on tourism, access to public lands, agriculture, and natural resource recovery along the corridor. 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. 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.

Corridor Designations

- None

What we heard about the Corridor

- 55 comments:
- Desire for better road conditions
- Desire for a safer road
- Concerns about congestion
- Desire for bike lane and bike/ped connectivity





Key Data Findings: State Highway 92A: Between Delta and Hotchkiss (PGV7006)

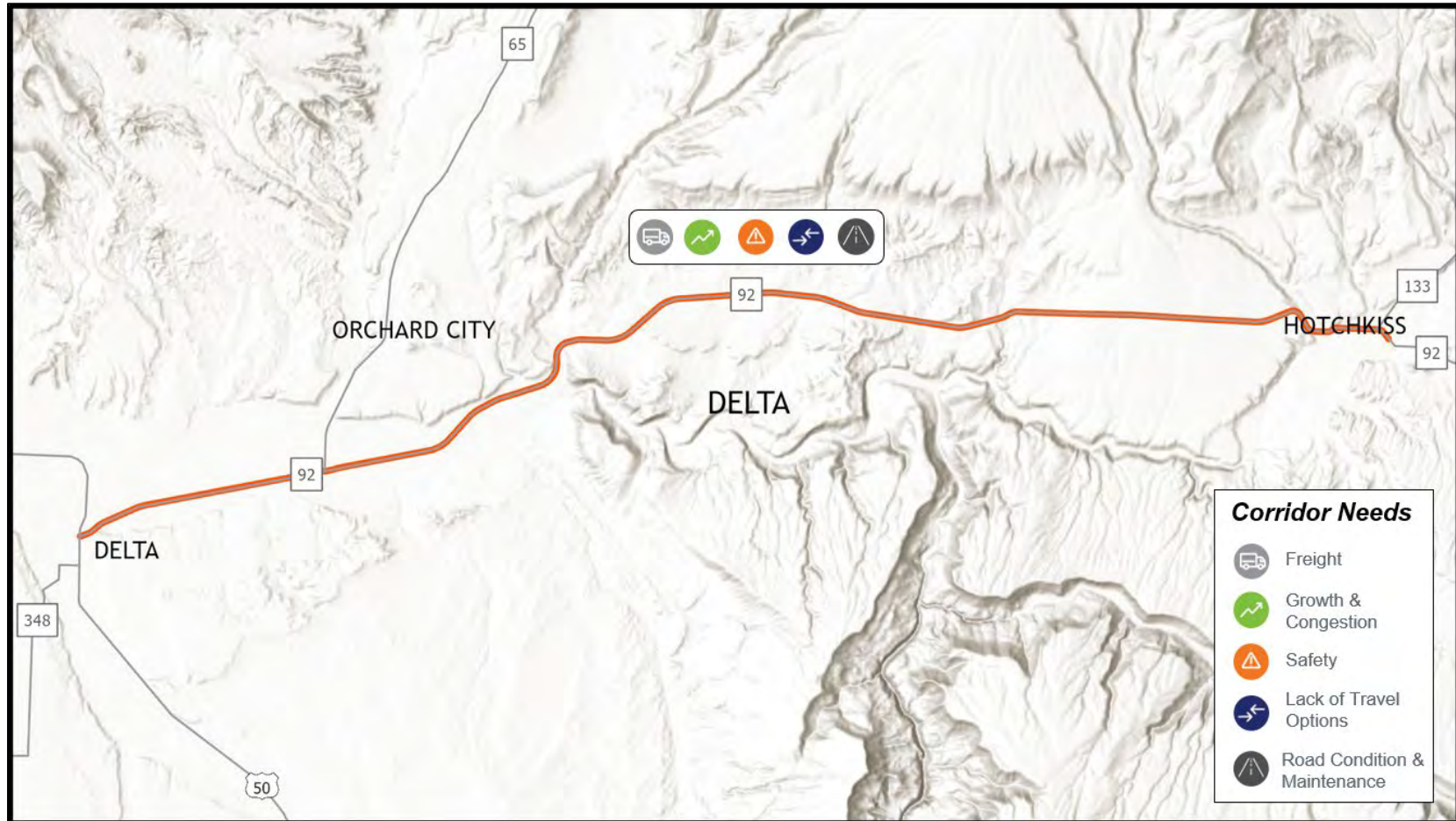


Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population and Low-income Population	Asset Management	Low drivability life - two segments (main West of Hotchkiss)
Growth	Moderate congestion on short segment East of Delta (2030, 2045)	Bicycling Pedestrian Economics	High stress for bicycling. Main street through Hotchkiss (DOLA affiliated Main Street)
Safety	One large segment of the corridor has shoulders less than 2' (West of Hotchkiss). Dense wildlife crashes	Resiliency	Low Redundancy. Crosses and parallels 100-year flood plain
		Freight Economics	High concentration of jobs in Delta / Hotchkiss. Agricultural Corridor



Corridor Needs: State Highway 92A: Between Delta and Hotchkiss (PGV7006)



Corridor Needs

- Address pavement condition where drivability life is poor
- Mitigate elevated crash patterns (including wildlife crashes)
- Eliminate shoulder deficiencies
- Address increasing congestion to improve access to jobs and improve reliability for freight movement
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (downtown)



Corridor Projects: State Highway 92A: Between Delta and Hotchkiss (PGV7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 92: Safety Improvements	This project will reconstruct and widen the existing roadway to meet current design standards. It will also improve safety by reducing vertical curves to improve sight distance, adding 6- to 8-foot shoulders, consolidating or eliminating access points, and completing intersection improvements at three county roads to, at a minimum, add left turn lanes.	1107				\$32.92
Intersection Improvements @ SH 92 and Meeker St	-	1475		-		\$0.40
Delta Public transit/human services	-	2429				\$0.31
SH 92 Austin	Rural road surface treatment	2658				\$2.41
SH 92 Rogers Mesa to Hotchkiss	This project will add shoulders and provide turning lanes on SH 92 at county road intersections west of Hotchkiss. Improvements will also include new culvert drains, delineation, guardrail, signing, and striping.	39				\$8.00

Project Types

- Safety
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

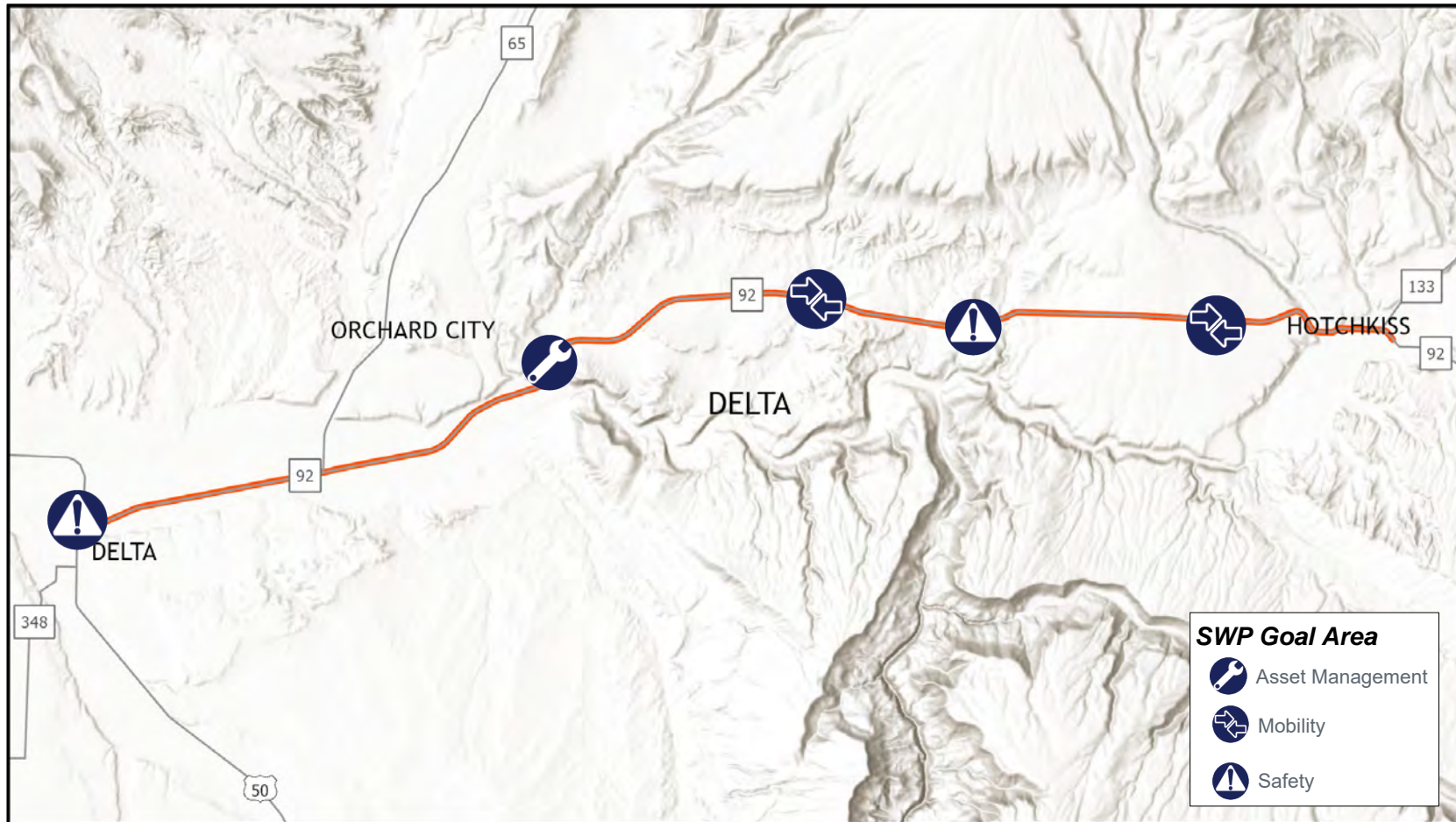
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 92A: Between Delta and Hotchkiss (PGV7006)



Asset Management

- SH 92 Austin



Mobility

- Delta Public transit/human services
- SH 92 Rogers Mesa to Hotchkiss



Safety

- SH 92: Safety Improvements
- Intersection Improvements @ SH92 and Meeker St



State Highway 92B: Between Hotchkiss and Blue Mesa (PGV7007)

Corridor Name

State Highway 92B: Between Hotchkiss and Blue Mesa

Corridor Vision

The vision for the SH 92 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a multi-modal local facility between Hotchkiss and the Blue Mesa Reservoir. The communities along the corridor value high levels of mobility, transportation choices, safety, and system preservation. The local economy depends on tourism, agriculture, access to public lands, and commercial activity along the corridor. 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.

Corridor Designations

- Scenic Byway - West Elk Loop

What we heard about the Corridor

- 31 comments:
- Desire for better road conditions
- Desire for wider shoulders
- Desire for bike/ped connectivity
- Desire for more travel options

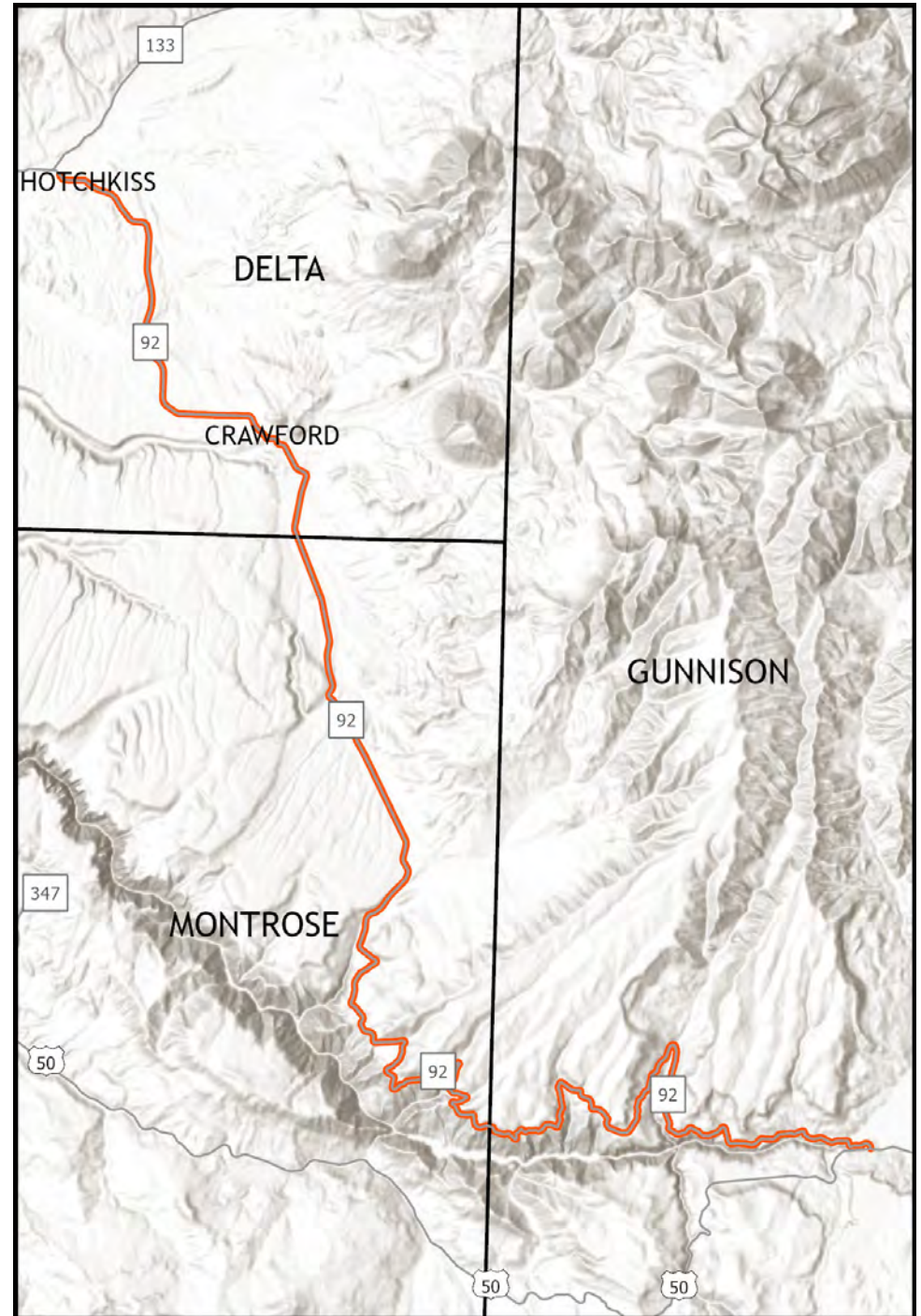




Key Data Findings: State Highway 92B: Between Hotchkiss and Blue Mesa (PGV7007)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population, Low-income, and Minority Population
Safety	Nearly all corridor have shoulders less than 2'. One segments of the corridor has elevated crash patterns (West of Jct US 50) (LOSS 3 or 4). Dense wildlife crashes
Asset Management	Low drivability life - three segments
Bicycling	High stress for bicycling
Resiliency	Low Redundancy. Crosses and parallels 100-year flood plain
Economics	Provides access to recreational area

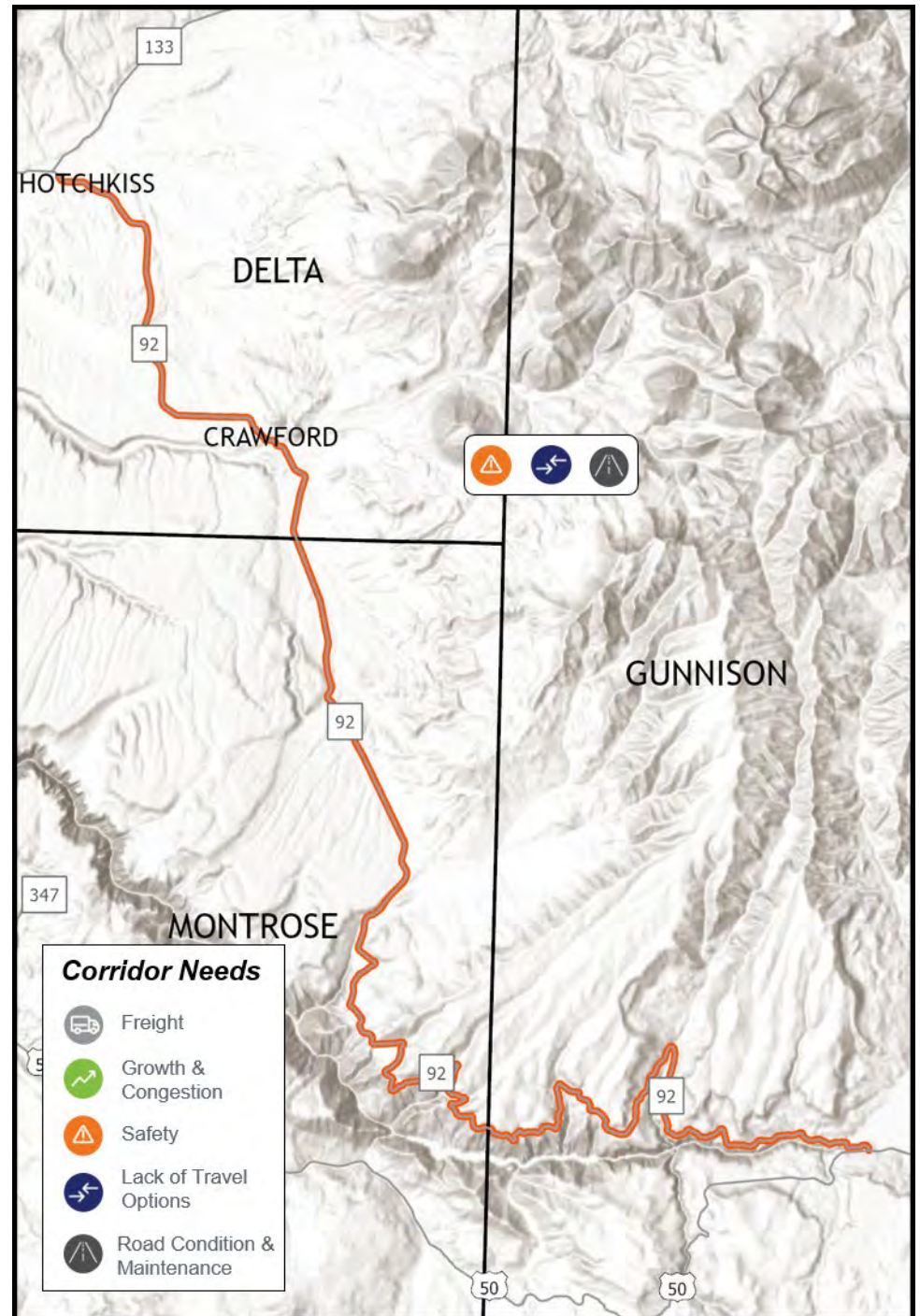




Corridor Needs: State Highway 92B: Between Hotchkiss and Blue Mesa (PGV7007)

Corridor Needs

- ⬆️ Address pavement condition where drivability life is poor
- ⚠️ Mitigate elevated crash patterns (including wildlife crashes)
- ⚠️ Eliminate shoulder deficiencies
- ↔️ Provide additional travel options
- ↔️ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 92B: Between Hotchkiss and Blue Mesa (PGV7007)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Curve Warning and Project Locations	Gunnison County - Curve Speed Warning	1108		-		-
SH 92 from MP 20 to MP 25 near Hotchkiss	Rural road surface treatment	44				\$3.50
SH 92 from MP 33 to MP 45 east of Crawford	Rural road surface treatment	45				\$7.80
Trail: Hotchkiss town limits to high school	-	2432				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 92 from MP 20 to MP 25 near Hotchkiss
- SH 92 from MP 33 to MP 45 east of Crawford



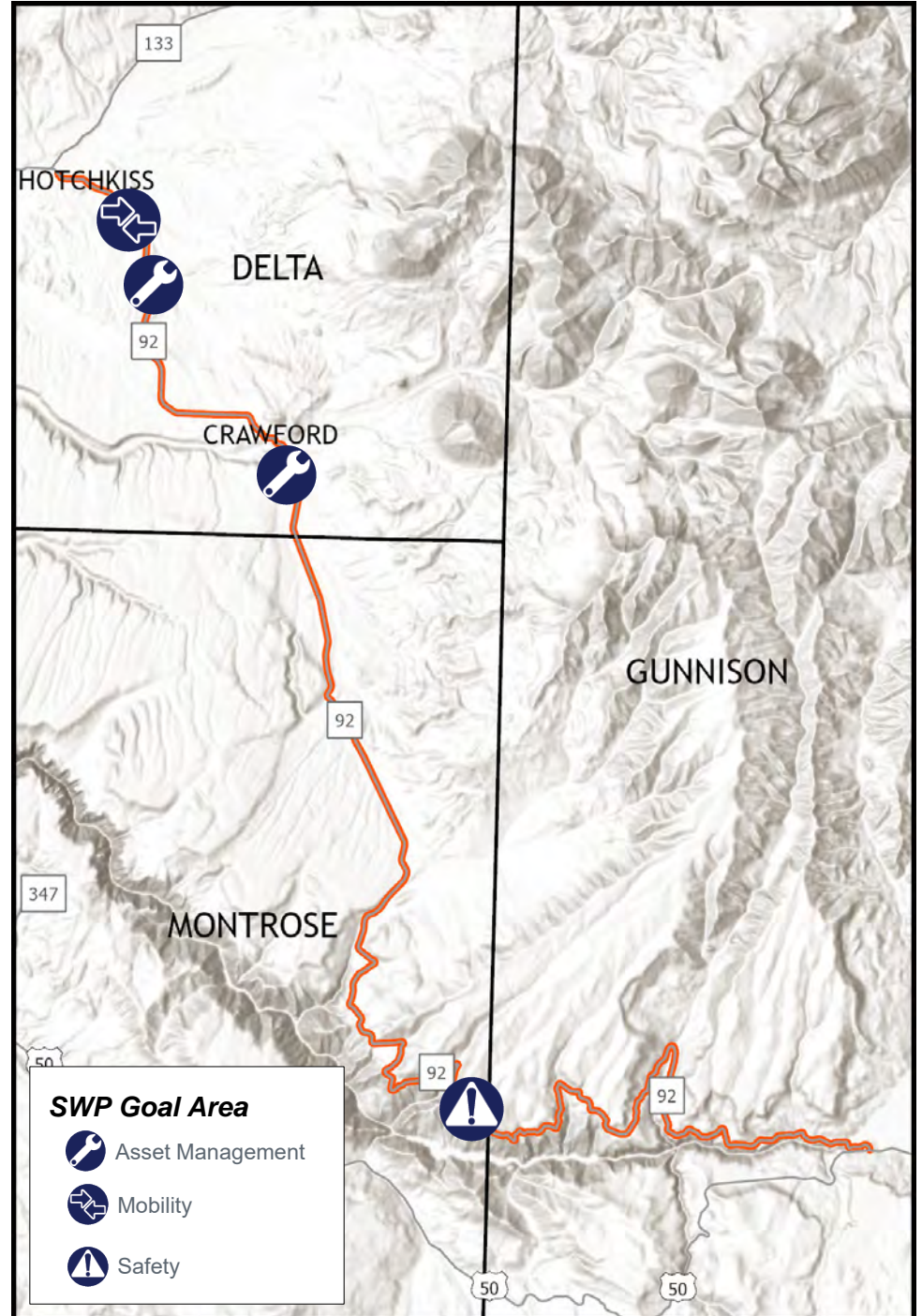
Mobility

- Trail: Hotchkiss town limits to high school



Safety

- Curve Warning and Project Locations





State Highway 97: Between Naturita and Nucla (PGV7008)

Corridor Name

State Highway 97: Between Naturita and Nucla

Corridor Vision

The vision for the SH 97 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a multi-modal local facility between Naturita and Nucla. The communities along the corridor value transportation choices, safety, and system preservation. The local economy depends on manufacturing, tourism, agriculture, and commercial activity along the corridor. 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.

Corridor Designations

- None

What we heard about the Corridor

- No comments





Key Data Findings: State Highway 97: Between Naturita and Nucla (PGV7008)

Key Data Findings:

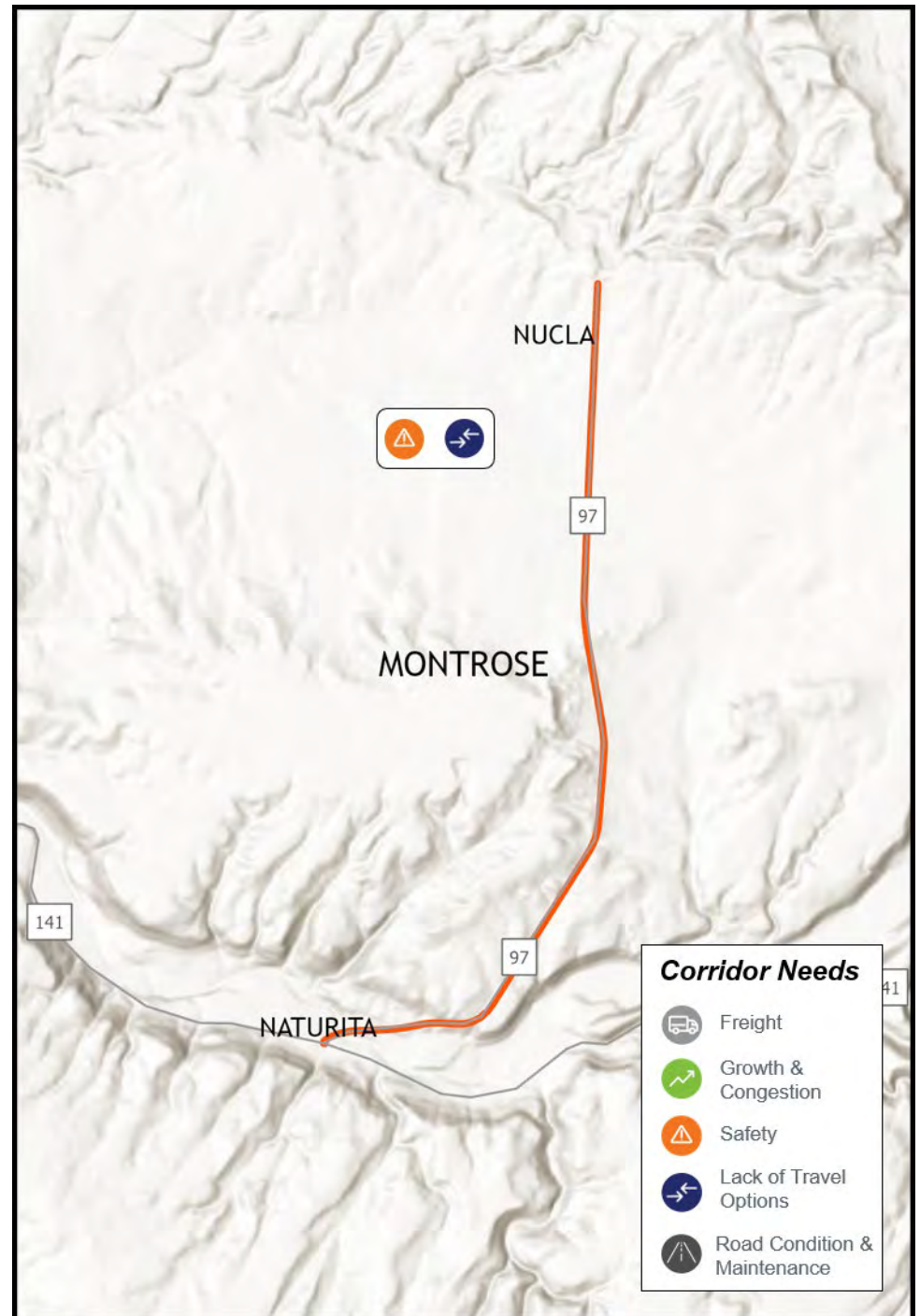
<i>Demographics Transit</i>	Passes through census tract with higher percentage of: Aging Population (65+) and Disabled Population
<i>Safety</i>	Small segment near Nucla has shoulders less than 2'
<i>Bicycling</i>	Medium to Medium High stress for bicycling
<i>Resiliency</i>	Low Redundancy. Crosses 100-year flood plain





Corridor Needs

- △ Eliminate shoulder deficiencies
- ↔ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 97: Between Naturita and Nucla (PGV7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this goal area	-	-	-	-	-	-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- No projects have been identified for this goal area



Safety

- No projects have been identified for this goal area

SWP Goal Area

- Asset Management
- Mobility
- Safety





State Highway 114: Between Highway 50 south to Highway 285 (PGV7009)



Corridor Name

State Highway 114: Between Highway 50 south to Highway 285

Corridor Vision

The vision for the SH 114 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a connection between US 50 (east of Gunnison) and US 285 (Saguache). This route is the only alternative to Monarch Pass between US 50 and US 285. The communities along the corridor value connections to other areas, safety, and system preservation. The local economy depends on tourism, agriculture, access to public lands, and commercial activity along 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.

Corridor Designations

- None

What we heard about the Corridor

- 2 comments:
- Desire for more safety
- Concerns on congestion
- Environmental concerns (cargo spills)





Key Data Findings: State Highway 114: Between Highway 50 south to Highway 285 (PGV7009)



Key Data Findings:

<i>Safety</i>	Nearly all corridor has shoulders <2' Nearly all corridor has elevated crash patterns (LOSS 3 or 4)
<i>Asset Management</i>	Low drivability life - All corridor
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low Redundancy Parallels 100-year flood plain





Corridor Needs: State Highway 114: Between Highway 50 south to Highway 285 (PGV7009)

Corridor Needs

- ⬆️ Address pavement condition where drivability life is poor
- ⚠️ Eliminate shoulder deficiencies
- ⚠️ Mitigate elevated crash patterns (including wildlife crashes)
- ⚠️ Address environmental impacts (spills)





Corridor Projects: State Highway 114: Between Highway 50 south to Highway 285 (PGV7009)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 114 Safety Improvements MP 6-8	-	2337		-		-
SH 114 from MP 0 to MP 8 west of Parlin	Rural road surface treatment	56				\$4.50

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 114: Between Highway 50 south to Highway 285 (PGV7009)



Asset Management

- SH 114 from MP 0 to MP 8 west of Parlin



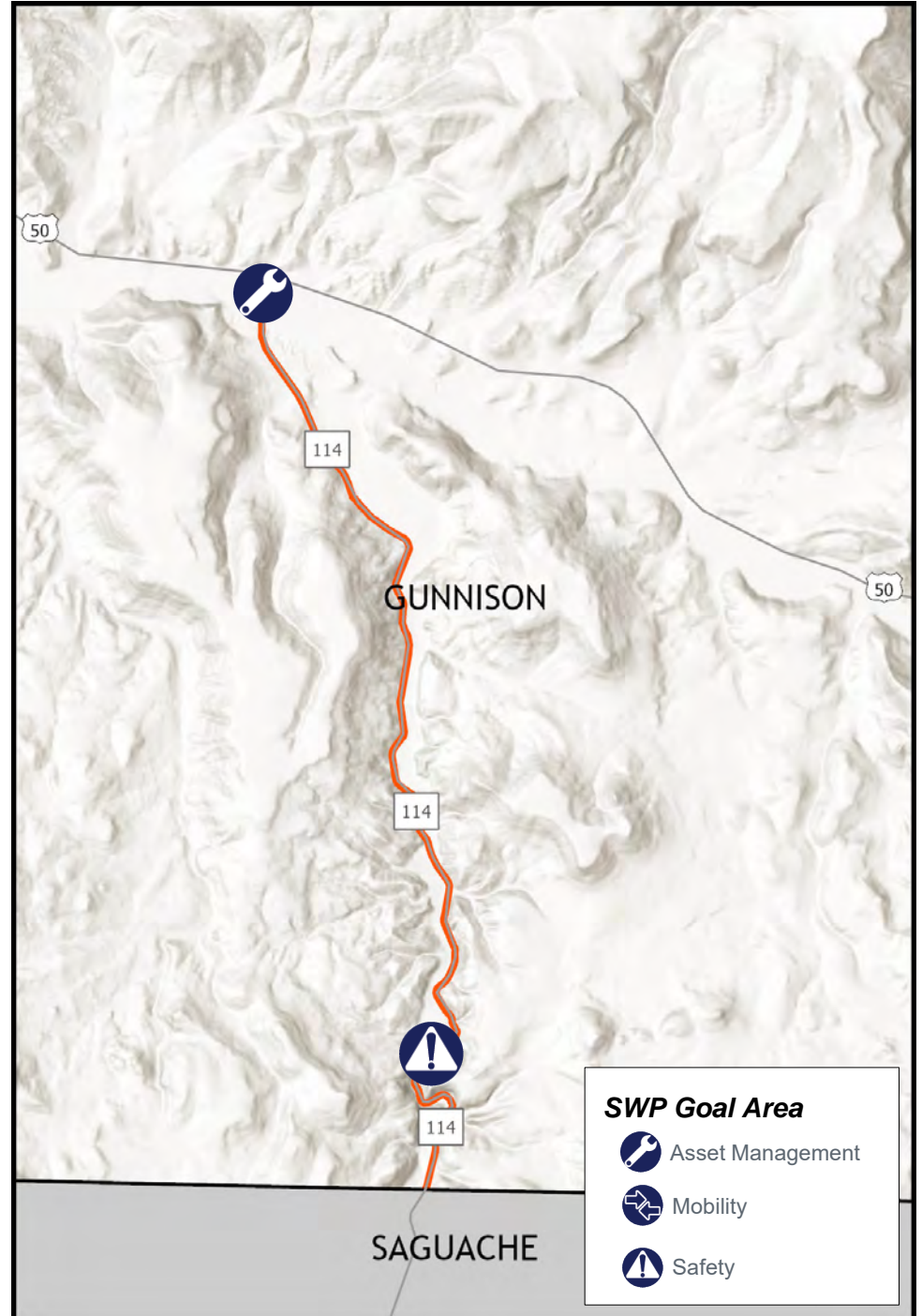
Mobility

- No projects have been identified for this goal area



Safety

- SH 114 Safety Improvements MP 6-8





State Highway 133: Between Hotchkiss and Carbondale (PGV7010)



Corridor Name

State Highway 133: Between Hotchkiss and Carbondale

Corridor Vision

The vision for the SH 133 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a direct connection between Hotchkiss Paonia, Somerset, and Carbondale and serves as an important connection between the Western Slope and the I-70 corridor. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. The local economy depends on 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, energy development, and farm-to-market products in and through the corridor. This corridor has been identified as a route to local medical facilities.

Corridor Designations

- High Demand Bicycle Corridor (R3-5; Carbondale to Bull Mountain)
- Scenic Byway - West Elk Loop

What we heard about the Corridor

- 45 comments:
- Safety concerns (speed, shoulders, bikes)
- Desire of better road conditions
- Desire for better bike connectivity
- Desire for more bus/transit





Key Data Findings: State Highway 133: Between Hotchkiss and Carbondale (PGV7010)

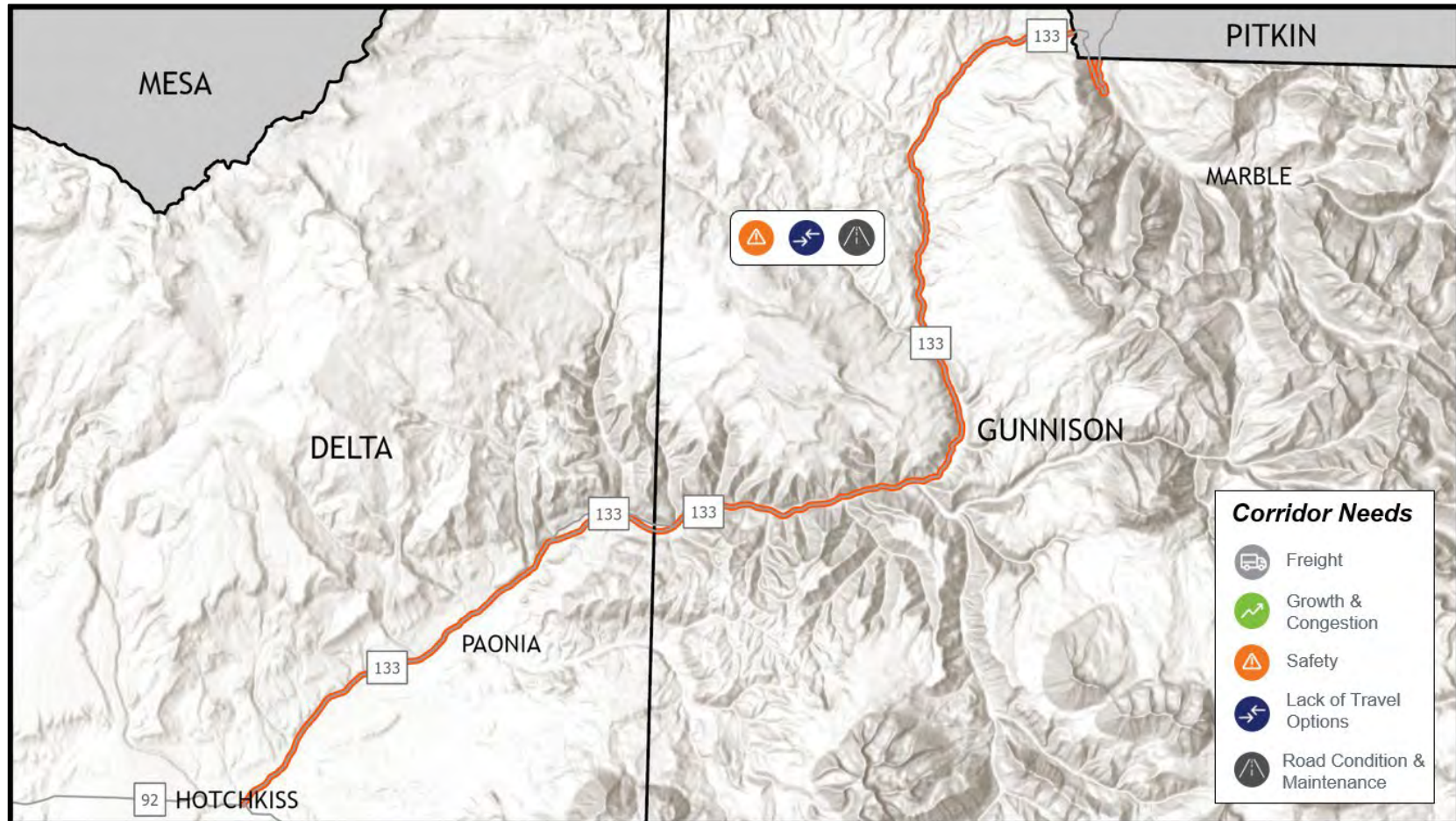


Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population and low-income Population	<i>Resiliency</i>	Low Redundancy. Parallels 100-year flood plain
<i>Safety</i>	Nearly all of the corridor between Hotchkiss and Somerset have shoulders less than 2'. Dense wildlife crashes	<i>Freight Economics</i>	High concentration of jobs in Paonia. Agricultural Corridor. Provides access to recreational area Concentration of oil and gas wells
<i>Bicycling</i>	High stress for bicycling		



Corridor Needs: State Highway 133: Between Hotchkiss and Carbondale (PGV7010)



Corridor Needs

- Improve roadway condition
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Improve bicycle accommodation



Corridor Projects: State Highway 133: Between Hotchkiss and Carbondale (PGV7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Install queue warnings on this narrow road with high congestion	Delta County - Queue Warning	1109				-
SH 133 Hotchkiss to Paonia	Reconstruction with shoulder widening	1479				\$100.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 133: Between Hotchkiss and Carbondale (PGV7010)



Asset Management

- SH 133 Hotchkiss to Paonia



Mobility

- See project: SH 133 Hotchkiss to Paonia



Safety

- Install queue warnings on this narrow road with high congestion



State Highway 135: Between Gunnison and Crested Butte (PGV7011)



Corridor Name

State Highway 135: Between Gunnison and Crested Butte

Corridor Vision

The vision for the SH 135 corridor is primarily to maintain system quality as well as to increase mobility and to improve safety.

Corridor Description

This corridor serves as a multi-modal local facility between Gunnison and Crested Butte. This Highway also serves as access to the North Fork and the I-70 corridor in the summer. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. The local economy depends 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.

Corridor Designations

- High Demand Bicycle Corridor (R3-15)
- Scenic Byway - West Elk Loop

What we heard about the Corridor

- 33 comments:
- Desire for safer road (16 comments)
- Desire for better and safer bike/ped connectivity
- Desire for better road conditions
- Desire for better signage
- Concerns on congestion
- Desire for safer intersection US 50 and SH 135 (Gunnison)

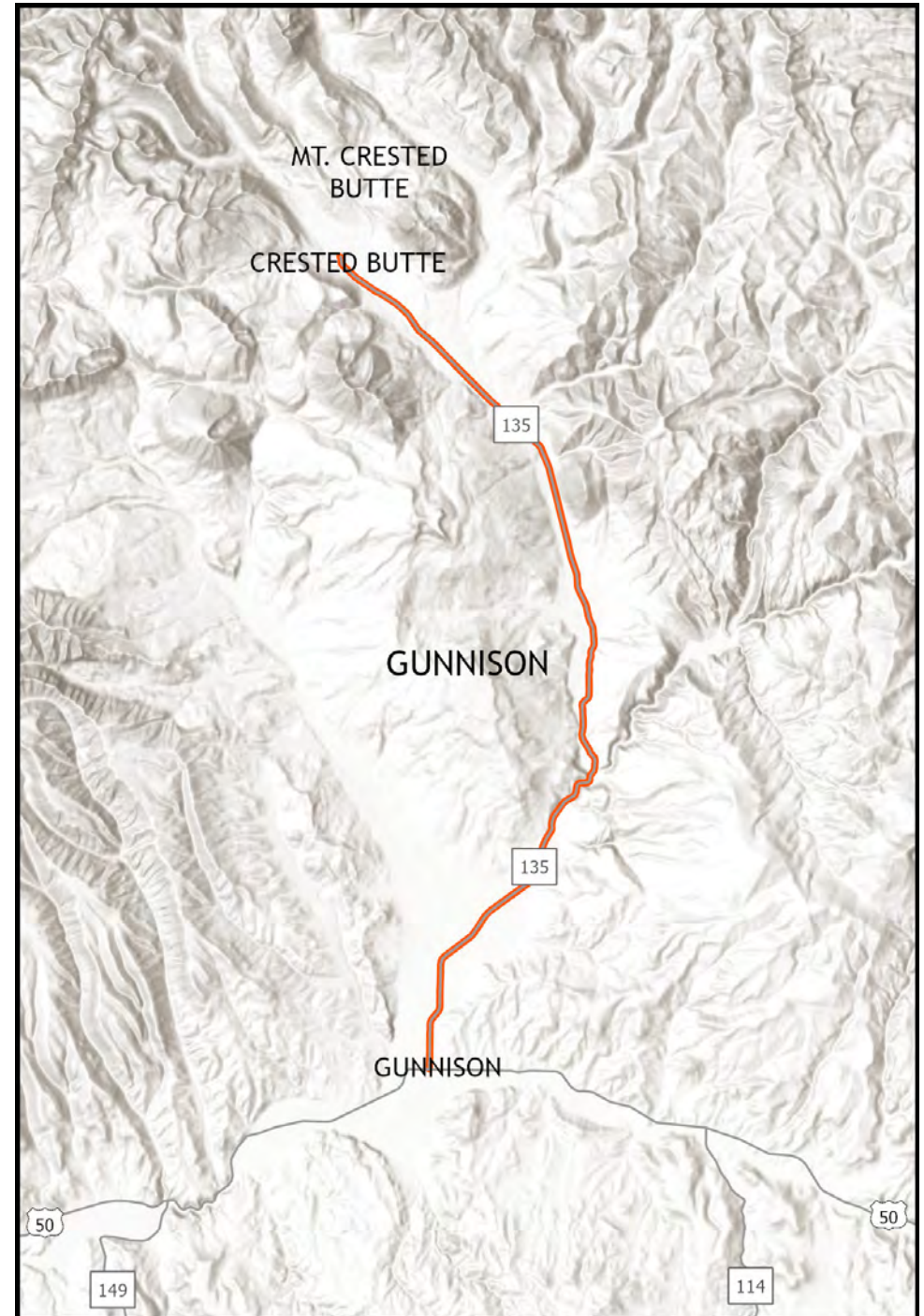




Key Data Findings: State Highway 135: Between Gunnison and Crested Butte (PGV7011)

Key Data Findings:








Demographics Transit	Passes through census tract with higher percentage of Low-income Population
Growth	Moderate congestion small segment just north of Gunnison (2045)
Safety	Two segments of the corridor have shoulders less than 2'. One short segment of the corridor has elevated crash patterns (Almont) (LOSS 3 or 4). Dense wildlife crashes
Transit Pedestrian	Gunnison Valley RTA operates on corridor
Bicycling Pedestrian Economics	High bicycle activity south of Crested Butte Medium to Medium High stress for bicycling Main street through Gunnison and Crested Butte
Resiliency	Low Redundancy. Crosses and parallels 100-year flood plain. Small section Avalanche path (South of Aspen Mountain road Jct)
Economics	High concentration of jobs in Crested Butte. Provides access to recreational area (Scenic byway and Crested Butte ski area)

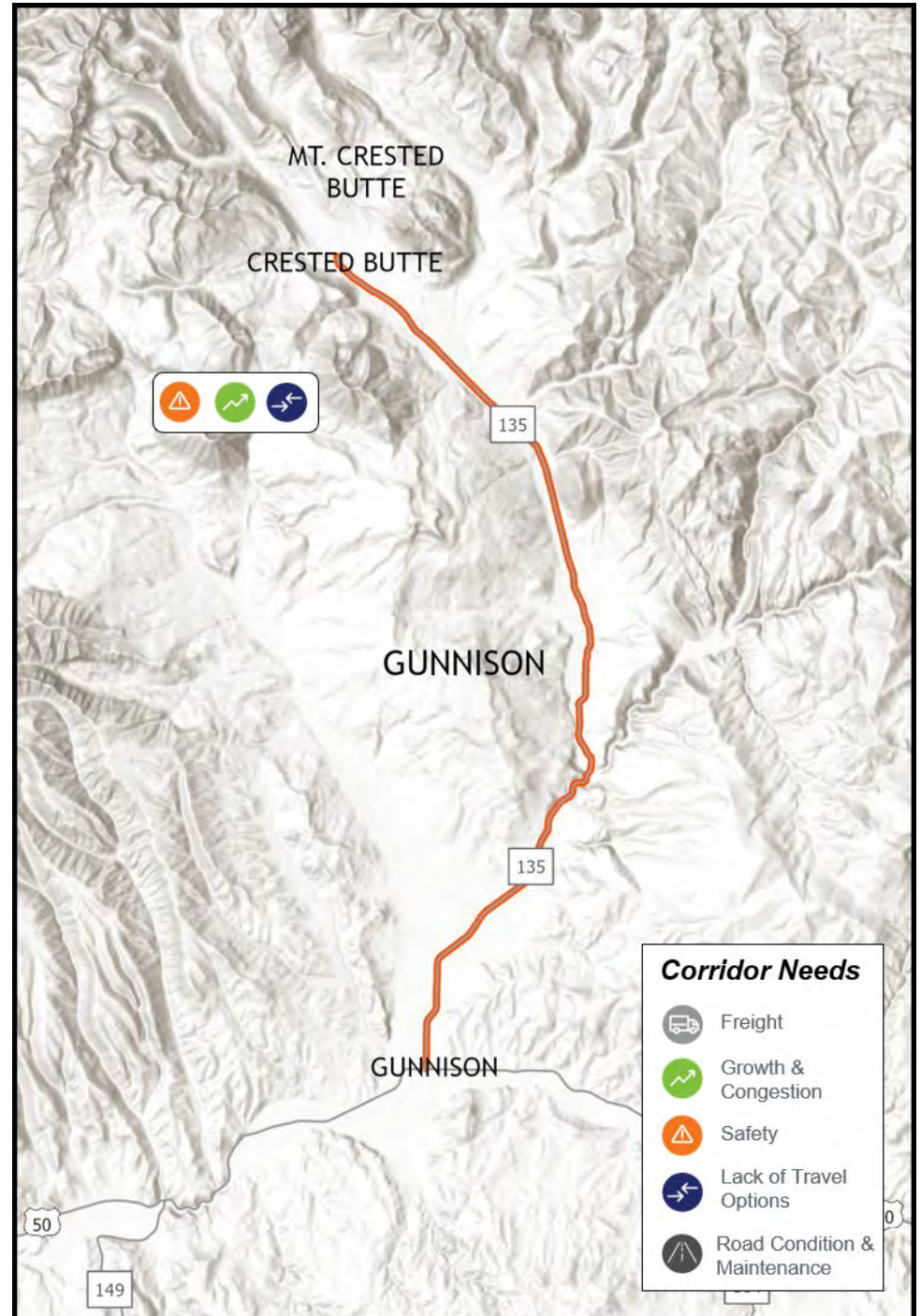




Corridor Needs: State Highway 135: Between Gunnison and Crested Butte (PGV7011)

Corridor Needs

-  Eliminate shoulder deficiencies
-  Mitigate elevated crash patterns (including wildlife crashes)
-  Improve safety concerns
-  Address increasing congestion to improve access to jobs, tourist destinations, and recreation
-  Enhance walkability in areas with high pedestrian (downtown)
-  Accommodate travel needs of vulnerable populations
-  Improve bicycle accommodation





Corridor Projects: State Highway 135: Between Gunnison and Crested Butte (PGV7011) (Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Crested Butte Mountain Express Bus Maintenance & Storage Facility	Construct a 11,340 square foot heated steel building with metal siding; 14 bays - 2 bays will be used for bus washing and storage, 12 bays will be used for bus storage; 4" concrete floor	1110				\$3.00
Shared Crested Butte Storage Facility for Outrider and Gunnison Valley RTA	1 acre lot; 6 bays; 6,000 square feet facility for bus storage	1112				\$2.25
Gunnison Valley RTA Bus Maintenance and Storage Facility	-	1113				\$4.60
Gunnison Valley RTA - Upgrading of Current Bus Stops and Construct New Bus Stops	-	1114				\$1.62
Essential Bus Service between Crested Butte and Gunnison (Proposed Outrider Service)	Outrider bus service between Crested Butte and Gunnison. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1115				\$1.27
High commuter traffic	Gunnison County - Queue Warning	1116		-		-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 135: Between Gunnison and Crested Butte (PGV7011) (Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 135 corridor improvements in Gunnison County	Corridor improvements including intersection improvements at Gunnison County Roads 738 and 740	1480				-
SH 135 Safety Improvements MP 20-21	-	2338				-
SH 135 Intersection Improvements	Improvements to the Intersections of SH 135 and Gunnison County Roads 740 (skew intersection).	2423				-
Trail connection (Shady Island Park to Trail on south side of Gunnison River)	-	2433				-
SH 135 at Red Lady Ave Intersection Improvements	-	2439				-
Gunnison Valley RTA - Expansion Buses	Expand existing fleet by 3 buses	2481				\$2.40
Gunnison Valley RTA - Expanded Service Hours	Extend existing operating hours; \$850k/yr	2482				\$8.50
SH 135 South of Crested Butte	Rural road surface treatment	2648				\$6.82

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Environmental
- Resilience
- Pedestrian

SWP Goal Area

- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 135 South of Crested Butte



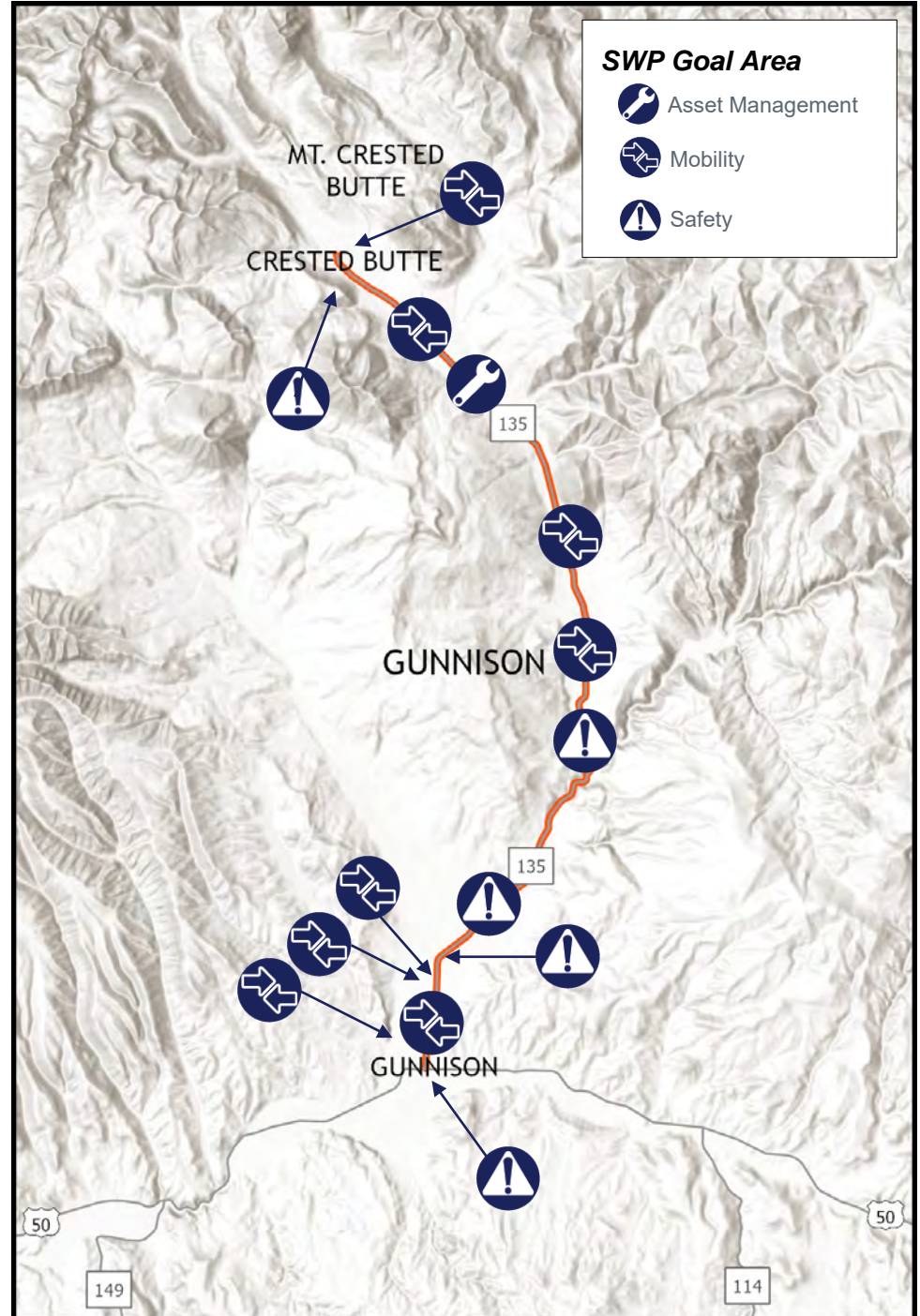
Mobility

- Crested Butte Mountain Express Bus Maintenance & Storage Facility
- Shared Crested Butte Storage Facility for Outrider and Gunnison Valley RTA
- Gunnison Valley RTA Bus Maintenance and Storage Facility
- Gunnison Valley RTA - Upgrading of Current Bus Stops and Construct New Bus Stops
- Essential Bus Service between Crested Butte and Gunnison (Proposed Outrider Service)
- Trail connection (Shady Island Park to Trail on south side of Gunnison River)
- Gunnison Valley RTA - Expansion Buses
- Gunnison Valley RTA - Expanded Service Hours



Safety

- High commuter traffic
- SH 135 corridor improvements in Gunnison County
- SH 135 Safety Improvements MP 20-21
- SH 135 Intersection Improvements
- SH 135 at Red Lady Ave Intersection Improvements





State Highway 141: Between Dove Creek and Grand Junction, through Naturita (PGV7012)



Corridor Name

State Highway 141: Between Dove Creek and Grand Junction, thru Naturita

Corridor Vision

The vision for the SH 141 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a multi-modal local facility between the West End of San Miguel and Montrose counties and US 50 south of Grand Junction. The communities along the corridor value connections to other areas, safety, and system preservation. The local economy depends 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.

Corridor Designations

- Colorado Freight Corridor
- Scenic Byway - UnawEEP Tabeguache (Mesa County Line to Naturita)

What we heard about the Corridor

- No comments

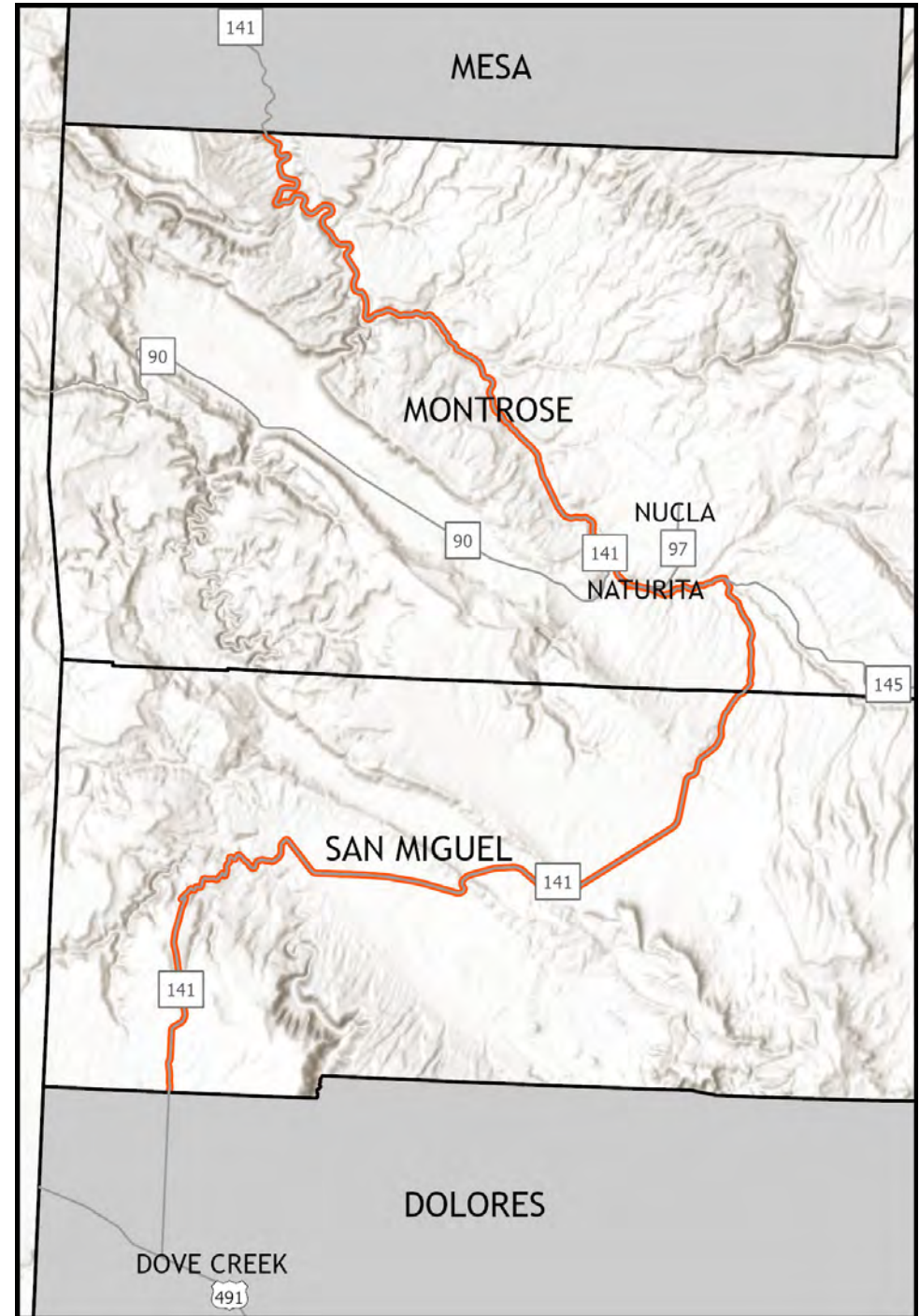




Key Data Findings: State Highway 141: Between Dove Creek and Grand Junction, through Naturita (PGV7012)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of: Aging Population (65+) and Disabled Population
<i>Safety Freight</i>	Hazmat Route. Nearly all corridor has shoulders less than 2'
<i>Asset Management Freight</i>	Low drivability life - five short segments
<i>Bicycle Pedestrian Economics</i>	High stress for bicycling. Main street through Naturita (DOLA affiliated Main Street)
<i>Resiliency Freight</i>	Low Redundancy. Parallels 100-year flood plain
<i>Freight Economics</i>	Provides access to recreational area. Concentration of oil and gas wells. High percentage of truck traffic

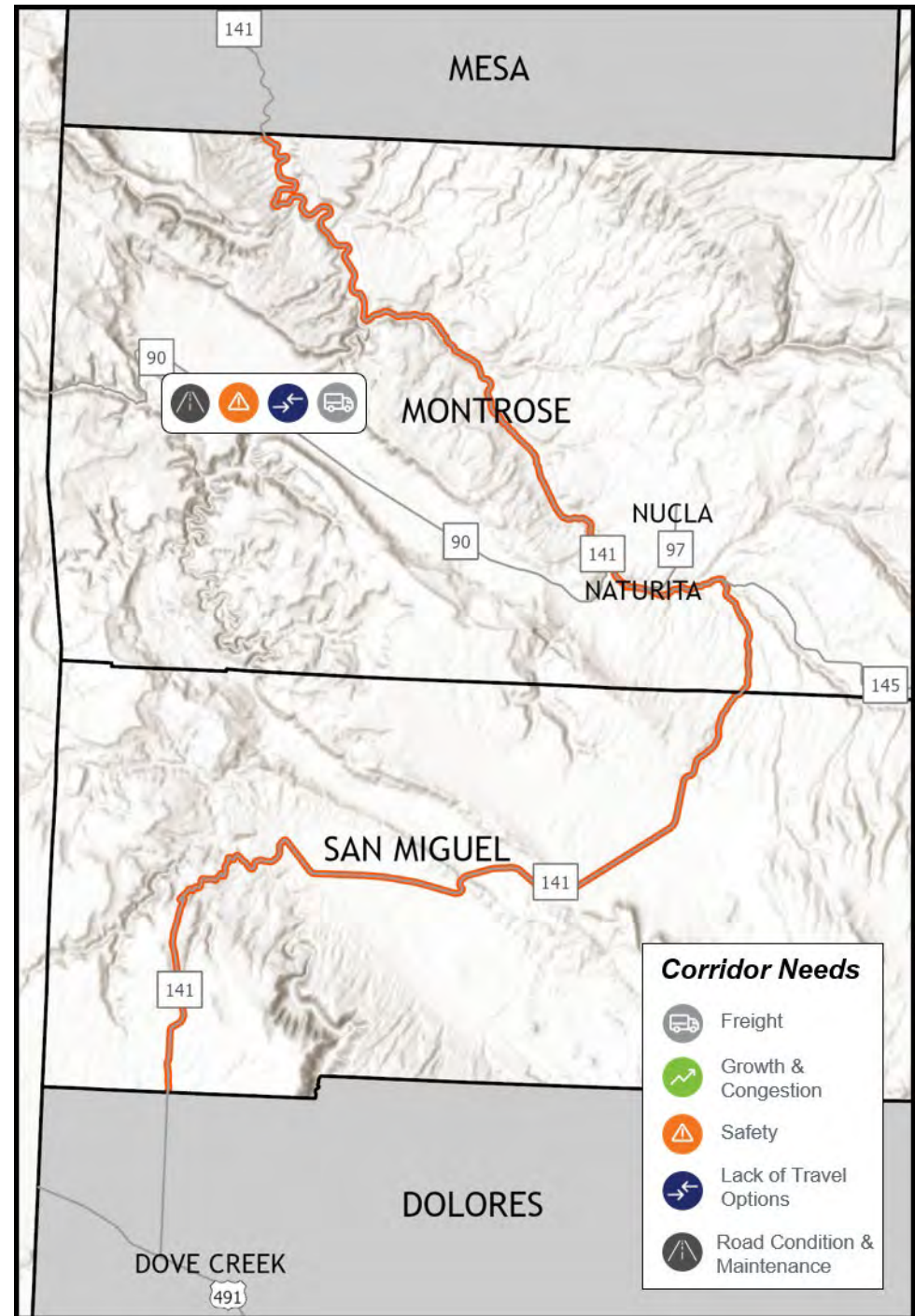




Corridor Needs: State Highway 141: Between Dove Creek and Grand Junction, through Naturita (PGV7012)

Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian (downtown)





Corridor Projects: State Highway 141: Between Dove Creek and Grand Junction, through Naturita (PGV7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Nucla/Naturita Park-n-Ride	Construct a Park-n-Ride in Nucla/Naturita area; 100 spaces	1117				\$1.20
Multi-modal project in Naturita	ADA, curb and gutter, crosswalks, RRFB's, restriping	1481				\$0.50
SH 141 Naturita North and SH 97 (DEVOLUTION)	Rural road surface treatment	2633				\$10.38
MP 16.2 to MP 60.13 near Lickrock and MP 108.54 to MP 112.507 near Redvale	Rural road surface treatment	82				\$16.00
North of Naturita from MP 76 to MP 95.8	Rural road surface treatment	83				\$12.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 141: Between Dove Creek and Grand Junction, through Naturita (PGV7012)



Asset Management

- SH 141 Naturita North and SH 97 (DEVOLUTION)
- MP 16.2 to MP 60.13 near Slick Rock and MP 108.54 to MP 112.507 near Redvale
- North of Naturita from MP 76 to MP 95.8



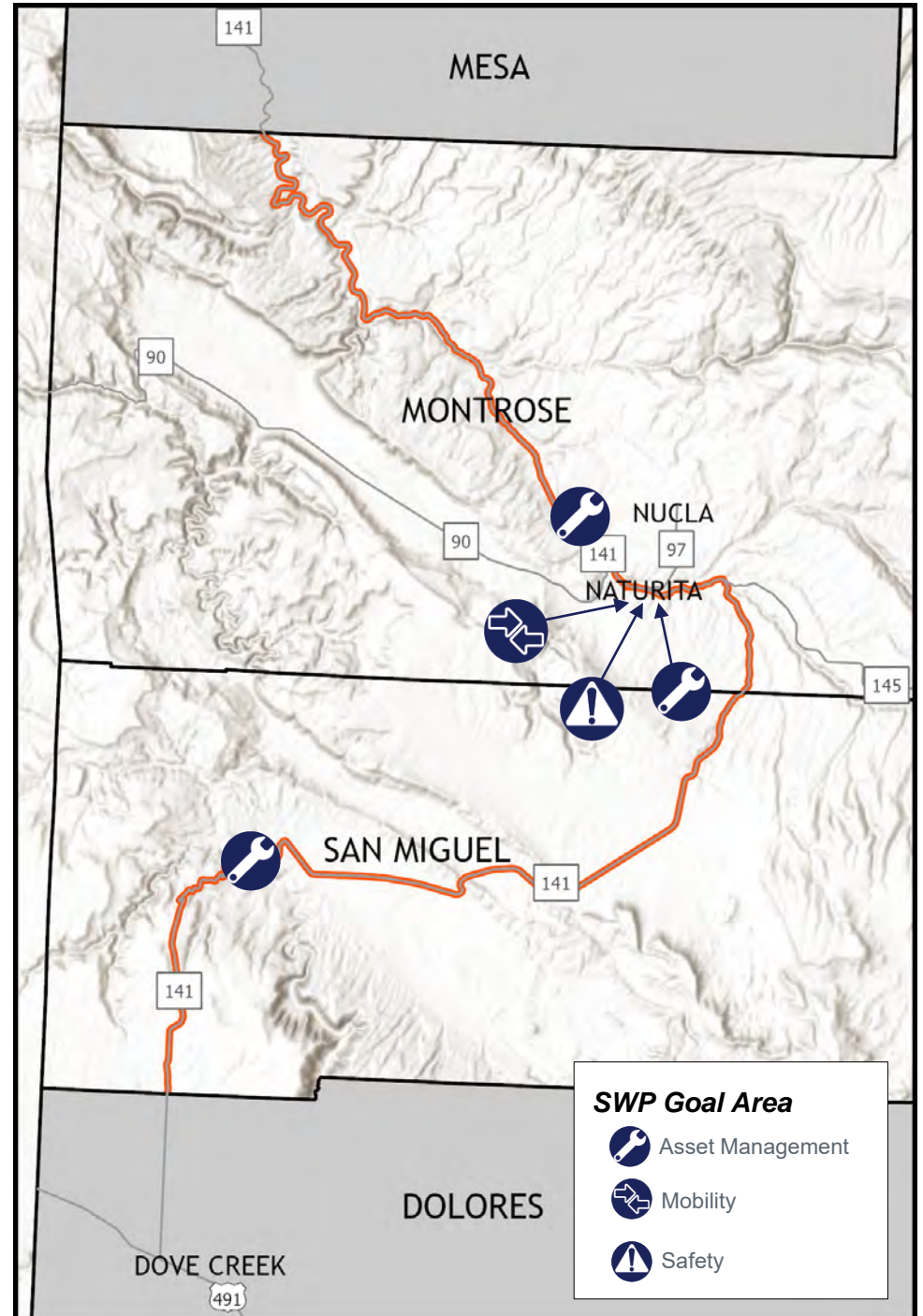
Mobility

- Nucla/Naturita Park-n-Ride



Safety

- Multi-modal project in Naturita





State Highway 145: US 160 to Junction with State Highway 141 (PGV7013)



Corridor Name

State Highway 145: US 160 to Junction with State Highway 141

Corridor Vision

The vision for the SH 145 corridor is primarily to improve mobility as well as to increase safety and to maintain system quality.

Corridor Description

This corridor serves as a multi-modal local facility, connecting visitors and commuters between the communities of Montrose, Ridgway, Placerville, and Telluride. The corridor is an alternative to Red Mountain Pass between Ouray and Durango. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. The local economy depends on manufacturing, tourism, agriculture, and commercial activity along 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. This corridor has been identified as an important route to local medical facilities.

Corridor Designations

- National Highway System (Placerville to Cortez)
- High Demand Bicycle Corridor (R5-2; Dolores County Line to Telluride)
- Scenic Byway - Unawep Tabeguache (Naturita to Dolores County Line)

What we heard about the Corridor

- 24 comments:
- Desire for safer road (11 comments)
- Concerns about congestion
- Desire for more shoulders and passing lanes
- Desire for a bike trail/bike lane
- Desire for better tourism management





Key Data Findings: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013)

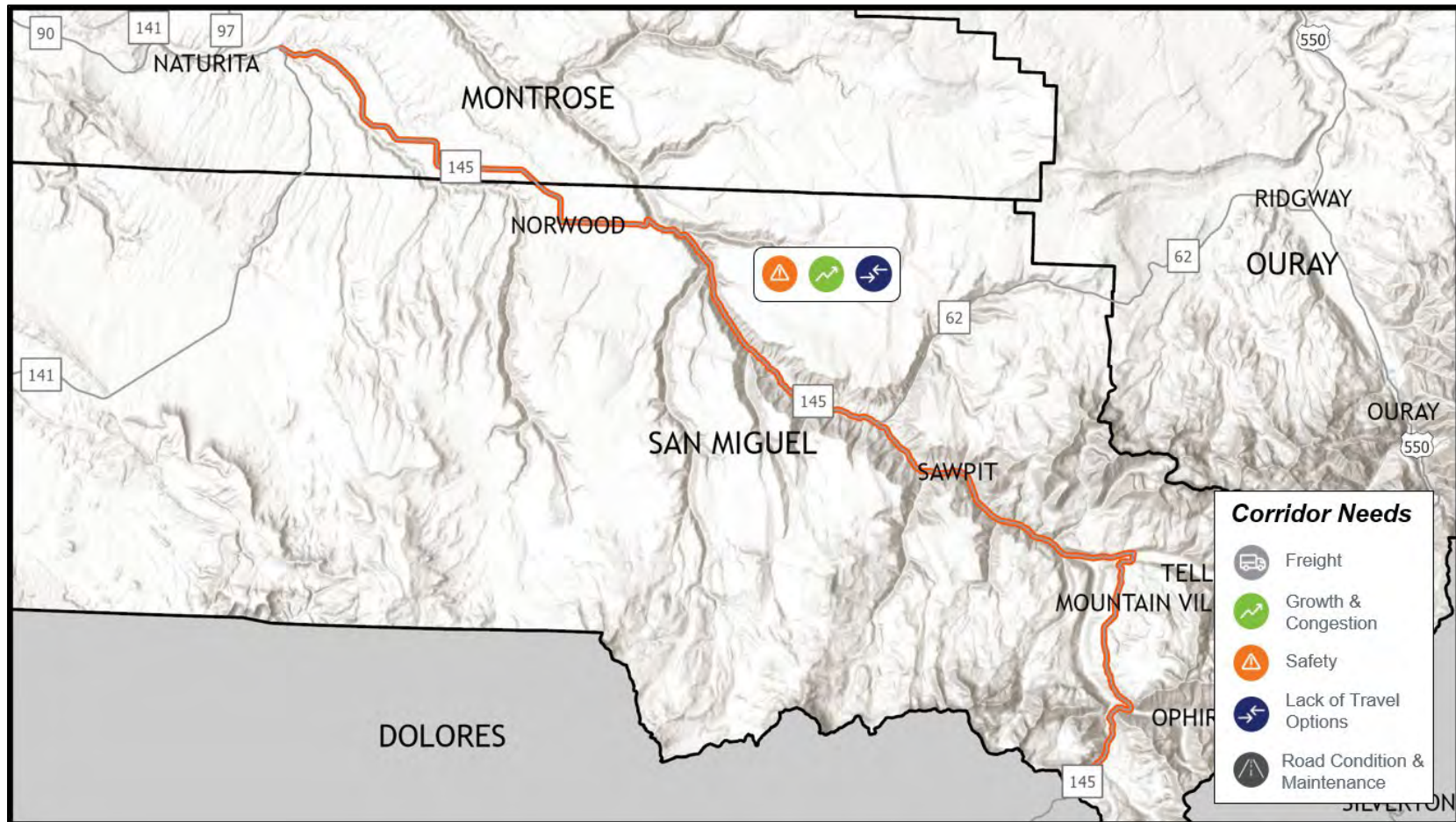


Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+) and Disabled Population	Transit Pedestrian	Bustang Outrider operates on corridor (South of Placerville to Southwest TPR). Local Transit operates on corridor. Bustang Outrider stops at Telluride and Placerville
Growth	Moderate to high congestion Placerville to Telluride (2030, 2045). High congestion South of Placerville (2045)	Bicycling Pedestrian Economics	Very high bicycle activity west of Telluride and high activity from Telluride to TPR Southwest border. High stress for bicycling. Main street through Norwood and Telluride
Safety	Nearly all corridor has shoulders less than 2'. One segment of the corridor has elevated crash patterns (Norwood) (LOSS 3 or 4). Dense wildlife crashes	Freight Economics Airport	High concentration of jobs in Telluride. Provides access to recreational area (Scenic byway and Telluride Ski Resort). Telluride Regional Airport
Resiliency	High Criticality. Low Redundancy. Small section Avalanche path section (Ophir)		



Corridor Needs: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013)



Corridor Needs

- Address unsafe passing conditions
- Mitigate elevated crash patterns (including wildlife crashes)
- Eliminate shoulder deficiencies
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Provide tourism amenities (signage, pull-offs)
- Accommodate travel needs of vulnerable populations
- Increase connectivity and improve reliability to intermodal facility (airport)
- Improve bicycle accommodation
- Enhance walkability in areas with high pedestrian (downtown)
- Mitigate risk associated with natural disasters (avalanche)



Corridor Projects: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013) (Part 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)	Outrider bus service between Grand Junction and Telluride. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1027				\$2.75
New Regional Transit Service between Montrose and Telluride	New Montrose-Telluride general public fixed-route service via US 550, CO 62, and CO 145; 2 full size buses, 7 days/week, 4 trips/day; Potential stops include Montrose, Colona, Ridgway, Placerville and Telluride.	1028				\$4.23
Expanded Inter-regional Transit Service between Telluride and Rico	2 full size expansion buses	1030				\$2.70
Expansion of the Town of Mountain Village Intercept Parking Garage (Phases 1 & 2)	Expand the Intercept Parking Garage from 460 spaces to 760	1118				\$12.60
Completion of the Town of Mountain Village Intercept Parking Garage	Completion of the Intercept Parking Garage to 920 spaces	1119				\$10.75
Major Upgrade of the Town of Mountain Village Gondola	Alternative to full gondola replacement	1120				\$25.20

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013) (Part 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Telluride Shandoka Parking Structure	New structure; 1000 spaces	1121				\$37.50
Telluride Facility Expansion and Remodel	Remodel and expand facilities	1122				\$0.50
SMART Admin, Maintenance, Storage Facility	Location unknown	1123				\$7.00
Replacement of the Town of Mountain Village Gondola	Replacement of the gondola including (1) demolition of current lift and stations, (2) Re-design of lift, stations, and associated infrastructure, and (3) construction of new lift, stations, and associated infrastructure.	1124				\$53.80
SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	1125				\$15.20
Curvy sections of SH 145 north of Cortez	Curve Speed Warning	1126		-		-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013) (Part 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Multi-modal project. Sawpit/Placerville, Norwood, Rico	ADA, curb and gutter, crosswalks, RRFB's, restriping	1482				\$5.00
Underpass between Lawson Hill/Mountain Village	-	2424				\$2.50
SMART van & bus replacement	-	2430				\$0.41
Trail connection between Meadows Trail and Valley Floor Trail	-	2434				-
SH 145 Bus pullout and shelters	Bus pullouts and shelters for SMART service where necessary as volumes and congestion grow; requires a study of the corridor to determine ideal and suitable locations; current estimate at \$.5M each stop/pullout (assumes 3 total)	2440				\$1.50
Down Valley Connector Trail between Placerville & Illium	-	2441				\$5.00
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Placerville, Ridgway, and Telluride	2455				\$0.25
MP 16.2 to MP 60.13 near Lickrock and MP 108.54 to MP 112.507 near Redvale	Rural road surface treatment	82				\$16.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

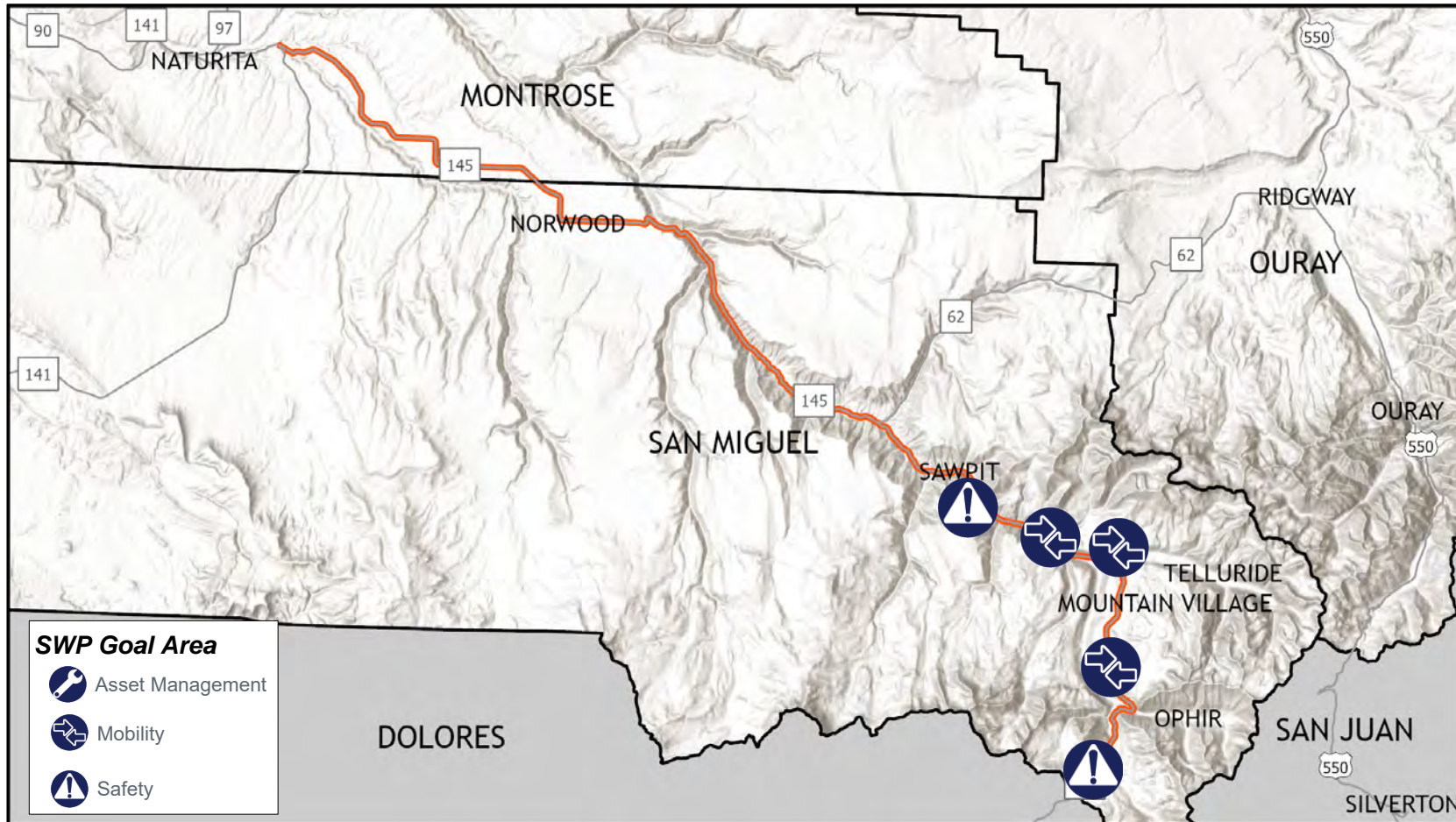
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013) (Part 1/3)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)
- New Regional Transit Service between Montrose and Telluride
- Expanded Inter-regional Transit Service between Telluride and Rico

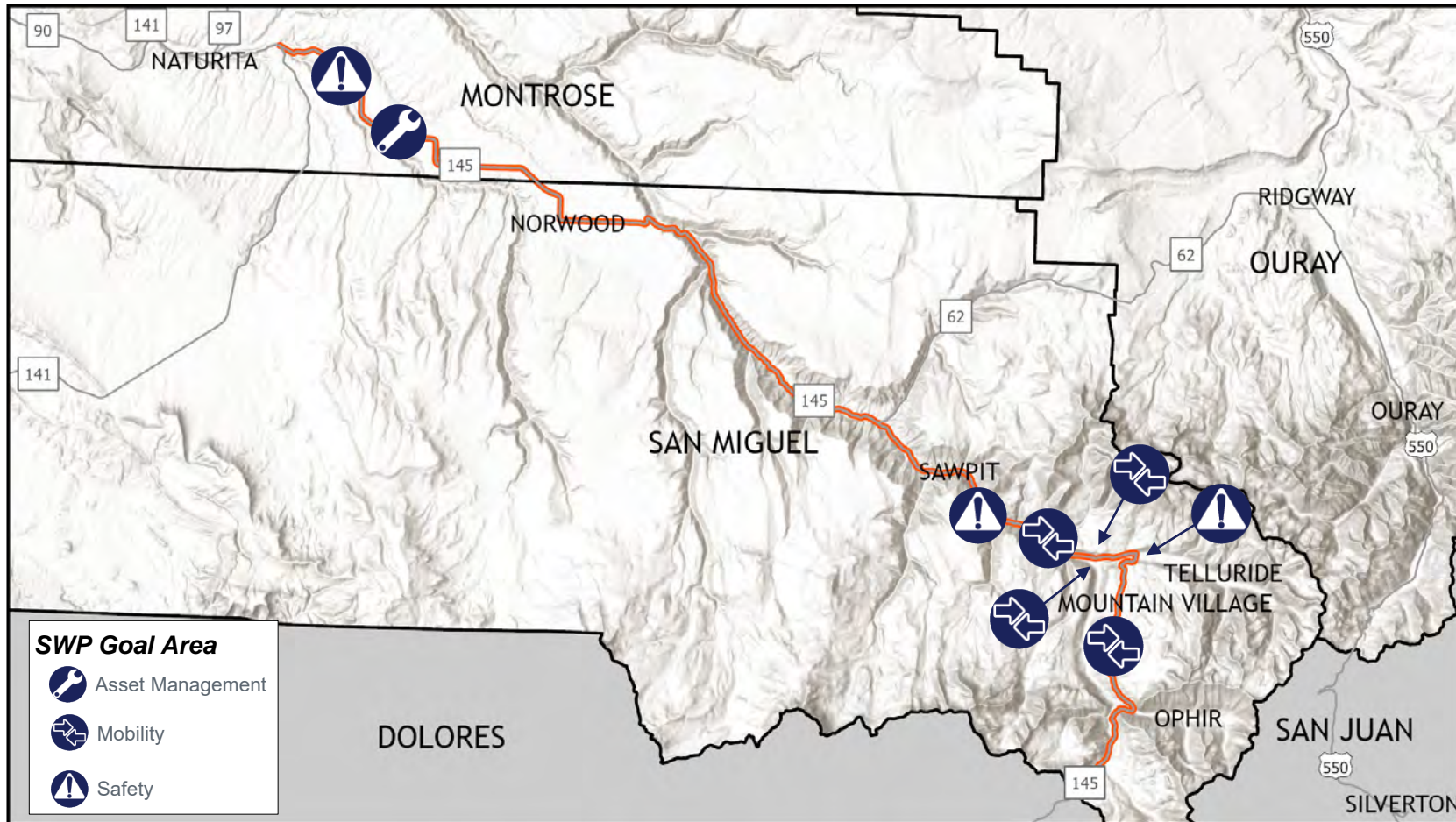


Safety

- SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)
- Curvy sections of SH 145 north of Cortez



Project Based Strategies: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013) (Part 2/3)



Asset Management

- MP 16.2 to MP 60.13 near Lickrock and MP 108.54 to MP 112.507 near Redvale



Mobility

- Expansion of the Town of Mountain Village Intercept Parking Garage (Phases 1 & 2)
- Completion of the Town of Mountain Village Intercept Parking Garage
- Major Upgrade of the Town of Mountain Village Gondola
- Telluride Shandoka Parking Structure

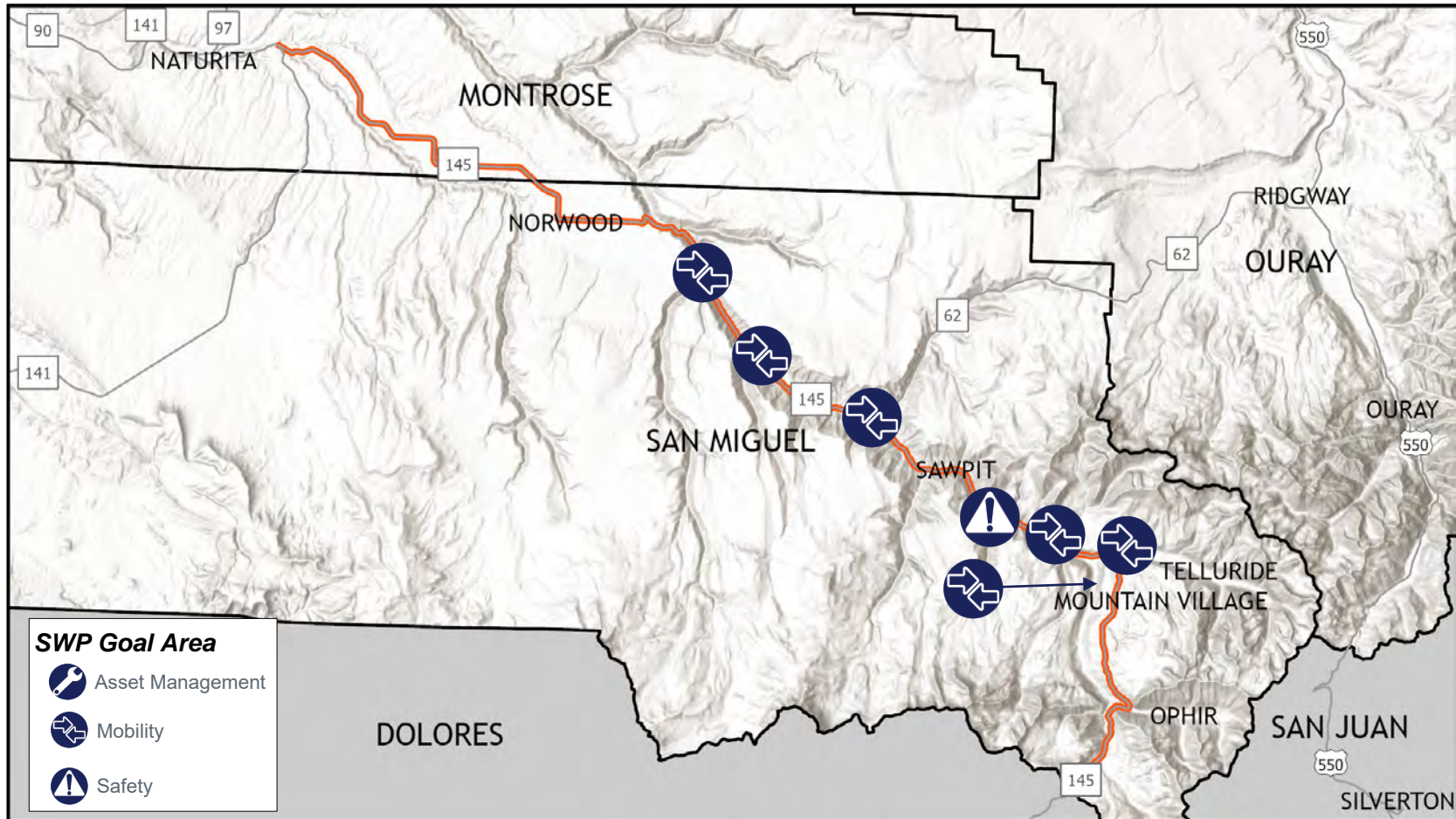


Safety

- Multi-modal project. Sawpit/Placerville, Norwood, Rico
- Underpass between Lawson Hill/Mountain Village
- Trail connection between Meadows Trail and Valley Floor Trail



Project Based Strategies: State Highway 145: US 160 to Junction with State Highway 141 (PGV7013) (Part 3/3)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- See the Previous page

Mobility

- Telluride Facility Expansion and Remodel
- SMART Admin, Maintenance, Storage Facility
- Replacement of the Town of Mountain Village Gondola
- SMART van & bus replacement
- SH145 Bus pullout and shelters
- Outrider Stop/Shelter Improvements

Safety

- Down Valley Connector Trail between Placerville & Illium



State Highway 149: From US 160 north to US 50 west of Gunnison (PGV7014)



Corridor Name

State Highway 149: From US 160 north to US 50 west of Gunnison

Corridor Vision

The vision for the SH 149 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a multi-modal local facility and is the sole connection between Lake City and US 50. The communities along the corridor value connections to other areas, safety, and system preservation. The local economy depends on tourism, agriculture, public lands access, and natural resource recovery along 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. This corridor has been identified as an important route to local medical facilities.

Corridor Designations

- Scenic Byway - Silver Thread

What we heard about the Corridor

- 36 comments:
- Desire for better road conditions
- Desire for more bicyclist safety
- Safety concerns (wildlife)



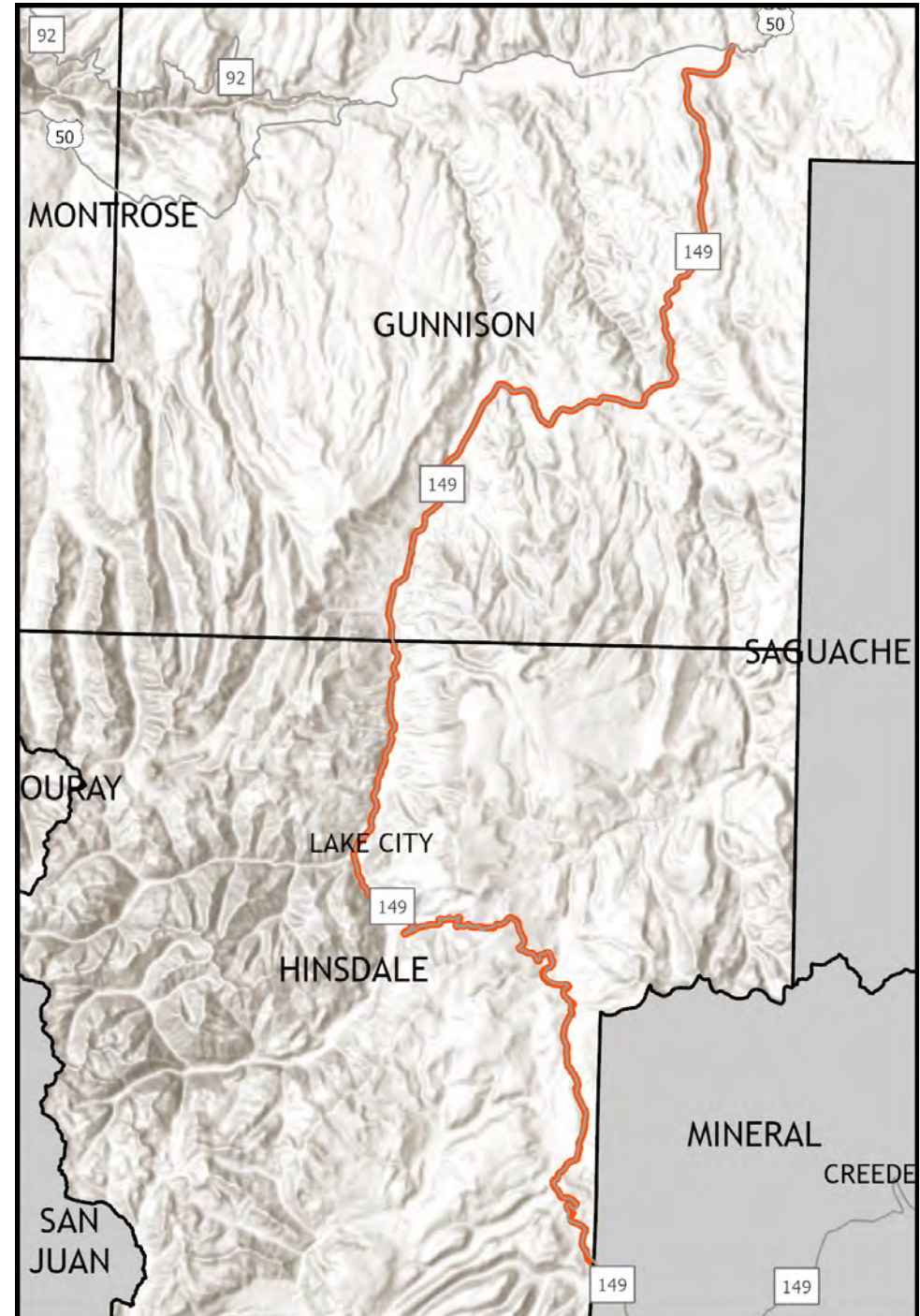


Key Data Findings: State Highway 149: From US 160 north to US 50 west of Gunnison (PGV7014)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population and Low-income Population
Safety	Nearly all of the corridor has shoulders less than 2'. Dense wildlife crashes
Asset Management	Low drivability life - three segments (around Lake City)
Bicycling Economics Pedestrian	High stress for bicycling Main street through Lake City (DOLA designated Main Street)
Resiliency	Low Redundancy Crosses and parallels 100-year flood plain
Economics	Provides access to recreational area



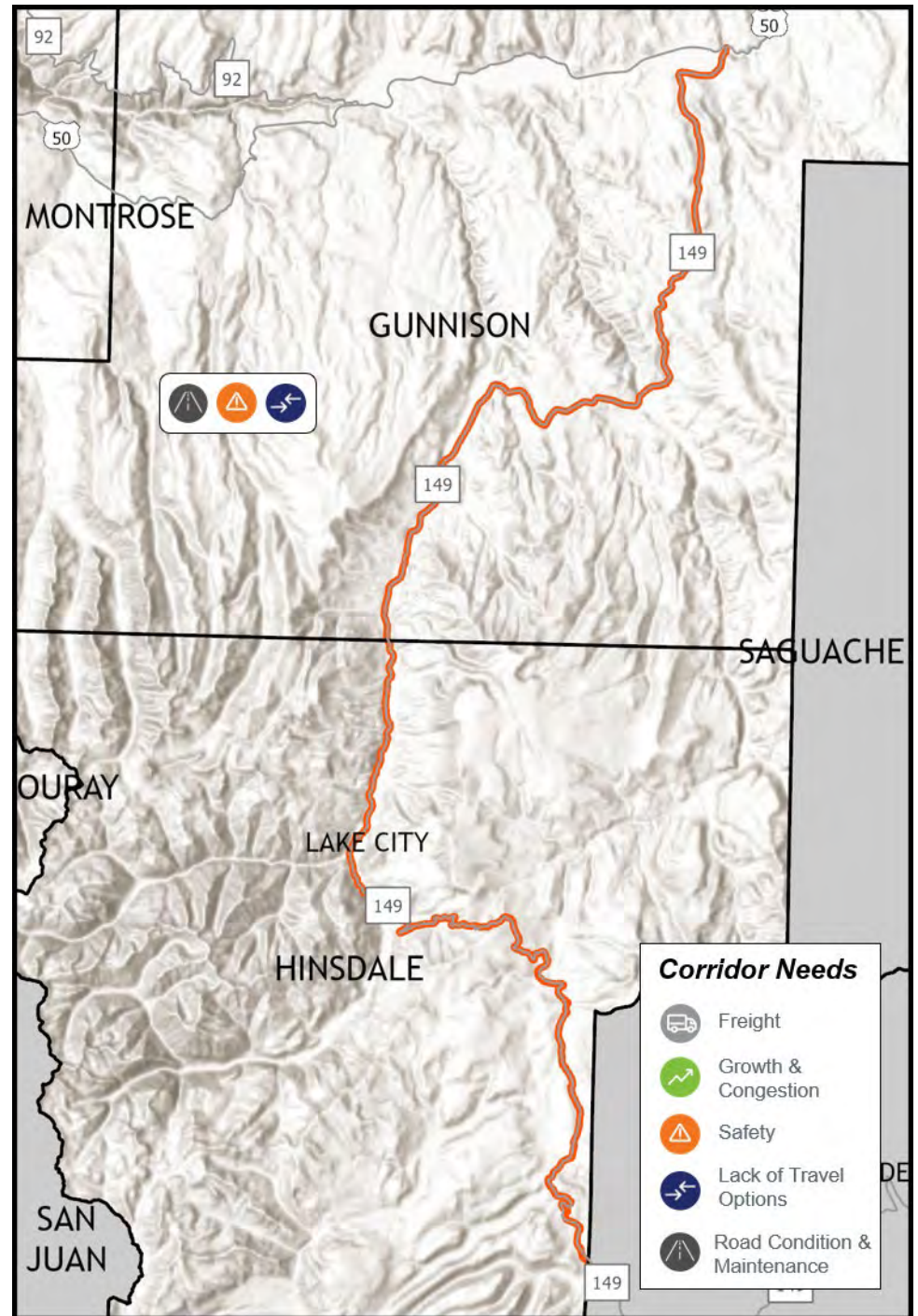


Corridor Needs: State Highway 149: From US 160 north to US 50 west of Gunnison (PGV7014)



Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian (downtown)





Corridor Projects: State Highway 149: From US 160 north to US 50 west of Gunnison (PGV7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Hinsdale County Demand Response Human Services Transportation	New Hinsdale County human services transportation.	1127				\$0.75
SH 149 from MP 70 to MP 92 north of Lake City	Rural road surface treatment	51				\$12.10
SH 149 Demand Response	New limited local demand response service 2 days per week connecting with Hinsdale County. Primary service South Fork - Creede. Possibly reduce service in winter and added service in summer. Operating cost of \$75,000 per year, requires 1 new cutaway at \$80,000	2055				\$1.55
SH 149 Safety Improvements	SH 149 safety improvements from US 50 to the Town of Lake City	2339				\$100.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 149: From US 160 north to US 50 west of Gunnison (PGV7014)



Asset Management

- SH 149 from MP 70 to MP 92 north of Lake City



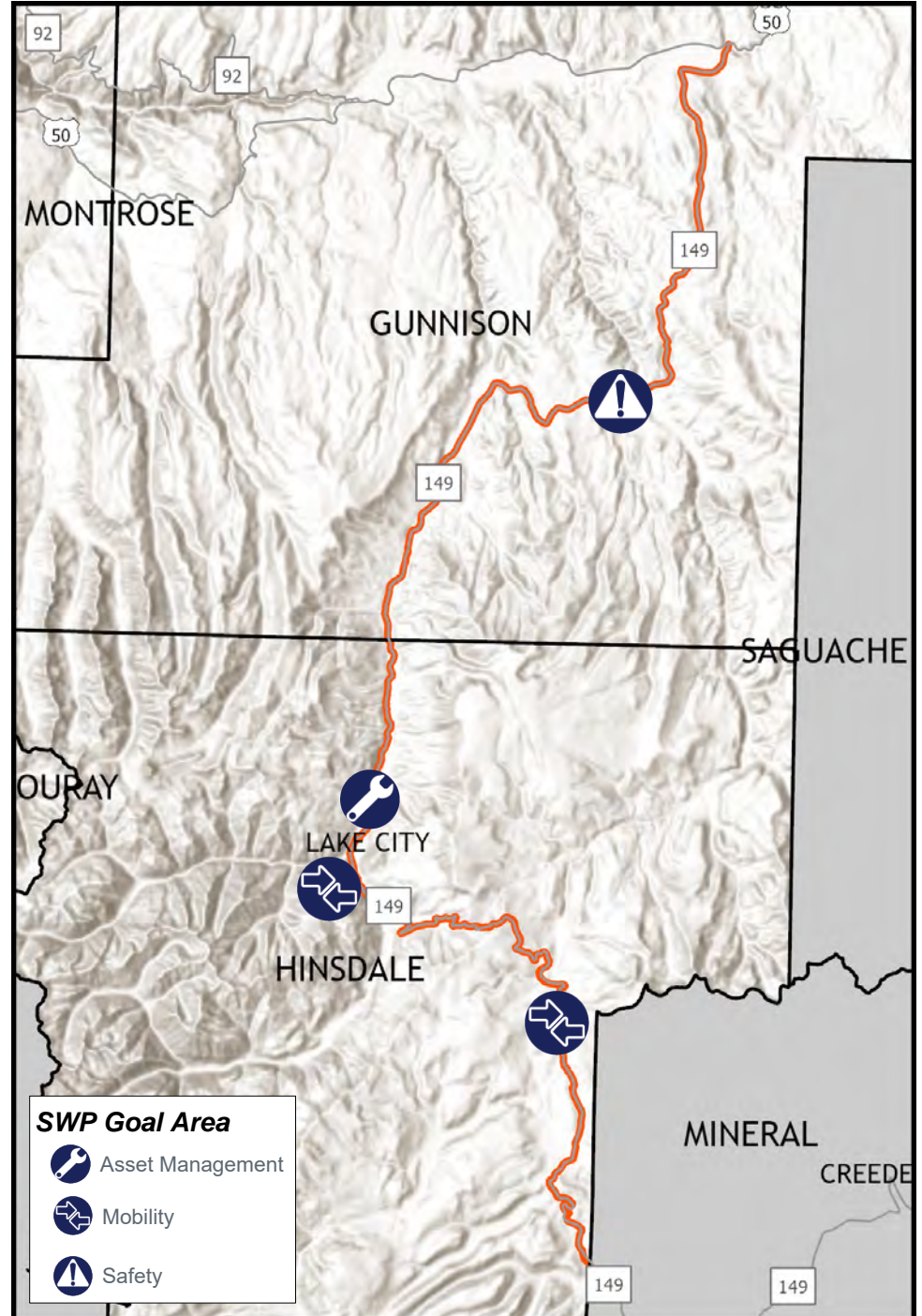
Mobility

- New Hinsdale County Demand Response Human Services Transportation
- SH 149 Demand Response



Safety

- SH 149 Safety Improvements





State Highway 347: From US 50 to the Black Canyon (PGV7016)

Corridor Name

State Highway 347: From US 50 to the Black Canyon

Corridor Vision

The vision for the SH 347 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a multi-modal local facility between US 50 and the Black Canyon of the Gunnison National Park. The communities along the corridor value transportation choices, safety, and system preservation. The local economy depends 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.

Corridor Designations

- None

What we heard about the Corridor

- 1 comment:
- Desire for more bicyclist safety

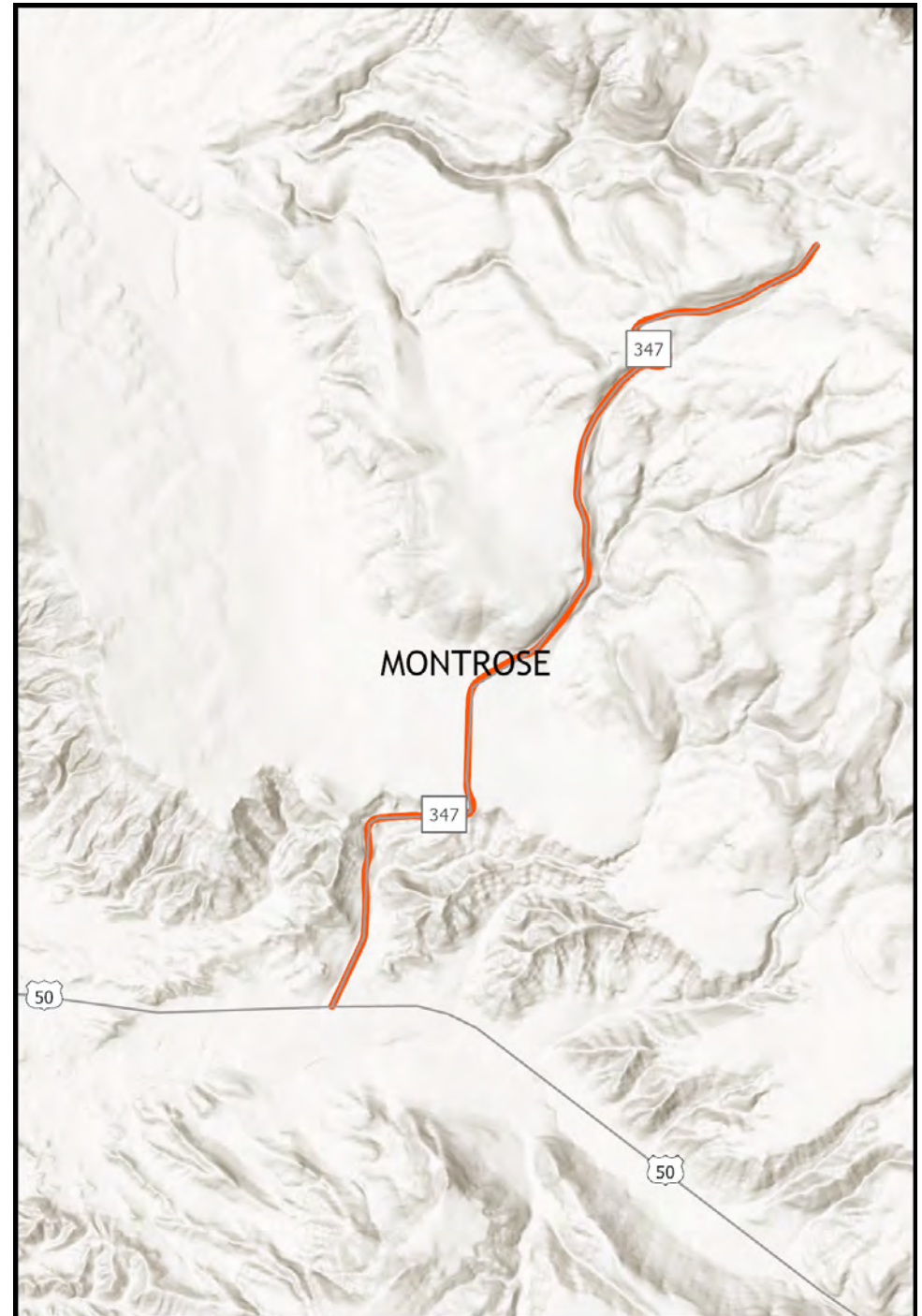




Key Data Findings: State Highway 347: From US 50 to the Black Canyon (PGV7016)

Key Data Findings:

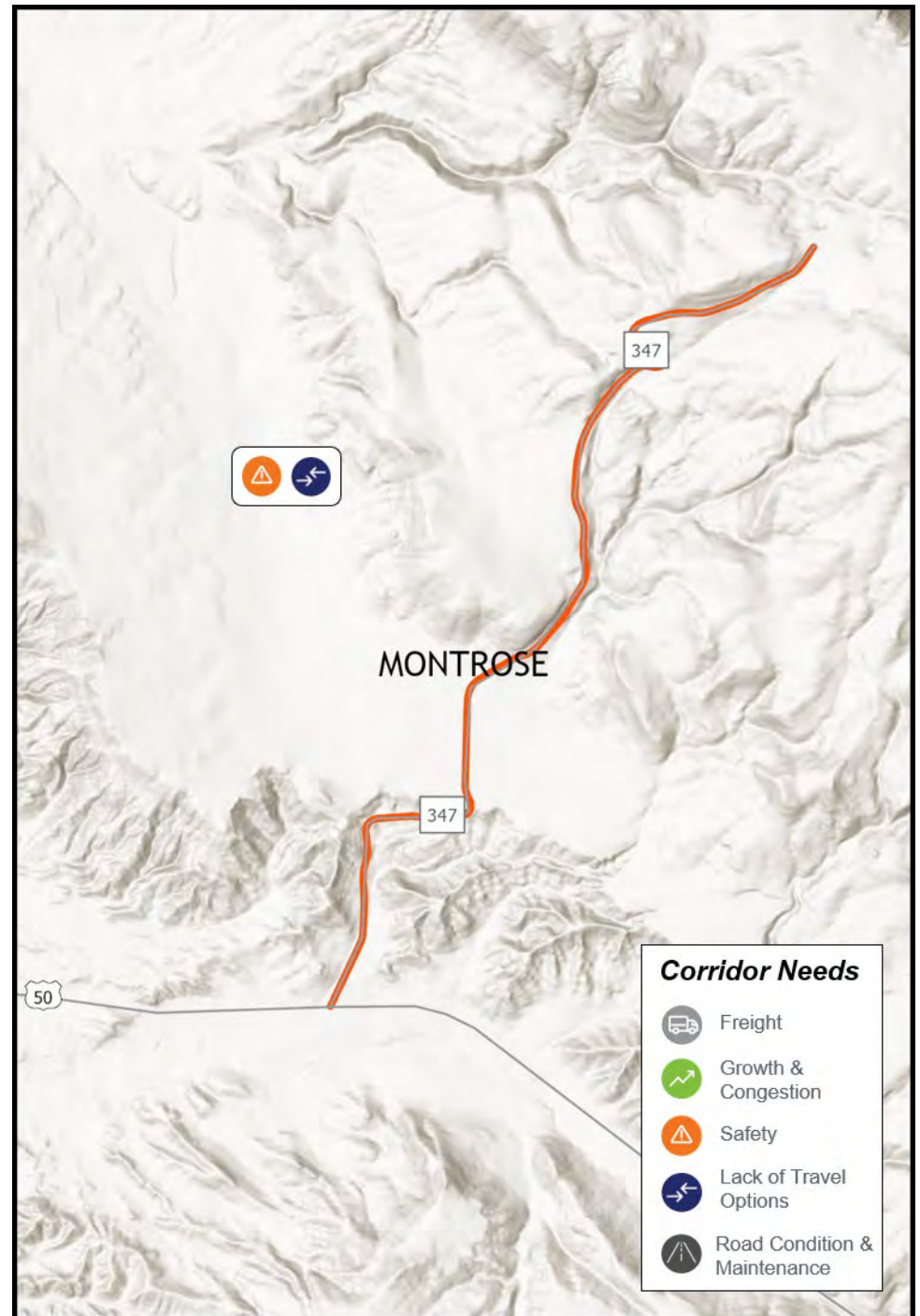
Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population and Low-income Population
Safety	Nearly all corridor has shoulders less than 2'
Bicycling	High stress for bicycling
Resiliency	Low Redundancy
Environment Economics	Provides access to recreational area (Black Canyon of the Gunnison National Park)





Corridor Needs

- △ Eliminate shoulder deficiencies
- ↔ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 347: From US 50 to the Black Canyon (PGV7016)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this goal area	-	-	-	-	-	-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



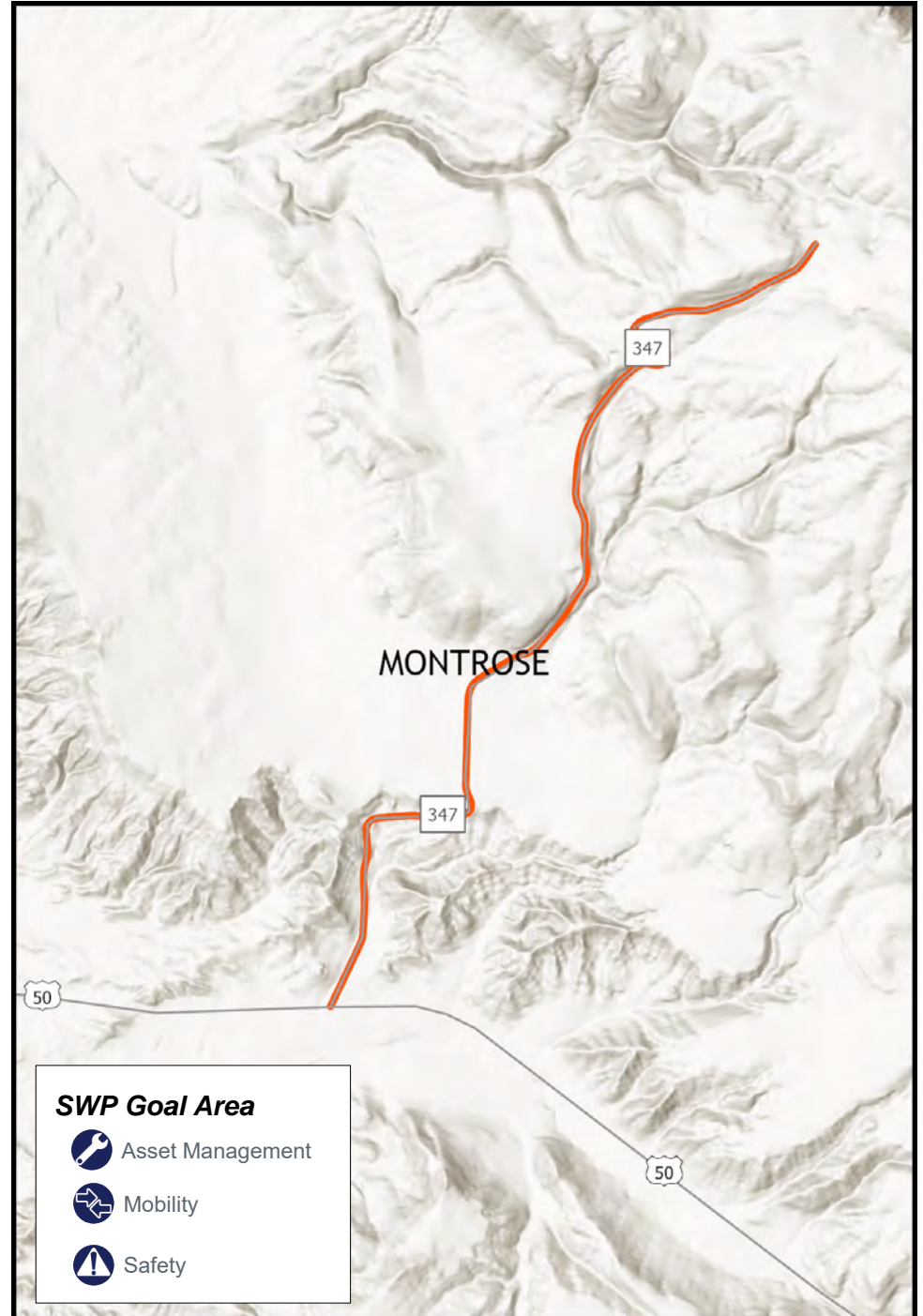
Mobility

- No projects have been identified for this goal area



Safety

- No projects have been identified for this goal area





State Highway 348: Between Olathe and Delta (PGV7017)

Corridor Name

State Highway 348: Between Olathe and Delta

Corridor Vision

The vision for the SH 348 corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a multi-modal local facility between Olathe and Delta. The communities along the corridor value safety and system preservation. The local economy depends on agriculture and freight movement connections to the regional transportation network. 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.

Corridor Designations

- None

What we heard about the Corridor

- 2 comments:
- Safety concerns (shoulders)



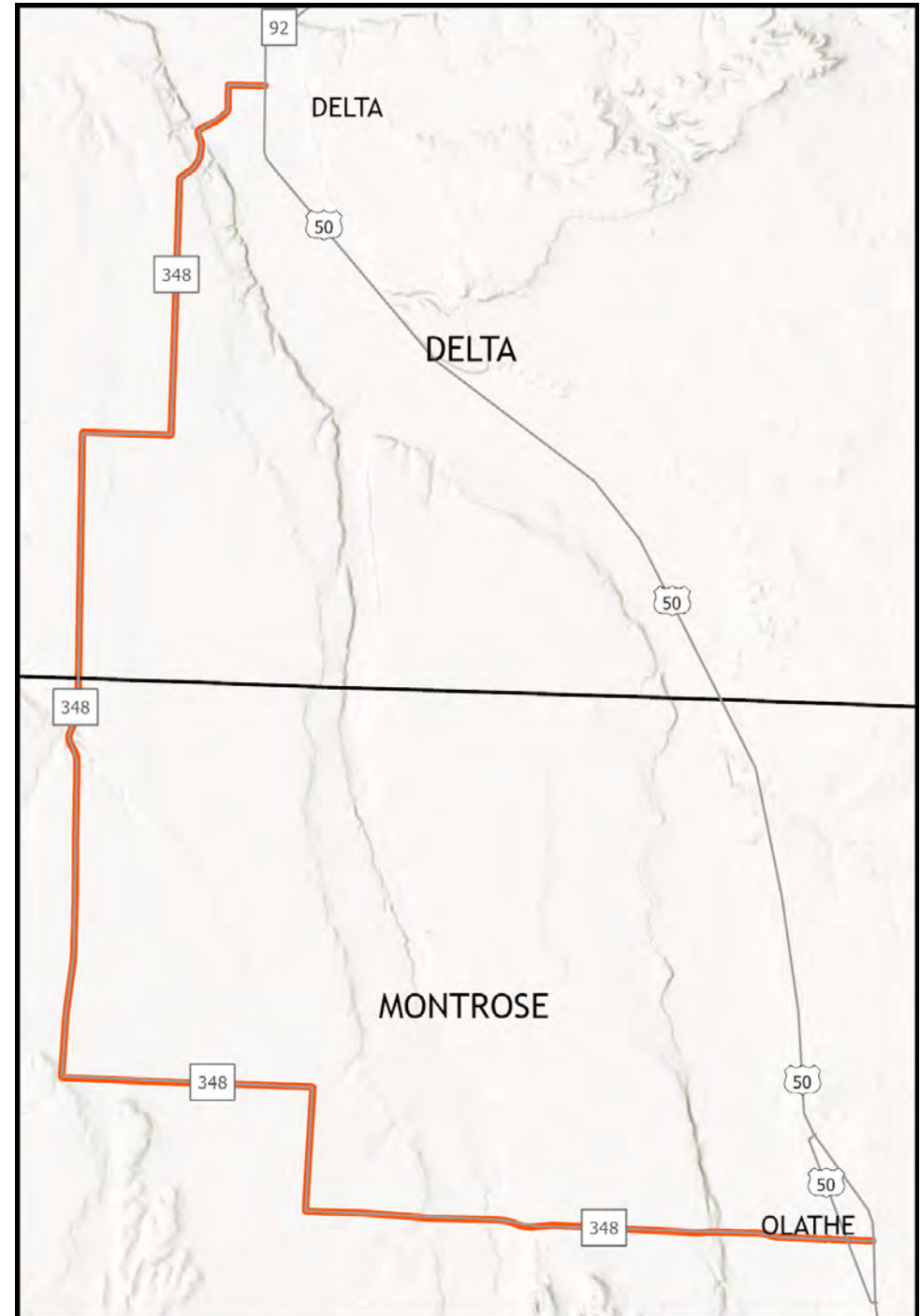


Key Data Findings: State Highway 348: Between Olathe and Delta (PGV7017)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population, Low-income Population, and Minority Population
<i>Safety</i>	Nearly all corridor has shoulders less than 2'
<i>Bicycle Pedestrian Economics</i>	High stress for bicycling. Main street through Olathe
<i>Resiliency</i>	Low Redundancy. Crosses 100-year flood plain
<i>Freight Economics</i>	Agricultural corridor

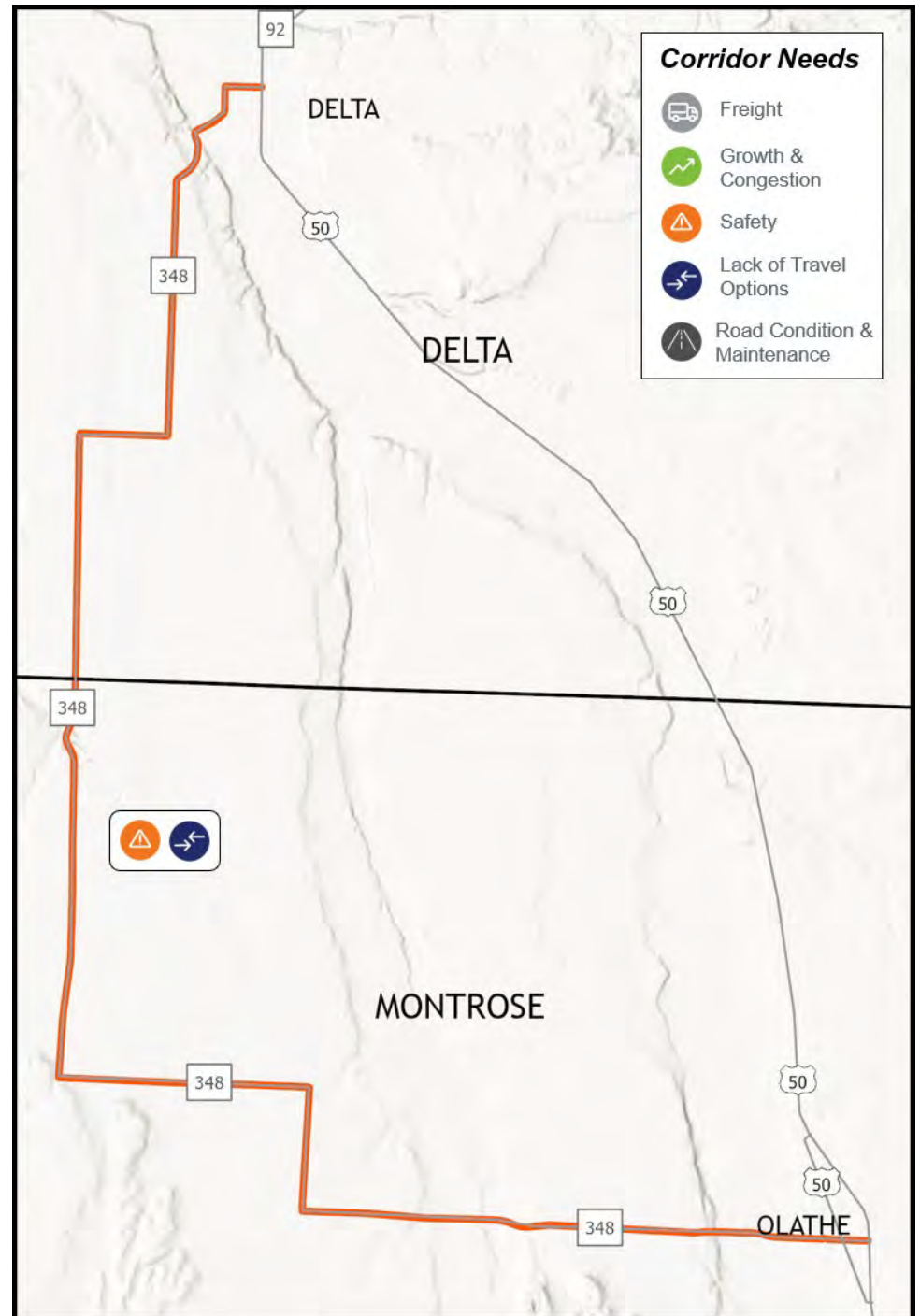




Corridor Needs: State Highway 348: Between Olathe and Delta (PGV7017)

Corridor Needs

- △ Eliminate shoulder deficiencies
- ↔ Accommodate travel needs of vulnerable populations
- ↔ Enhance walkability in areas with high pedestrian (downtown)





Corridor Projects: State Highway 348: Between Olathe and Delta (PGV7017)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Traffic signal SH 348 and Conf Drive (bypass)	-	2428				-
SH 348 Olathe	Rural road surface treatment	2664				\$0.80
SH 348 West of Olathe	Rural road surface treatment	2665				\$1.77

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 348 Olathe
- SH 348 West of Olathe



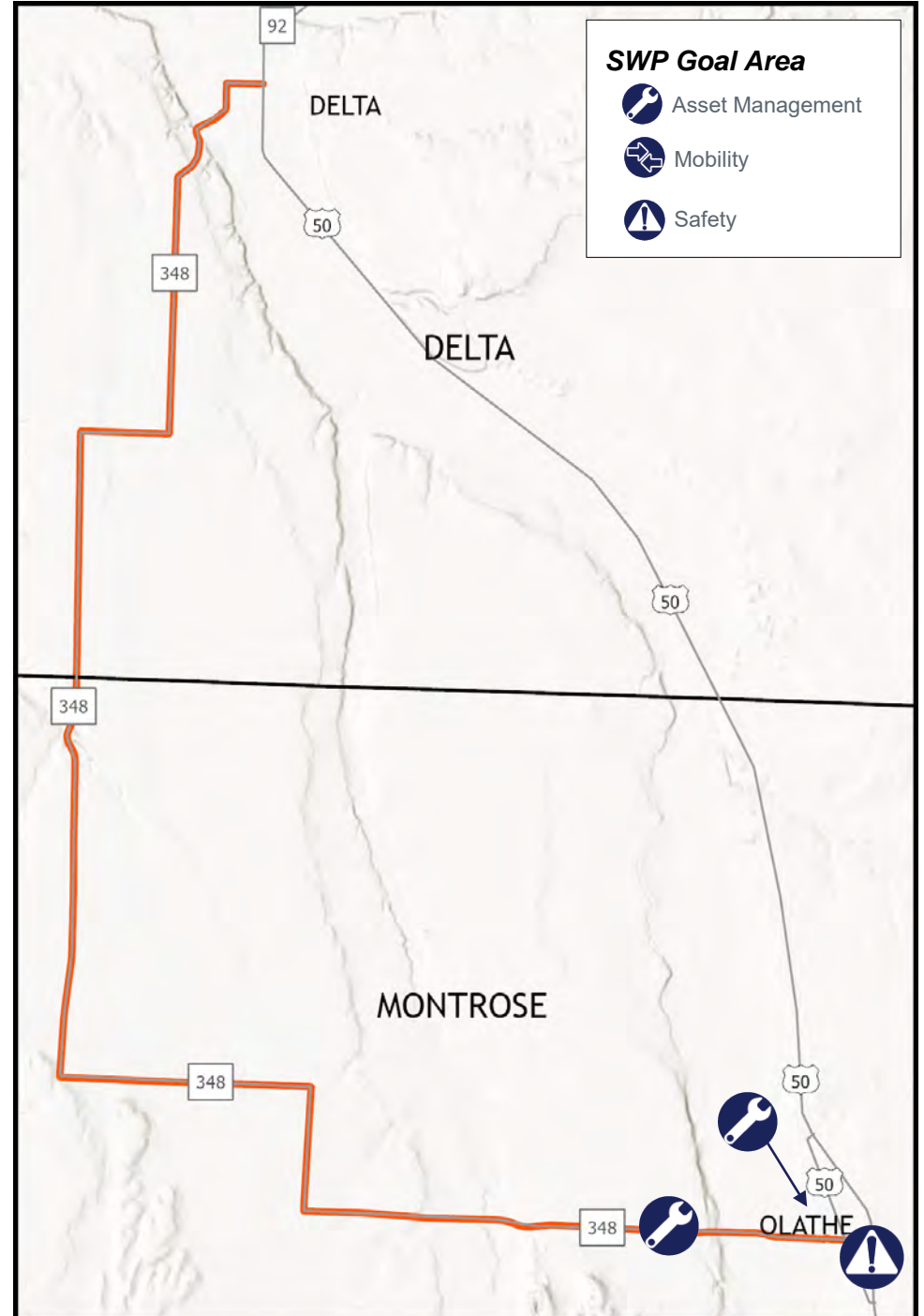
Mobility

- See project: Traffic signal SH 348 and Conf Drive (bypass)



Safety

- Traffic signal SH 348 and Conf Drive (bypass)





US Highway 550: Between Durango and Montrose (PGV7018)

Corridor Name

US Highway 550: Between Durango and Montrose

Corridor Vision

The vision for the US 550 corridor is primarily to improve mobility as well as to maintain system quality and to increase safety.

Corridor Description

This corridor provides a direct connection between Montrose, Ridgway, Ouray, and Durango and also access to Telluride via SH 62/SH 145. The communities along the corridor value transportation choices, connections to other areas, safety, and system preservation. The local economy depends on tourism, agriculture, access to public lands, energy development, and freight movements along 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. Important wildlife linkages exist for elk, deer, big horn sheep, and mountain lion along the corridor between Montrose and Ridgway. 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.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R3-4)
- Scenic Byway - San Juan Skyway (Ridgway to San Juan County Line)

What we heard about the Corridor

- 93 comments:
- Desire for safer road (33 comments, center lane dangerous, passing lanes, shoulders, guard rails, bike/ped connectivity)
- Desire for better road conditions
- Desire for wildlife mitigation
- Desire for shoulders and passing lanes
- Desire for better bike/ped connectivity
- Desire for more bus/transit

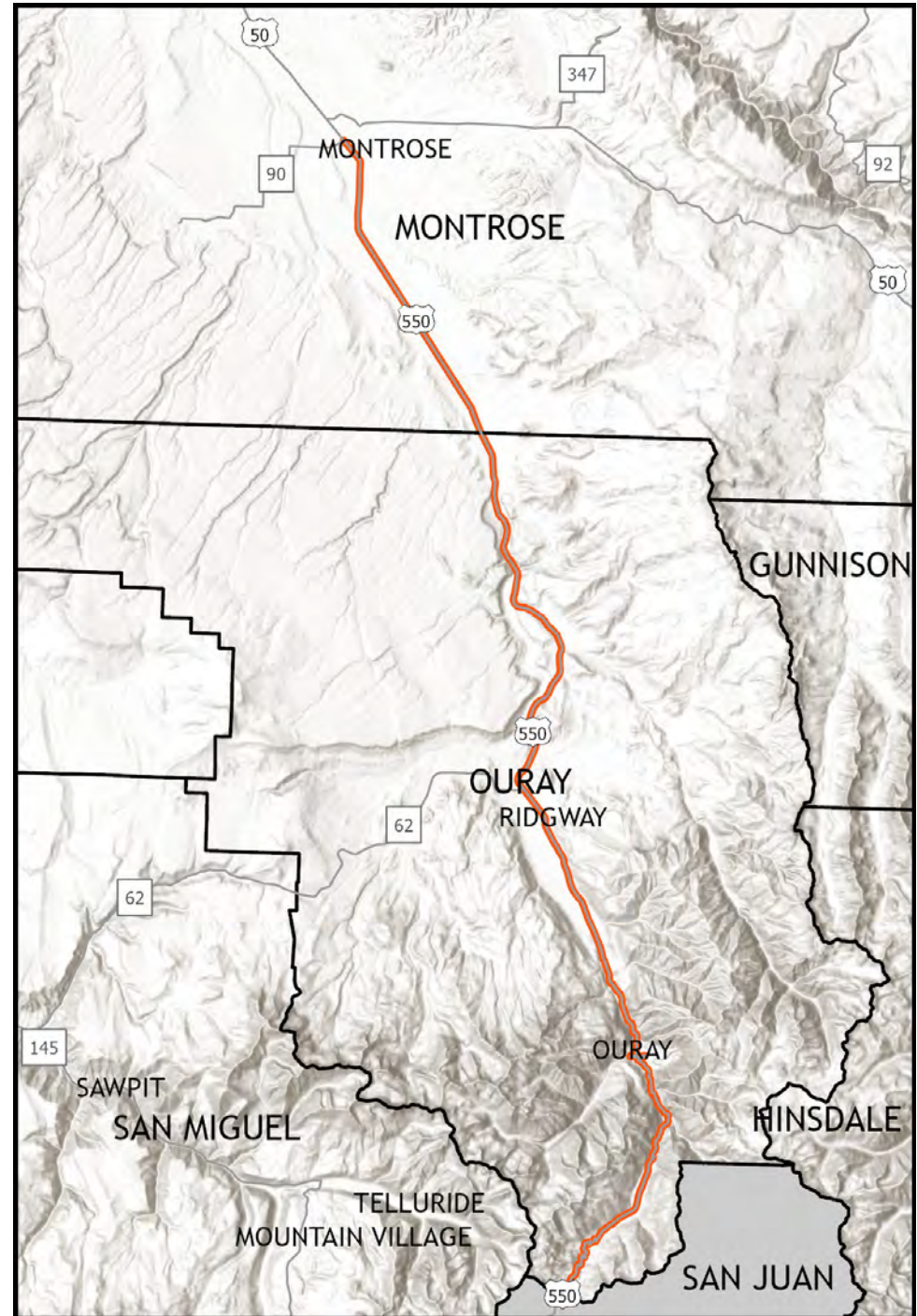




Key Data Findings: US Highway 550: Between Durango and Montrose (PGV7018)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of: Aging Population (65+), Disabled Population, Low-income, and Minority Population
Growth	Moderate congestion South of Montrose to Colona (2030, 2045). Moderate to High congestion on short segment South of Montrose (2030, 2045)
Safety Freight	Six segments of the corridor have shoulders less than 2'. Three segments of the corridor have elevated crash patterns (Pandora, Ouray and Colona) (LOSS 3 or 4). Dense wildlife crashes
Asset Management Freight	Low drivability life - three segments (main segment south of Ridgway)
Transit Pedestrian	Bustang Outrider operates on corridor (Ridgway to Montrose). Local transit operates on corridor
Bicycling Pedestrian Economics	High bicycle activity south of Ridgway. High stress for bicycling. Main street through Montrose (DOLA designated Main Street) and Ouray
Resiliency Freight	High Criticality. Low Redundancy. Large avalanche path area (Ouray to Southwest TPR)
Economics	High concentration of jobs in Montrose. Provides access to recreational area

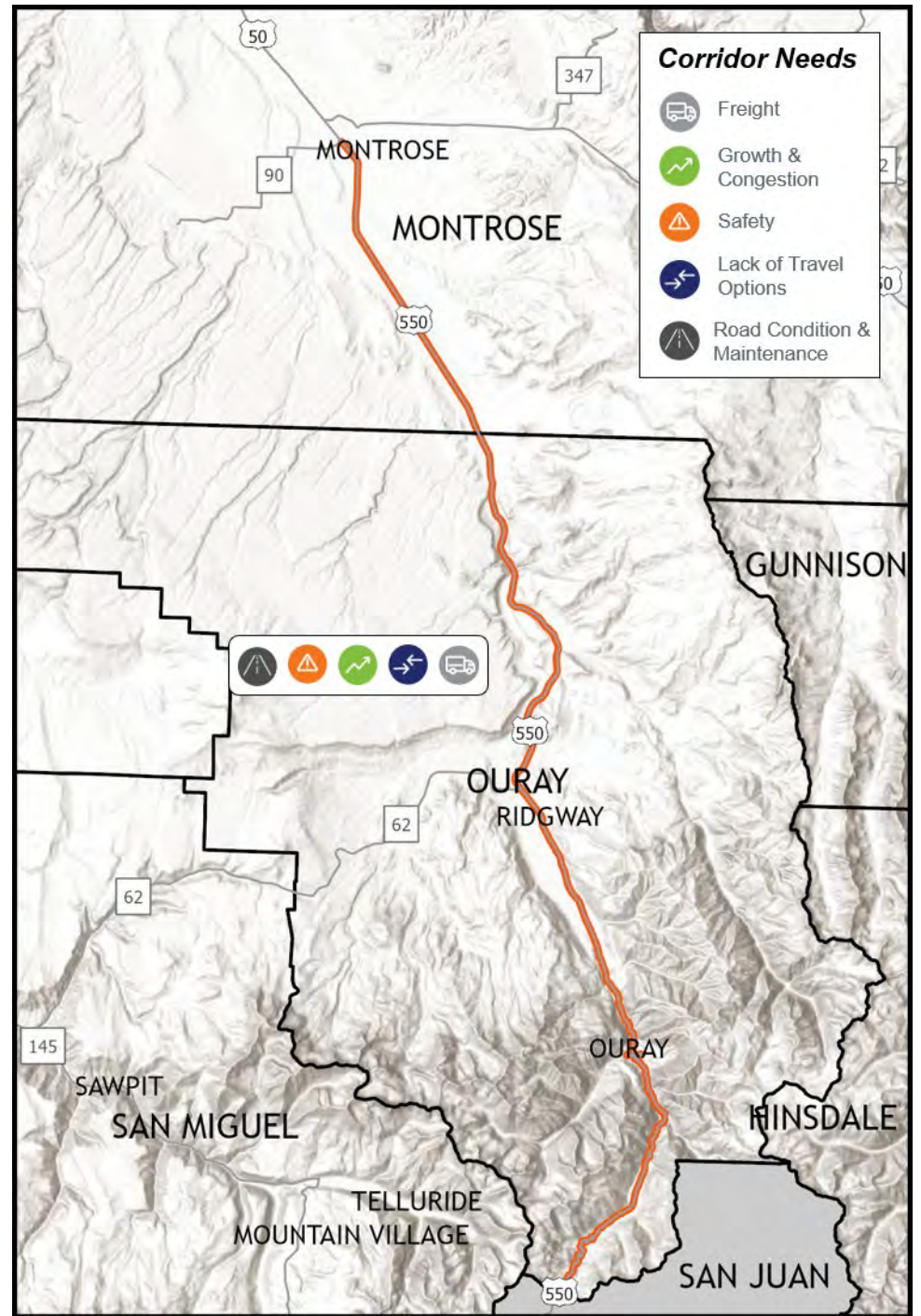




Corridor Needs: US Highway 550: Between Durango and Montrose (PGV7018)

Corridor Needs

- ⚠ Address unsafe passing conditions
- ⚠ Address safety concerns
- ⚠ Address pavement condition where drivability life is poor
- 📈 Address increasing congestion to improve access to jobs, recreation, and tourist destinations
- ⚠ Eliminate shoulder deficiencies
- ⚠ Mitigate risk associated with natural disasters (avalanche)
- ⚠ Mitigate elevated crash patterns (including wildlife crashes)
- 🚛 Improve travel conditions for trucks and heavy vehicles
- ↔ Provide additional travel options
- ↔ Accommodate travel needs of vulnerable populations
- ↔ Improve bicycle accommodation
- ↔ Enhance walkability in areas with high pedestrian (downtown)





Corridor Projects: US Highway 550: Between Durango and Montrose (PGV7018) (Part 1/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50 and US 550	-	1026				-
Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)	Outrider bus service between Grand Junction and Telluride. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1027				\$2.75
New Regional Transit Service between Montrose and Telluride	New Montrose-Telluride general public fixed-route service via US 550, CO 62, and CO 145; 2 full size buses, 7 days/week, 4 trips/day; Potential stops include Montrose, Colona, Ridgway, Placerville and Telluride.	1028				\$4.23
New Regional Transit Service between Montrose and Placerville	Regional Transit Service from Montrose to Placerville 5 days/week, 8 trips/day	1029				\$4.20
US 550 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Montrose and Silverton	1031		-		\$30.00
Montrose Park-n-Ride	Construct a Park-n-Ride in Montrose (SH 550) to replace the current IC and regional stop at the gas station; 120 spaces	1128				\$1.45

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 550: Between Durango and Montrose (PGV7018) (Part 2/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Ridgway Park-n-Ride	Construct a Park-n-Ride in Ridgway	1129				\$0.20
New Regional Ouray County Combined General Public/Human Services Transportation	New Ouray County combined general public/human services transportation; 7 days/week; 1 vehicle	1130				\$2.19
US 550 Montrose to Ouray County Line Safety Improvements	This project addresses deficiencies on US 550 between Montrose and Colona. Improvements include a new passing lane, turning lanes as county road intersections, wildlife fencing, new signing, and roadway striping.	32				\$17.00
US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	1132				\$6.93

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 550: Between Durango and Montrose (PGV7018) (Part 3/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	This project will improve three miles of the shoulders along US 550 between the Uncompahgre River and Colona at Billy Creek. An animal underpass will be constructed, as well as deer fencing and animal escape ramps.	1133				\$30.57
Pedestrian Safety	Montrose County - Pedestrian Detectors (intersection)	1134				-
Lots of head on collisions	Ouray County - Forward Collision Warning (FCW)	1135		-		-
US 550 and CR 24 Intersection Improvements	Widening and restripe for turn lane onto CR 24. ROW	1471		-		\$0.33
US 550 Pacochupuk South Roadway Mobility and Safety Improvements	Current Scope: Overlay, restriping access improvements, centerline rumble strips, existing shouldering. Minor widening, passing lanes, and wildlife improvements are funding dependent. Current Status: Design for shelf. May be combined with US550 Ouray to Ridgway Resurfacing.	85				\$8.40

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

SWP Goal Area

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Asset Management
- Transit
- Safety



Corridor Projects: US Highway 550: Between Durango and Montrose (PGV7018) (Part 4/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 550 Otter Road to County Line	Add passing lanes	1486				\$6.00
US 550 Red Mountain FLAP	Intersection, cribwall and parking improvements	1487				\$4.10
Silverton Truck Parking Area (Red Mountain Pass/Molas Pass)	Increase Truck Parking	1488		-		\$1.18
Multi-modal improvements to US550/62 Intersection	-	1489				\$1.50
Completion of Uncompaghre Trail from Montrose to Ouray	-	2426				\$16.00
Overpass/underpass at CR 10 (multimodal)	-	2431				\$2.00
MP 97 Highway Widening	-	2435				-
Left turn lane at Mall Road	-	2438				-
MP 106 to MP 114.5 near Billy Creek	Rural road surface treatment	76				\$6.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 550: Between Durango and Montrose (PGV7018) (Part 1/2)



Asset Management

- US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)
- MP 106 to MP 114.5 near Billy Creek



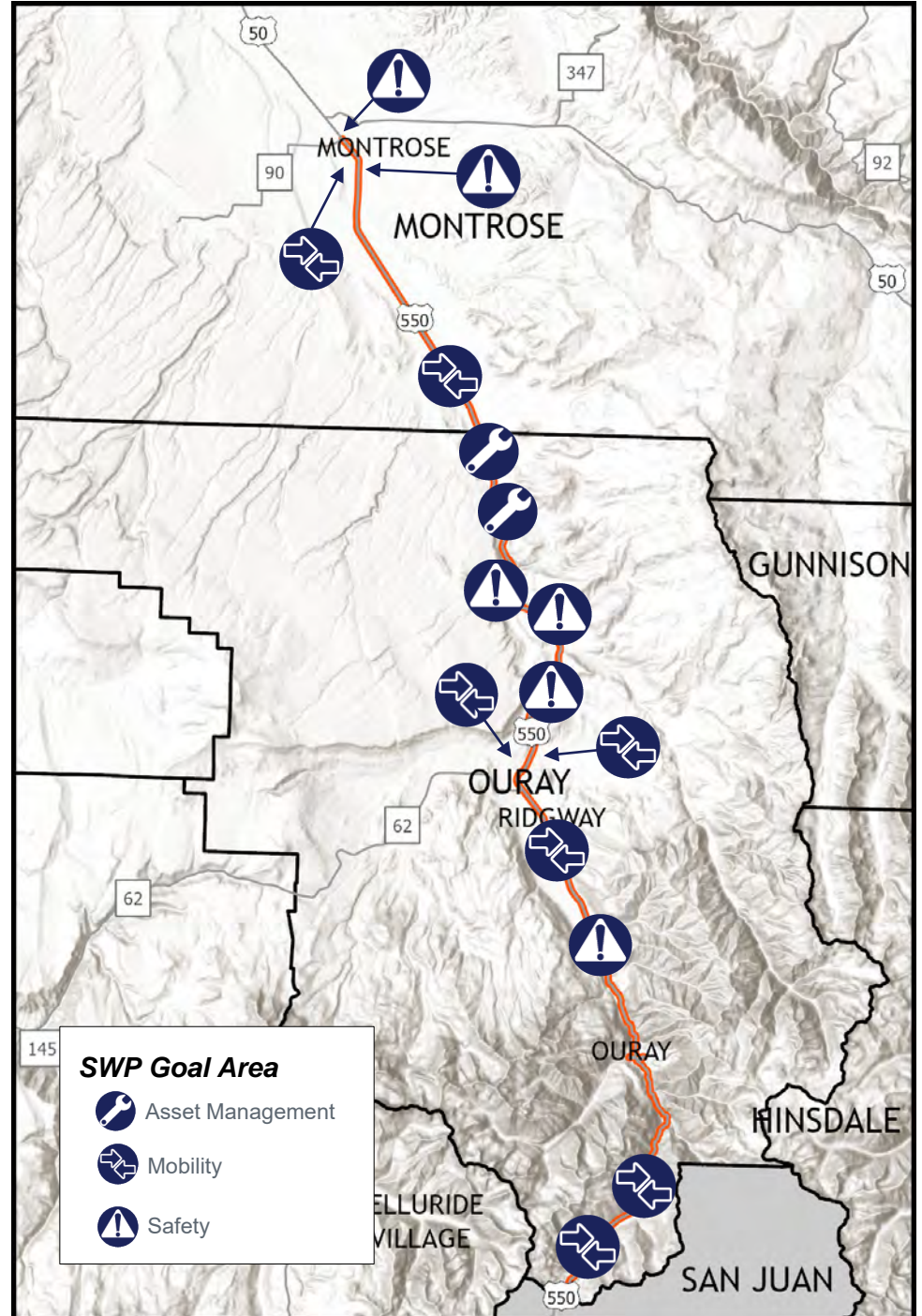
Mobility

- Essential Bus Service between Grand Junction and Telluride (Proposed Outrider Service)
- New Regional Transit Service between Montrose and Telluride
- New Regional Transit Service between Montrose and Placerville
- Montrose Park-n-Ride
- Ridgway Park-n-Ride
- New Regional Ouray County Combined General Public/Human Services Transportation
- Lots of head on collisions



Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50 and US 550
- US 550 Montrose to Ouray County Line Safety Improvements
- US 550: Ridgway to Ouray Shoulder Widening
- Pedestrian Safety
- US 550 and CR24 Intersection Improvements
- US 550 Pacochupuk Project





Asset Management

- See the Previous page



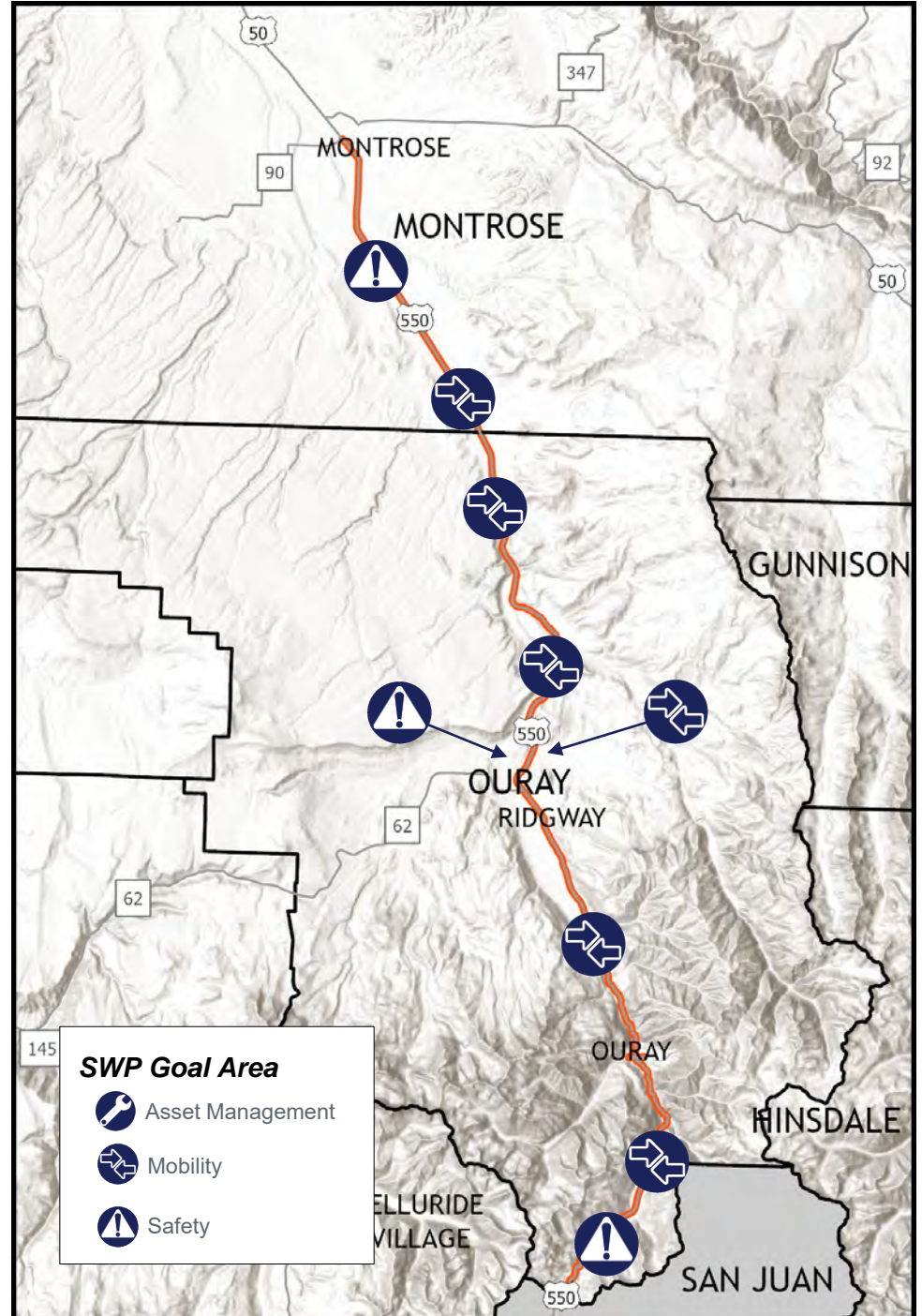
Mobility

- Silverton Truck Parking Area (Red Mountain Pass/Molas Pass)
- Completion of Uncompaghre Trail from Montrose to Ouray
- Overpass/underpass at CR 10 (multimodal)
- MP 97 Highway Widening
- Left turn lane at Mall Road
- US 550 Intelligent Transportation Systems Infrastructure



Safety

- US 550 Otter Road to County Line
- US 550 Red Mountain FLAP
- Multi-modal improvements to US 550/62 Intersection





Non-Corridor Specific Projects

Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
FY 19 and 20 Chain Station Improvements	Chain Station improvements to provide adequate lighting and space for trucks to pull over and for drivers to chain up safely including LED lighting, signing and striping, VMS signs, and paving as needed.	1025			 	\$4.50
GVTPR Shoulder Impv	Shoulder Improvements on rural highways throughout the Gunnison Valley TPR	1484				\$13.60
Region 5 Shoulder Study (GVTPR)	Region will hire independent consultant to identify the best location for limited shouldering funds.	1490				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- See corridor projects



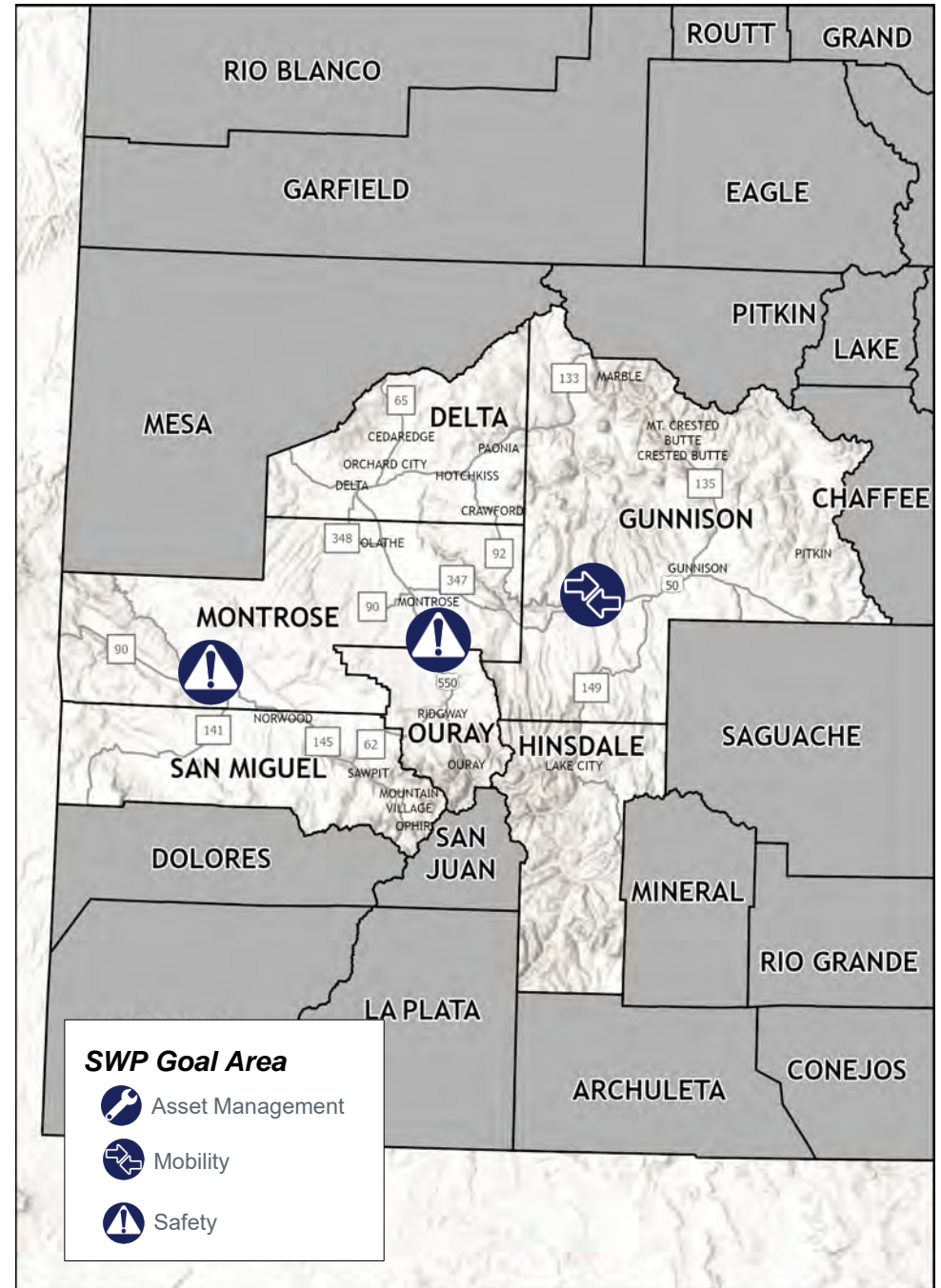
Mobility

- GVTPR Shoulder Impv



Safety

- FY 19 and 20 Chain Station Improvements
- Region 5 Shoulder Study (GVTPR)





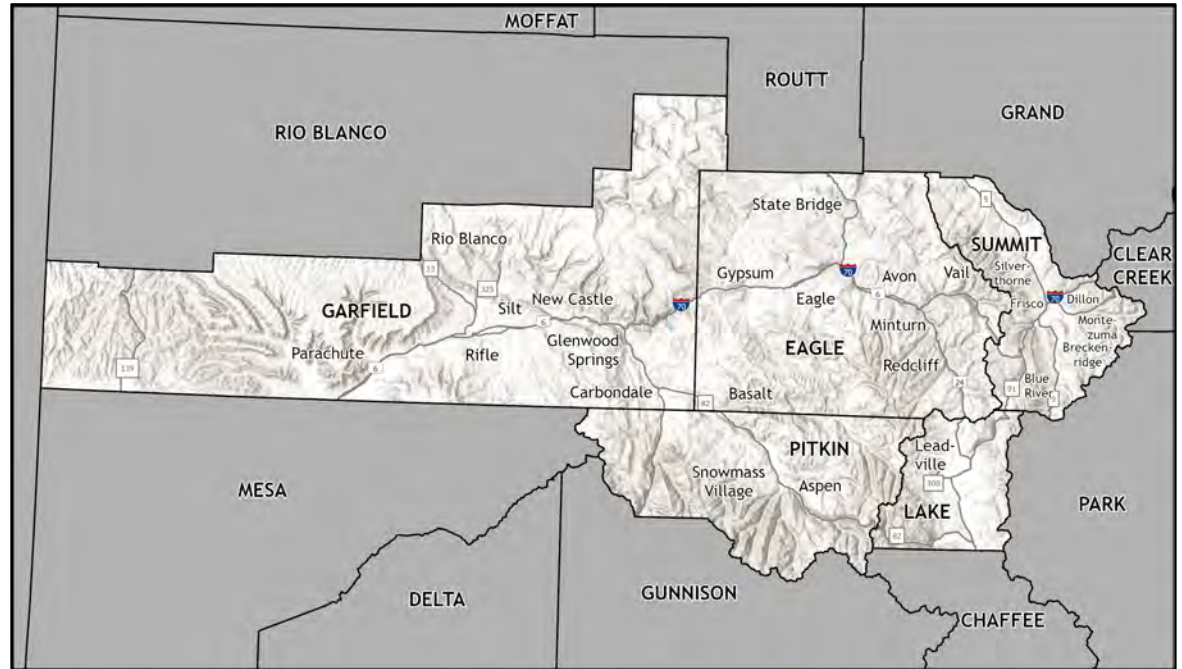
Intermountain TPR Corridor Profiles - Final

CDOT Region 3

Counties:

Eagle, Garfield, Lake, Pitkin, Summit

“The vision for the Intermountain TPR is to be a region composed of physically distinct, unique, diverse communities interconnected by an integrated transit and multimodal transportation network that offers access and connectivity and promotes preservation of the unique character of each community through open-space buffering, while providing economic, cultural, environmental, and outdoor recreational benefits.”



Non-Corridor Specific Needs

- Provide additional travel options
- Address environmental impacts
- Accommodate travel needs of vulnerable populations
- Integrate technologies (EV, CNG, Hydrogen, ITS, Communication)

* Corridor needs are listed in order of importance based on TPR and public feedback

What We've Heard about the Intermountain TPR

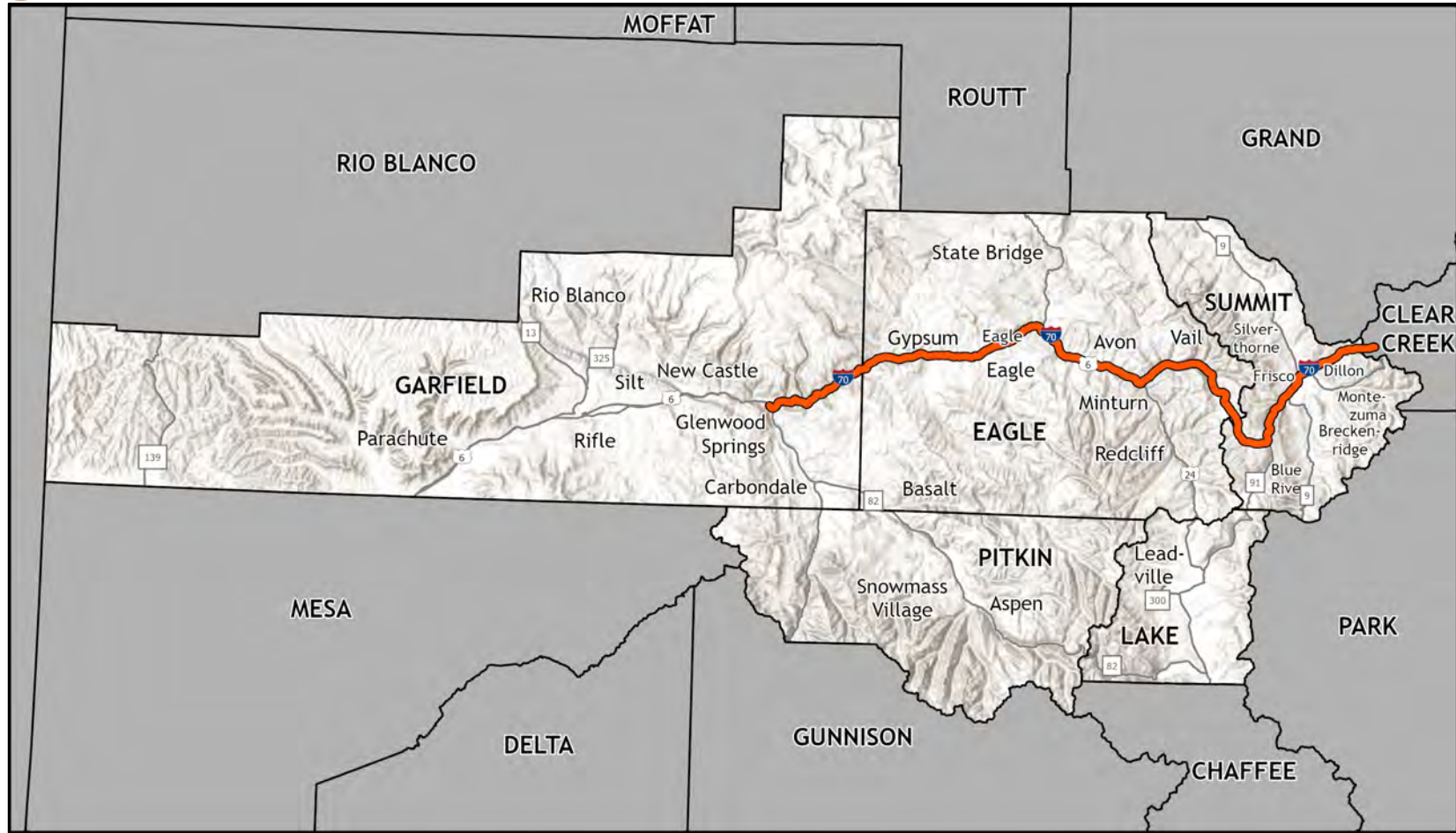
- 2,179 public and stakeholder comments specifically about the IM TPR
- 306 surveys completed by residents with a zip code in the Intermountain TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" public survey respondents in the IM TPR, combined with stakeholder input selected: Road Condition and Safety, Lack of Travel Options, Growth and Congestion
- The highest frequency topics for location-specific comments in the Intermountain TPR (in order of frequency) include: Safety, Road Condition, Bus service/ Transit, Congestion, Passenger Rail, Bike/Ped Connectivity, Pedestrian Access, Incident Management (weather, floods, rockslides), Trucking/ Freight

Key Data Findings:

Demographics	2015 Population: 165,218 2045 Forecasted Population: 249,347
Economics	2015 Jobs: 122,363 2045 Forecasted Jobs: 179,820
Economics	Top Industries: Tourism and Outdoor Recreation, Health and Wellness
Growth	2015 Vehicle Miles of Travel (VMT): 5.2 Million 2045 Vehicle Miles of Travel (VMT): 9.5 Million
Asset Management	65 Miles of highway with high drivability life 395 Miles of highway with moderate drivability life 75 Miles of highway with low drivability life



Interstate 70: I-70: Glenwood Springs to Eisenhower Tunnel (MM 116 -MM 216 (end of tunnel/Loveland Pass Road))(PIM7001A)



Corridor Name

Interstate 70/State Highway 6: I-70
Glenwood Springs to Eisenhower Tunnel

Corridor Vision

The Vision for the I-70 corridor between Glenwood Springs to the Eisenhower Tunnel is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

This corridor serves as a multimodal interstate facility connecting to places outside the region and making east-west connections within the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor.

Corridor Designations

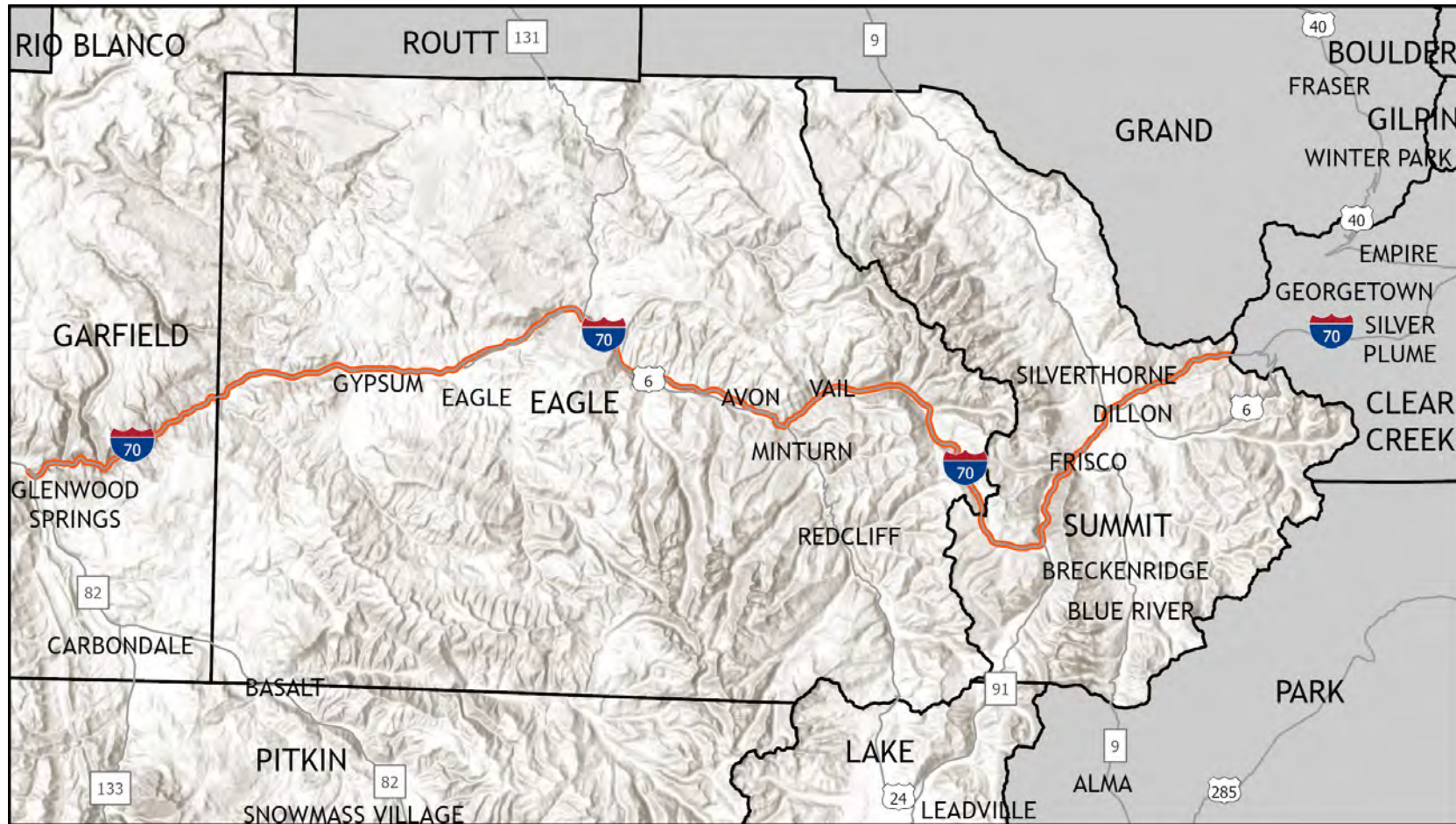
- National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor R3-7
- Tier 1 CNG, EV and Hydrogen Corridor

What we heard about the Corridor

- 557 comments relating to the I-70/SH6 corridor
- Pavement condition is poor
- Frustration with lack of maintenance
- Desire for passenger rail
- Frustration with congestion
- Desire for transit improvements
- Concerns about safety
- Desire improvements for freight and truck movement
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Concerns for safety due to wildlife management
- Address environmental impacts (air quality)



Key Data Findings: Interstate 70: I-70: Glenwood Springs to Eisenhower Tunnel (MM 116 -MM 216 (end of tunnel/Loveland Pass Road))(PIM7001A)



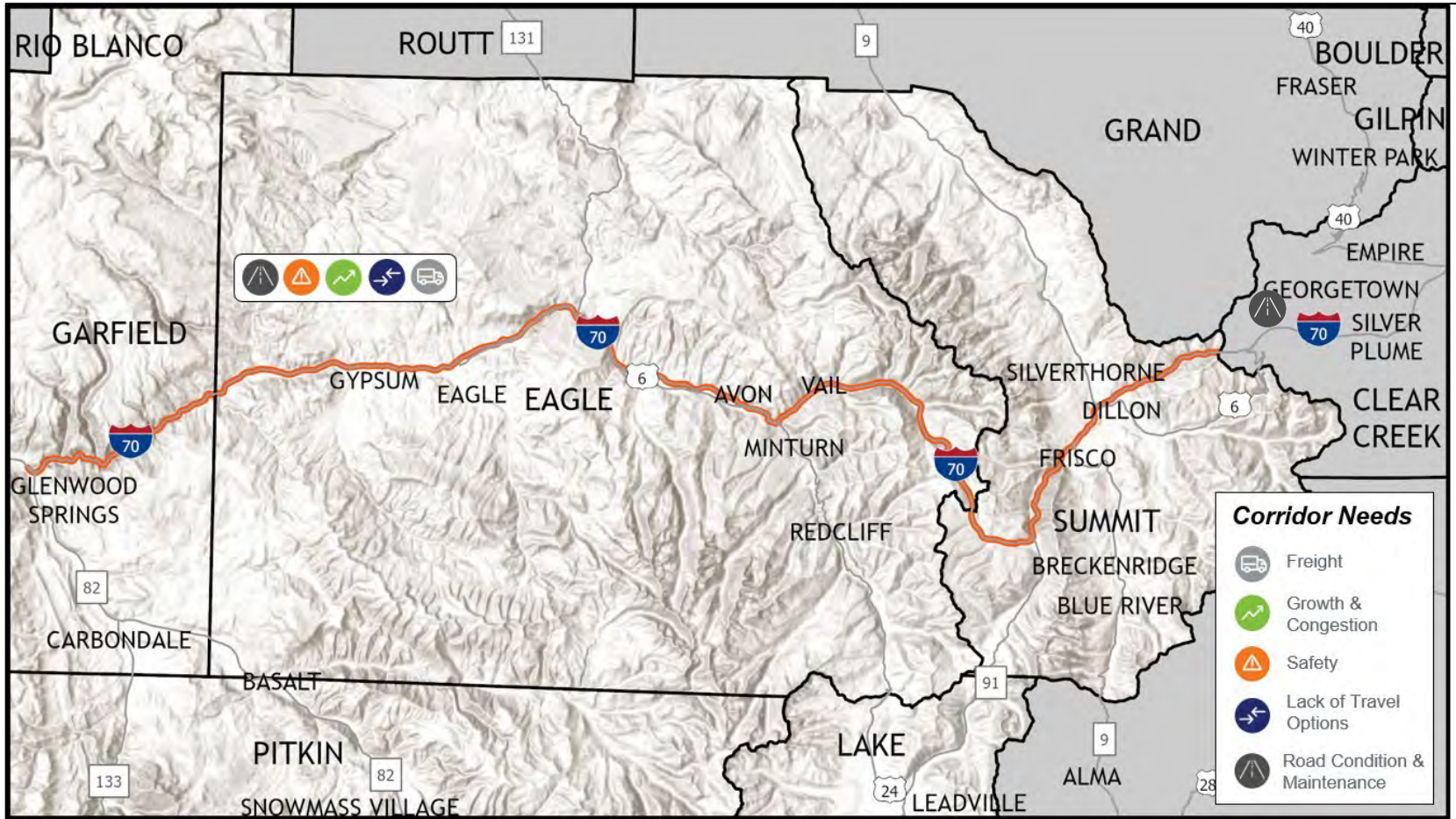
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population
Growth	Moderate congestion near Avon (2030, 2045)
Safety	Elevated crash patterns (LOSS 3 or 4)
Freight Safety	Several segments with shoulders <2'; Dense wildlife crashes; Hazmat route
Freight Asset Management	12 bridges in poor condition
Bicycling	Very high bicycle activity and high stress most of corridor

Mobility Hub Transit Pedestrian	Bustang West Line operates on corridor - stops in Eagle and Vail; Greyhound operates on corridor Eagle County Transit; Vail Transit; Roaring Fork Transportation Authority; Summit Stage; and Avon & Beaver Creek Transit operate near/or on corridor
Pedestrian Economics	Main Street through Keystone
Freight Resiliency	Low redundancy- Glenwood Springs to Gypsum, Avon to SH 91; High criticality; Parallels 100-year floodplain; Avalanche path near Vail and Frisco
Economics	High concentration of jobs along corridor Provides access to recreational area Eagle County Regional Airport



Corridor Needs: Interstate 70: I-70: Glenwood Springs to Eisenhower Tunnel (MM 116 -MM 216 (end of tunnel/Loveland Pass Road))(PIM7001A)



Corridor Needs

- Address bridges in poor condition
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Mitigate risk associated with natural disasters (floodplain, avalanche, rockfalls)
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Improve travel conditions for trucks and heavy vehicles
- Address environmental impacts (air quality)
- Increase connectivity and improve reliability to intermodal facility (airport)
- Accommodate travel needs of vulnerable populations
- Integrate technologies (EV, CNG, Hydrogen, ITS, Communication)
- Eliminate shoulder deficiencies for safety, freight, and bicycles
- Address pavement condition where drivability life is poor



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 1/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Craig and Frisco (Proposed Outrider Service)	Outrider bus service between Craig and Frisco. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1032				\$3.06
Avon Transit Bus Shelters	Construct nine bus shelters	1136				\$0.27
Beaver Creek Boulevard Bus Pullouts	Construct and extend three bus pullouts on West Beaver Creek Boulevard	1137				\$0.15
Avon Transit Bus Pullouts	Construct five new bus pullouts to support two-way operations	1138				\$0.25
Avon Transit Regional Transportation Center Electric Charging	Install electric charging station at Avon Regional Transportation Center (24 Stations)	1139				\$0.50
Avon Transit Fleet Electrification	Convert nine diesel buses to electric buses	1140				\$7.20
Eagle County Lake Creek Apartments Multi-use Transit Center	Improve the existing Lake Creek Apartments stop with a new shelter, restrooms, improved bus turnaround, electric charging infrastructure and meeting/multi-functional space	1142				\$7.00
Gypsum Park-n-Ride	Parking lot, bus lane, and transit shelter	1143				\$0.70
Vail Transportation Center Overhead Electric Charging Infrastructure	Install overhead electric charging infrastructure on the top deck of Vail Transportation Center to allow for electric bus operations.	1144				\$0.50

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 2/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Multimodal Facility Near Dowd Junction Interchange	Develop a multimodal facility at the USFS Meadow Mountain parcel adjacent to the Dowd Junction interchange	1145				\$3.00
Glenwood Springs Electric Buses and Charging Infrastructure - Hanging Lake Service	Purchase of three electric buses and charging infrastructure for new shuttle service to Hanging Lake	1146		 		\$4.30
Vail Transit Bus Electrification	Bus upgrades	1147		 		\$6.00
Vail Transit Electric Bus Charging Infrastructure	-	1148		 		\$1.00
Eagle County Interchange Park-n-Rides/Transit Center Improvements	Park-n-Rides adjacent to I-70 at interchanges within Eagle County. Ultimate desire is for transit centers with structured lots (Gypsum, Eagle, Wolcott, Edwards, Avon, Minturn)	1149				\$5.00
Eagle County Electrification of Bus Fleets	Replace bus fleets in Eagle County with electric buses. Provide charging stations and necessary infrastructure	1150		 		\$30.00
I-70: Glenwood Canyon Critical Asset Repair	Address critical safety need by removing old deficient rail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign.	1151				\$50.00
I-70 Glenwood Canyon Critical Asset Repair Phase 2	Address critical safety need by rehabilitating the pavement with concrete and doing safety rock work	1152				\$50.00
I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	1154			 	\$14.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Aviation
- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 3/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 West: Exit 203 Interchange Improvements	This project will improve the capacity and safety of the interchange by improving the westbound ramp and I-70 bridge. It will also improve the eastbound ramps and adjacent intersection that affects the operation of this interchange.	1157				\$30.00
I-70 Auxiliary Lane East Frisco to Silverthorne	This project adds an auxiliary lane on a stretch of the eastbound I-70 corridor with a higher than average crash rate. The lane will connect interchanges with needed safety improvements, construct truck parking, and both widen and improve critical bridges in Silverthorne.	43				\$24.00
I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	1159				\$24.70
West of Eisenhower Tunnel - Speed harmonization, Dynamic lane assign, Tire checkpoint	Eco-Speed Harmonization	1160				-
I-70 West Vail Pass Auxiliary Lanes, NHPP 0701-240	Addition of a climbing lane in the uphill (East Bound) direction and addition of a deceleration lane in the downhill (West Bound) direction of I-70 West Vail Pass, enhanced Chain Stations, enhanced Truck Parking, ITS improvements, enhanced runaway truck ramps, Operational Improvements	1161				\$400.00
I-70 Eagle & Summit County Truck Parking Feasibility Study	Collaborative effort to look at truck parking opportunities in Eagle and Summit County.	1162		-		\$1.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Aviation
- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 4/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 Truck Parking Information Management System (TPIMS) Pilot Implementation (MP 117.000 - 134.000)	Implement TPIMS pilot program across four existing public truck parking facilities along I-70 east of Glenwood Springs, including installation of parking management infrastructure, connection to CDOT's TMC, and development of parking management algorithms. The parking management system will provide parking occupancy data for public dissemination through CDOT website and privately-developed apps via existing TMC channels. The four sites included in the pilot project are CDOT's No Name Rest Area (mm 119), CDOT's Grizzly Creek Rest Area (mm 121), CDOT's Bair Ranch Rest Area (mm 128), and CDOT's Dotsero Truck Parking Facility (mm 133). This segment of I-70 has existing ITS infrastructure to support the project, including fiber backbone along I-70 with connections to the Rest Areas. The Hanging Lake TMC is also located within the project limits, providing an existing local facility to monitor implementation and operations as needed.	1163		-		\$1.20
I-70 EJMT - Trailer snow removal system	Purchase and install a snow removal system designed to safely remove snow that has built up on the top of trailers. The benefits of this system are the reduction of vertical clearance challenges, the reductions of blowing or falling snow from the tops of trailers, and the improved fuel efficiency. We are looking to place one system in each direction.	1164				\$0.30
Summit County Transit and Operations Facility	Design of new transit and operations facility	1165				\$0.50
Cottonwood Pass - I-70 Bypass around Glenwood Canyon	Addition of Cottonwood Pass to the State Highway System with associated upgrades	1886				\$15.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 5/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 Transportation Management Organization	-	1887		-		\$0.10
I-70 Gypsum Interchange improvements	-	1888				\$4.40
I-70 Interchange Modifications to West Vail Exit (MP 173)	-	1889				\$5.00
US 6 Intersection Reconstruction- SH 13, Railroad Ave, Whitewater	-	1890				\$2.50
I-70 New Interchange west of Edwards	-	1892				\$4.00
I-70 New Interchange east of Eagle	-	1893				\$4.00
Transit Stations and Park-N-Rides for Ride Glenwood	-	1894				\$2.50
Transit Center at Eagle County Airport	-	1895				\$2.00
I-70 Interchange Modifications to Avon Exit (MP 167)	-	1896				\$4.00
Transit Service between Denver and Summit County	-	1897				\$2.00
I-70 F Ramp, Intersection, and Overpass Improvements	-	1898				\$2.36
I-70 Advanced Guideway System MP 142 to MP 260	-	1899		-		\$0.10
Transportation Demand Management Program	-	1900		-		\$2.00
Dual Turn Lane, Northbound SH 9 to Eastbound I-70	-	1901				\$0.80
Vail Intermodal Site	-	1903				\$15.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 6/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 Wrong Way Ramp Detection	-	1904		-		\$1.50
Rolling/Phased Road Closures during Storms	Develop Implementation plan using VMS and other tools.	1905				-
I-70 Grooved Pavement Program on Vail Pass	-	1906				\$1.40
I-70 Incident Investigation Sites for Disabled Vehicles	-	1907		-		\$5.30
I-70 Advanced Guideway System MP 142 to M 260	-	1908		-		\$5.60
I-70 Highway Advisory, Radio, and Variable Message Signs in Vail Area	-	1909				-
I-70 Improved Reflectorizing and Signing at Dowd, Vail Pass, Wolcott	-	1910				-
I-70 Advanced Technology Roadway Delineation	-	1911				\$3.40
I-70 Advanced Pavement Delineation, Lighting, Glare Screens	-	1912				\$2.10
I-70 Wolcott Area Curve Safety Modifications	-	1913				\$18.00
I-70 Construction of Snow Slide Mitigation in west Vail Pass Area	-	1915				\$31.60
I-70 Black Gore Creek Erosion Control on Vail Pass	-	1916				\$20.00
Sediment Control on Straight Creek	-	1917				\$18.00
I-70 near Copper Mountain	Install New Truck Parking	1918		-		\$1.51

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 7/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 Climbing/Descending Lanes over Vail Pass MP 181 to MP 195	-	1921				\$270.00
I-70 Climbing Lane between Avon and Post Blvd (Eastbound)	-	1922				\$3.00
Reconstruct US 6 Rifle to Silt	-	1923				\$5.00
Vail Pass Trail along I-70 (repairs, drainage improvements)	-	1926				\$2.30
Glenwood Springs to South Canyon Trail	-	1927				\$2.00
Trail from Two Rivers Park to No Name	-	1928				\$4.00
Town of Vail Missing Trail Links - Gore Valley Regional Trail System	-	1929				\$1.80
Gypsum to Dotsero Segment - Eagle Valley Regional Trail System	-	1930				\$1.00
Minturn to Red Cliff Segment - Eagle Valley Regional Trail System	-	1931				\$1.70
Dowd Junction to Minturn Segment, Eagle Valley Regional Trail System	-	1932				\$1.20
Eagle to Gypsum, Eagle Valley Regional Trail System	-	1933				\$3.00
Buffalo Ridge Pedestrian Overpass	-	1934				\$1.50
Main Vail Underpass Pedestrian Improvements	-	1935				\$1.30

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 8/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Cascade Pedestrian Overpass	-	1936				\$4.00
Vail Frontage Roads (geometric, bike/ped improvements)	-	1937				\$25.00
I-70 Airport Interchange and Intermodal Connector	-	1938				\$60.00
Construct Pedestrian and Bicycle facilities over I-70 at Devereaux Road	-	1939				\$0.86
I-70 Cut Slope Revegetation	-	1940				\$0.42
I-70 Mobile Emissions Testing Stations	-	1941				\$1.10
I-70 Remote Roadway Condition Testing System	-	1942				-
I-70 Remote Video Surveillance on Vail Pass	-	1943				\$3.40
I-70 ITS Training Program	-	1944				\$0.03
I-70 Automated Fare Collection/ITS Technologies	-	1945				\$0.65
I-70 and SH 6 High Capacity Data Transmission Link	-	1946				\$1.20
I-70 Call Box System	-	1948		-		\$0.21

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 9/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Vail Noise Barriers	-	1949		-		\$45.00
I-70 Noise Wall, MP 201 to MP 203	-	1950		-		-
Copper Mountain Noise Wall	-	1951		-		\$2.00
I-70 West: Dowd Canyon safety and capacity improvements	I-70 Dowd Canyon mainline safety improvements	1952				-
Entrance to Aspen - Cut and Cover Tunnel	-	1953				\$53.10
I-70 Interchange Modifications, Gypsum Exit (MP 140)	-	2386				\$2.00
Increase Bustang frequency Summit, Eagle and Garfield counties	Consistent frequency throughout day to connect transit agencies	2446				-
Parachute to Glenwood Springs Regional	-	2447				-
Essential Bus Service between Craig and Vail (Proposed Outrider Service)	Outrider bus service between Craig and Vail. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1033				\$2.66

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Mobility Options
- Public Health
- Bicycle
- Asset Management
- Tourism
- Resilience
- Freight
- Environmental
- Pedestrian
- Transit

SWP Goal Area

- Safety
- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 10/10)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 Advanced Guideway	Advanced Guideway System along a 144-mile corridor from Glenwood Springs to Jefferson County in the Denver Metro Area. Planning Project Identified as the preferred transit alternative in the I-70 Mountain Corridor PEIS finalized in March 2011.	2704				-
I-70 West Vail Pass Safety Improvements - Phase 1	This project will make improvements to improve the safety and traffic operations of West Vail Pass by reducing crashes and improving freight mobility through this critical corridor. Improvements include the addition of 5 miles of auxiliary lane in the Eastbound direction, curve reconstructions, shoulder widening, median glare screen, wildlife fencing and underpasses, variable speed limit signs and other signage comprising an Active Traffic Management system, and reconstruction of an emergency truck ramp.	42				\$140.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

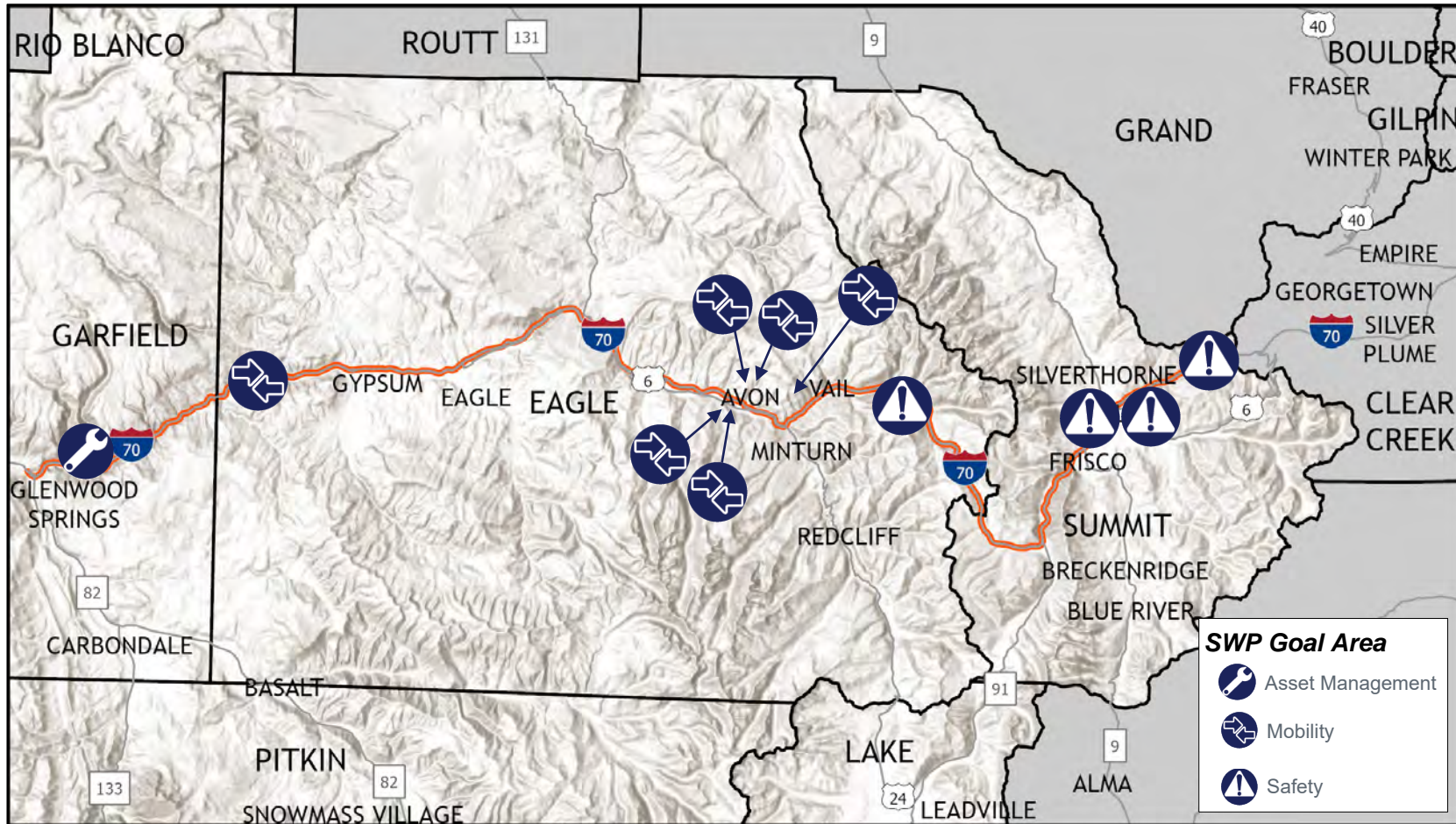
- Economic Vitality
- Quality of Life
- Mobility Options
- Public Health
- Bicycle
- Asset Management
- Resilience
- Pedestrian
- Environmental
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 1/9)



Asset Management

- I-70: Glenwood Canyon Critical Asset Repair



Mobility

- Essential Bus Service between Craig and Frisco (Proposed Outrider Service)
- Avon Transit Bus Shelters
- Beaver Creek Boulevard Bus Pullouts
- Avon Transit Bus Pullouts
- Avon Transit Regional Transportation Center Electric Charging
- Avon Transit Fleet Electrification

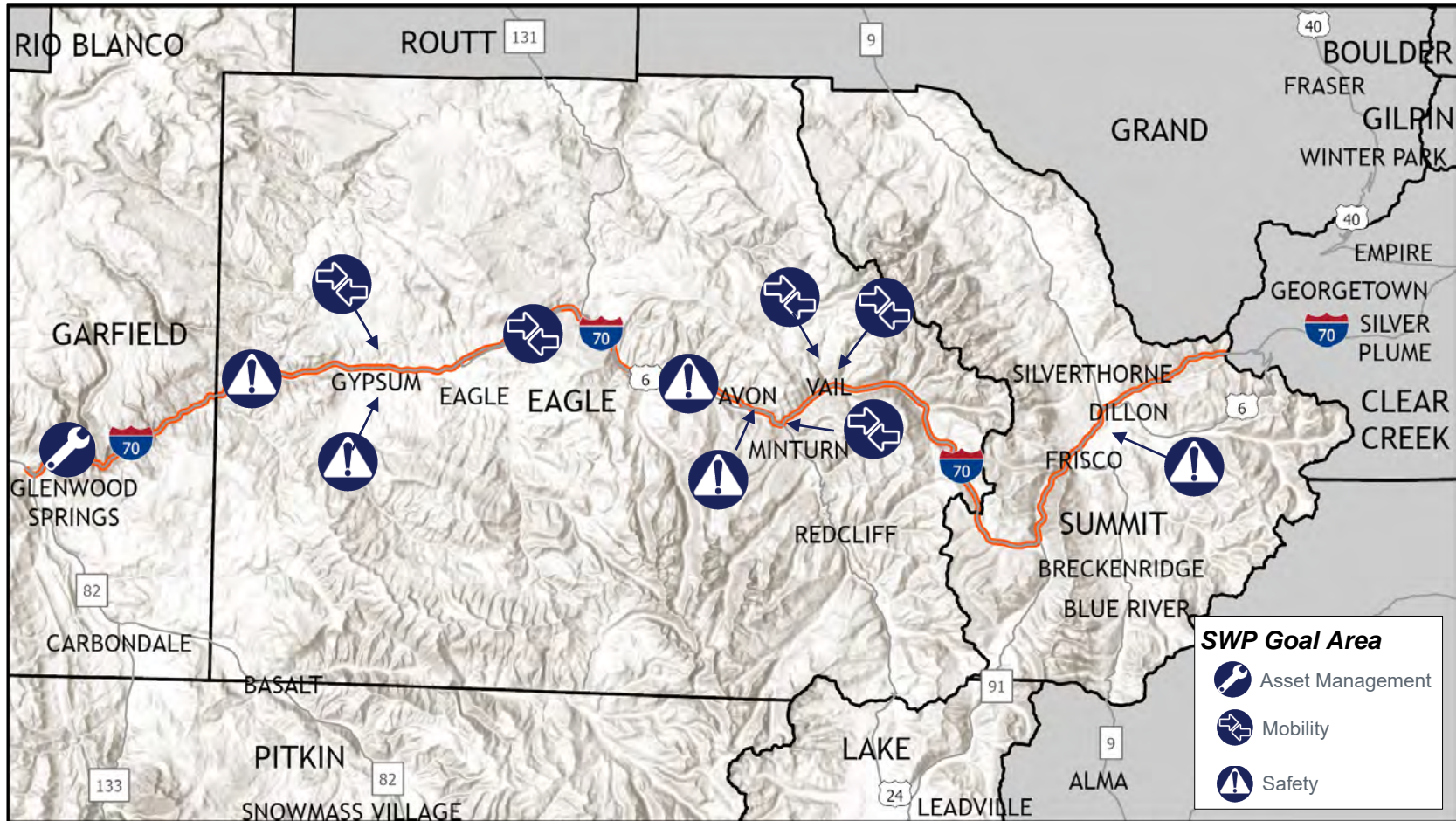


Safety

- I-70 West: Exit 203 Interchange Improvements
- I-70 Auxiliary Lane East Frisco to Silverthorne
- West of Eisenhower Tunnel - Speed harmonization, Dynamic lane assign, Tire checkpoint
- I-70 EJMT - Trailer snow removal system



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 2/9)



SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- I-70 Glenwood Canyon Critical Asset Repair Phase 2



Mobility

- Eagle County Lake Creek Apartments Multi-use Transit Center
- Gypsum Park-n-Ride
- Vail Transportation Center Overhead Electric Charging Infrastructure
- Multimodal Facility Near Dowd Junction Interchange
- Vail Transit Bus Electrification

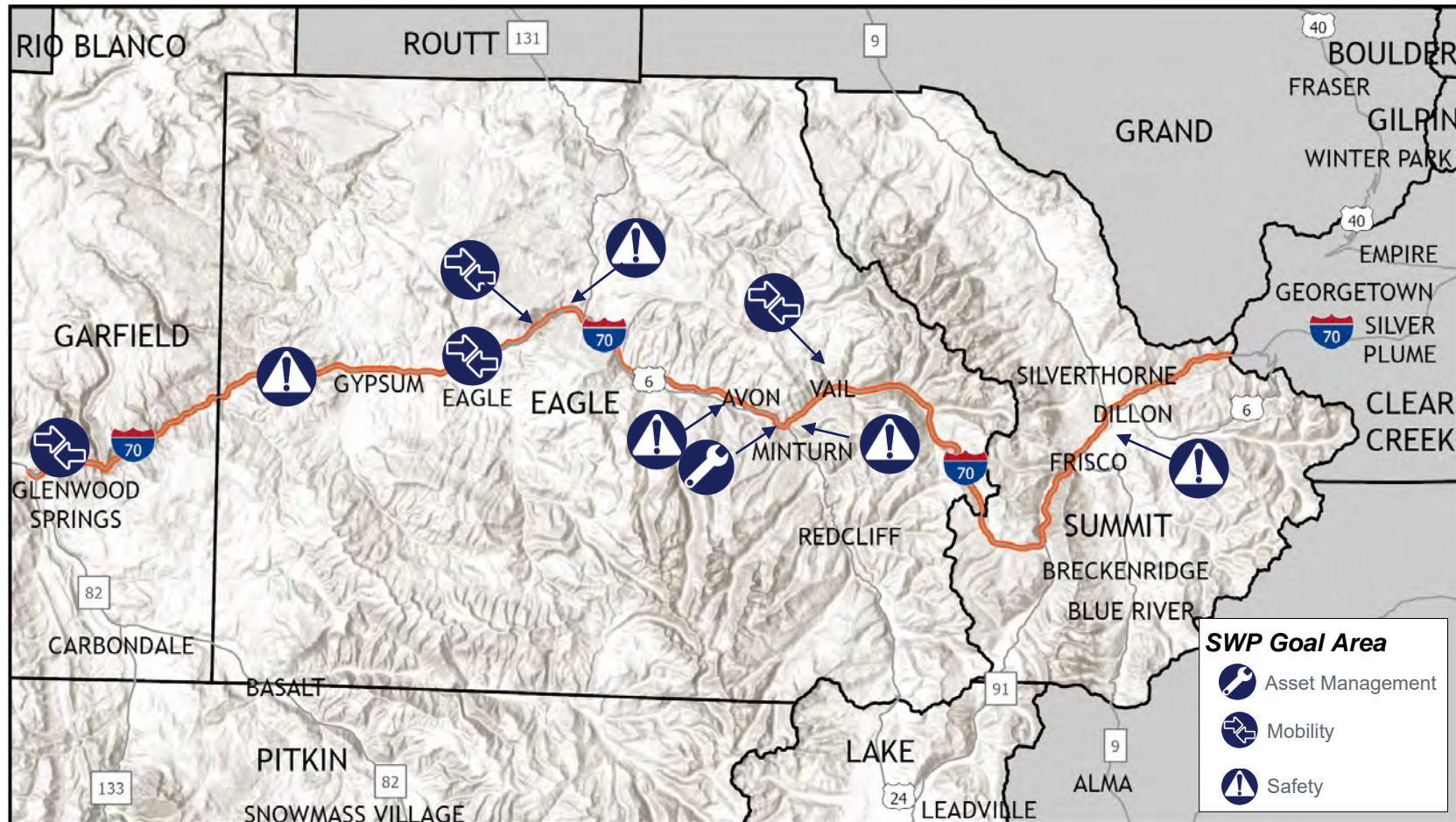


Safety

- I-70 Transportation Management Organization
- I-70 Gypsum Interchange improvements
- I-70 Interchange Modifications to West Vail Exit (MP 173)
- US 6 Intersection Reconstruction- SH 13, Railroad Ave, Whitewater
- I-70 New Interchange west of Edwards



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 3/9)



Asset Management

- I-70 West: Dowd Canyon Interchange



Mobility

- Glenwood Springs Electric Buses and Charging Infrastructure - Hanging Lake Service
- Vail Transit Electric Bus Charging Infrastructure
- Eagle County Interchange Park-n-Rides/Transit Center Improvements
- Eagle County Electrification of Bus Fleets

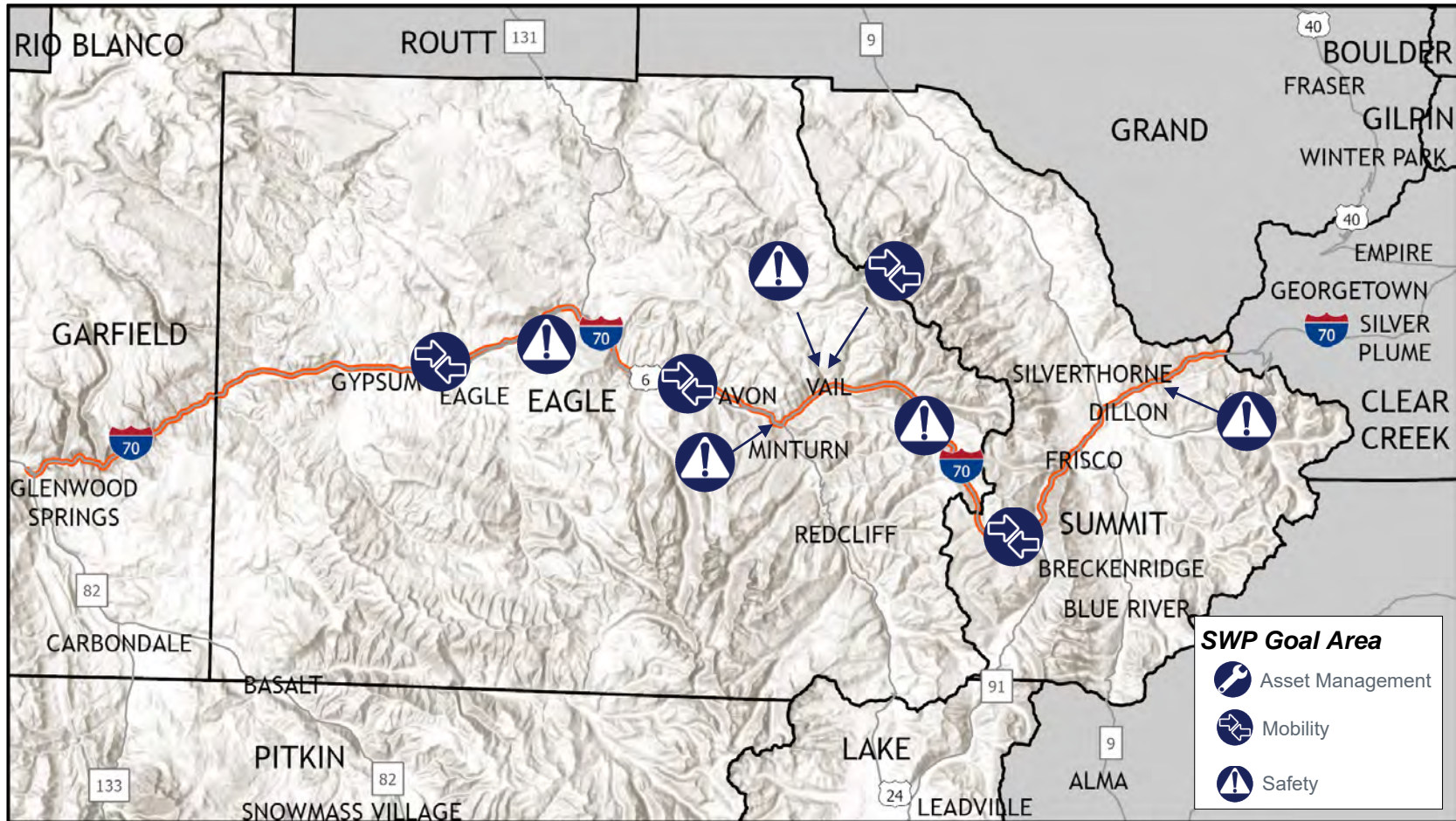


Safety

- I-70 New Interchange east of Eagle
- I-70 Interchange Modifications to Avon Exit (MP 167)
- I-70 F Ramp, Intersection, and Overpass Improvements
- I-70 Advanced Guideway System MP 142 to MP 260
- I-70 Wrong Way Ramp Detection



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 4/9)



Asset Management

- See the previous page



Mobility

- Dowd Junction to Minturn Segment, Eagle Valley Regional Trail System
- Eagle to Gypsum, Eagle Valley Regional Trail System
- Vail Frontage Roads (geometric, bike/ped improvements)
- I-70 Remote Roadway Condition Testing System

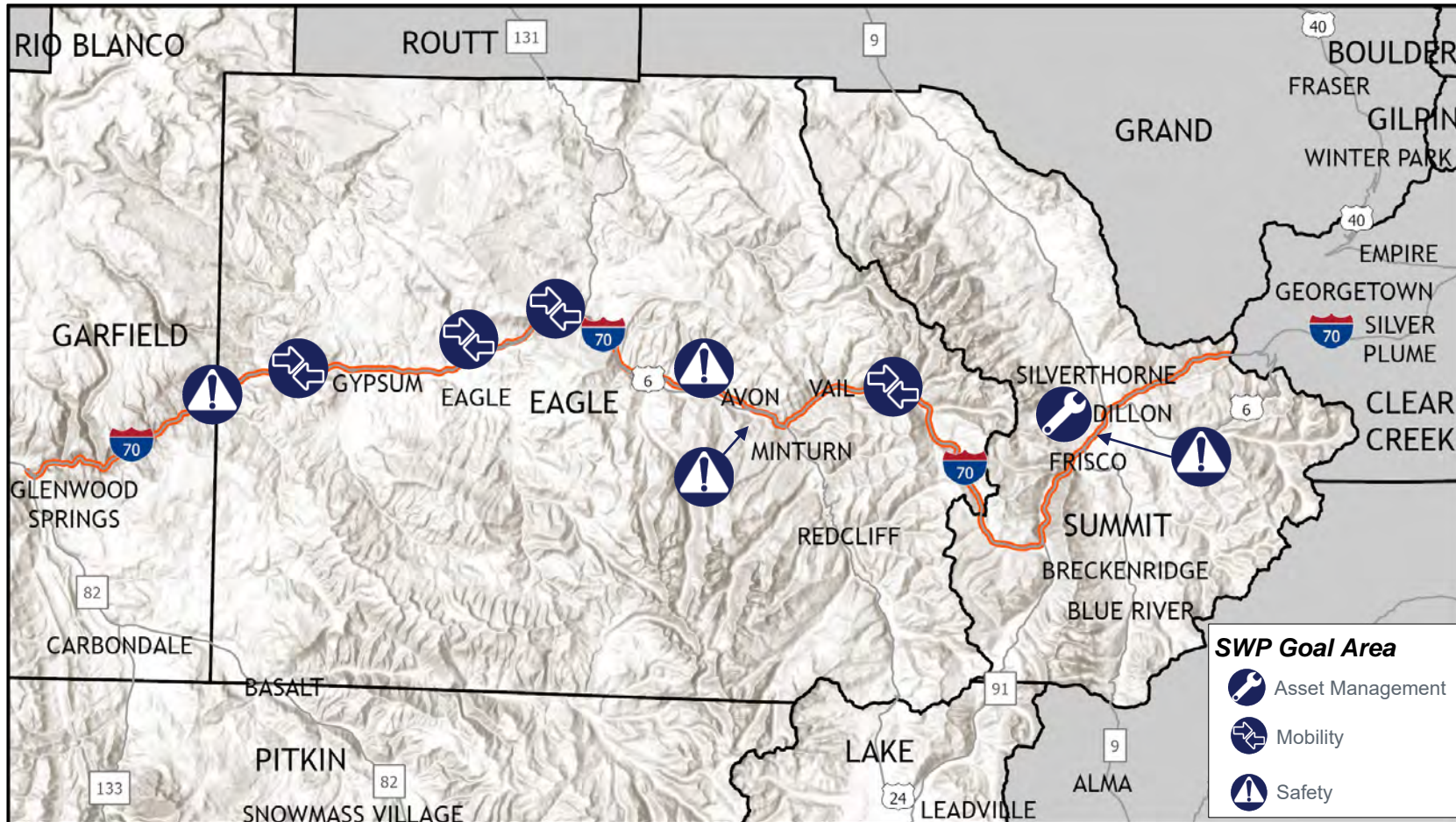


Safety

- Main Vail Underpass Pedestrian Improvements
- Cascade Pedestrian Overpass
- I-70 Airport Interchange and Intermodal Connector
- Construct Pedestrian and Bicycle facilities over I-70 at Devereaux Road
- I-70 Cut Slope Revegetation



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 5/9)



Asset Management

- I-70 West: Silverthorne Interchange



Mobility

- I-70 Eagle & Summit County Truck Parking Feasibility Study
- I-70 Truck Parking Information Management System (TPIMS) Pilot Implementation (MP 117.000 - 134.000)
- Summit County Transit and Operations Facility
- Transit Center at Eagle County Airport

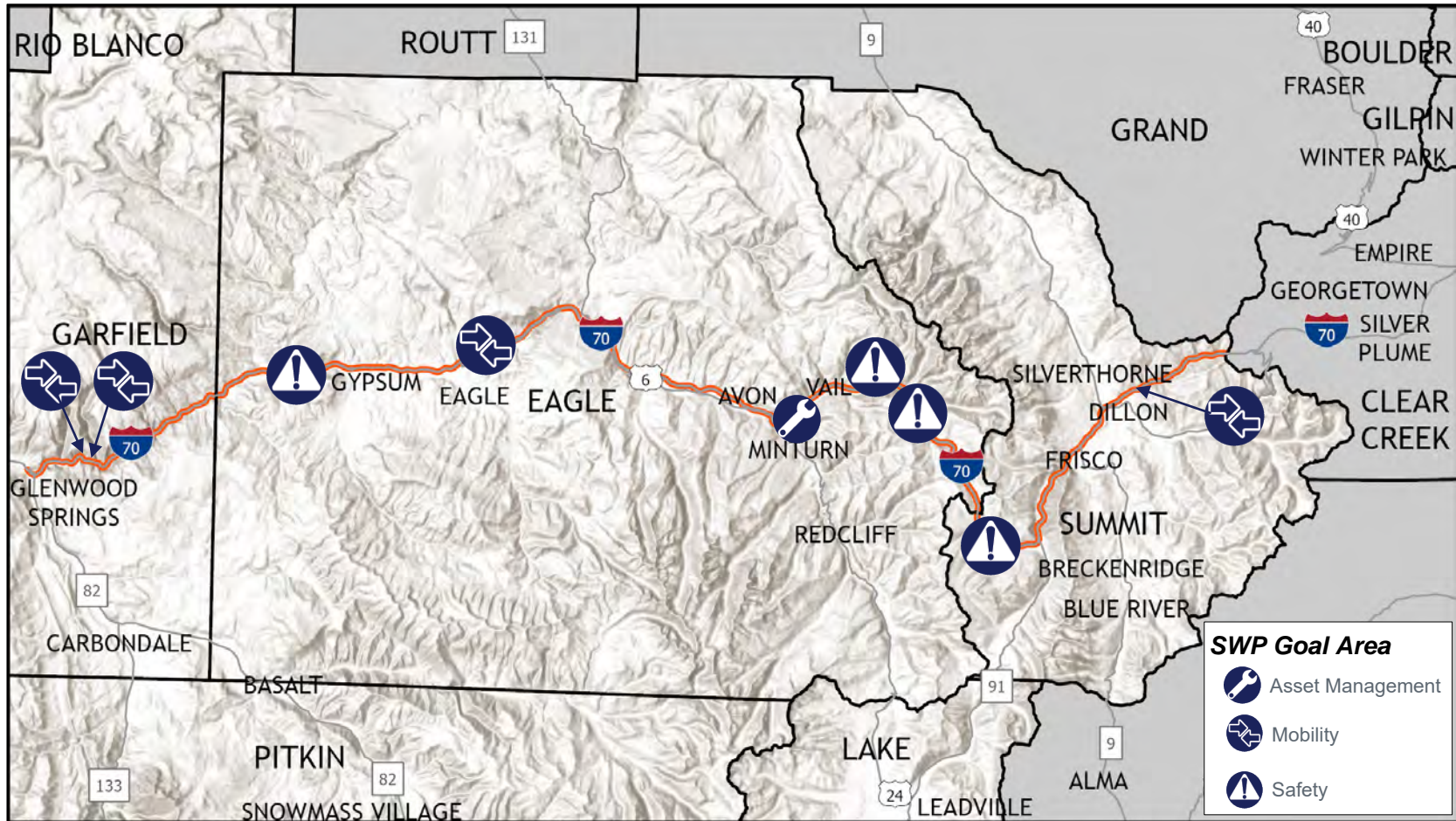


Safety

- Dual Turn Lane, Northbound SH 9 to Eastbound I-70
- Rolling/Phased Road Closures during Storms
- I-70 Grooved Pavement Program on Vail Pass
- I-70 Incident Investigation Sites for Disabled Vehicles



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 6/9)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- I-70 West Vail Pass Auxiliary Lanes, NHPP 0701-240

Mobility

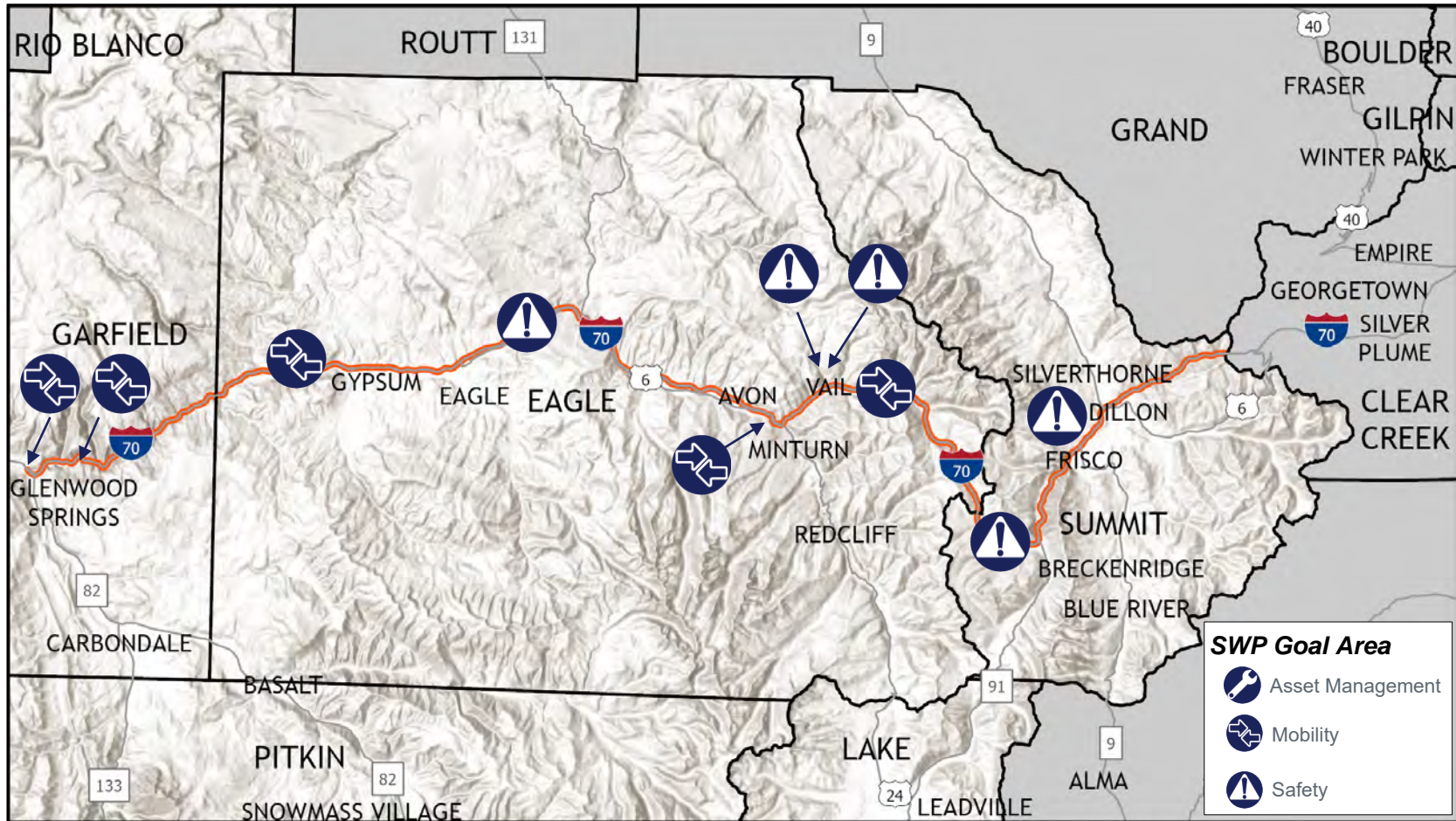
- Cottonwood Pass - I-70 Bypass around Glenwood Canyon
- Transit Stations and Park-N-Rides for Ride Glenwood
- Transit Service between Denver and Summit County
- Transportation Demand Management Program

Safety

- I-70 Advanced Guideway System MP 142 to M 260
- I-70 Highway Advisory, Radio, and Variable Message Signs in Vail Area
- I-70 Improved Reflectoring and Signing at Dowd, Vail Pass, Wolcott
- I-70 Advanced Technology Roadway Delineation



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 7/9)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- See the previous page

Mobility

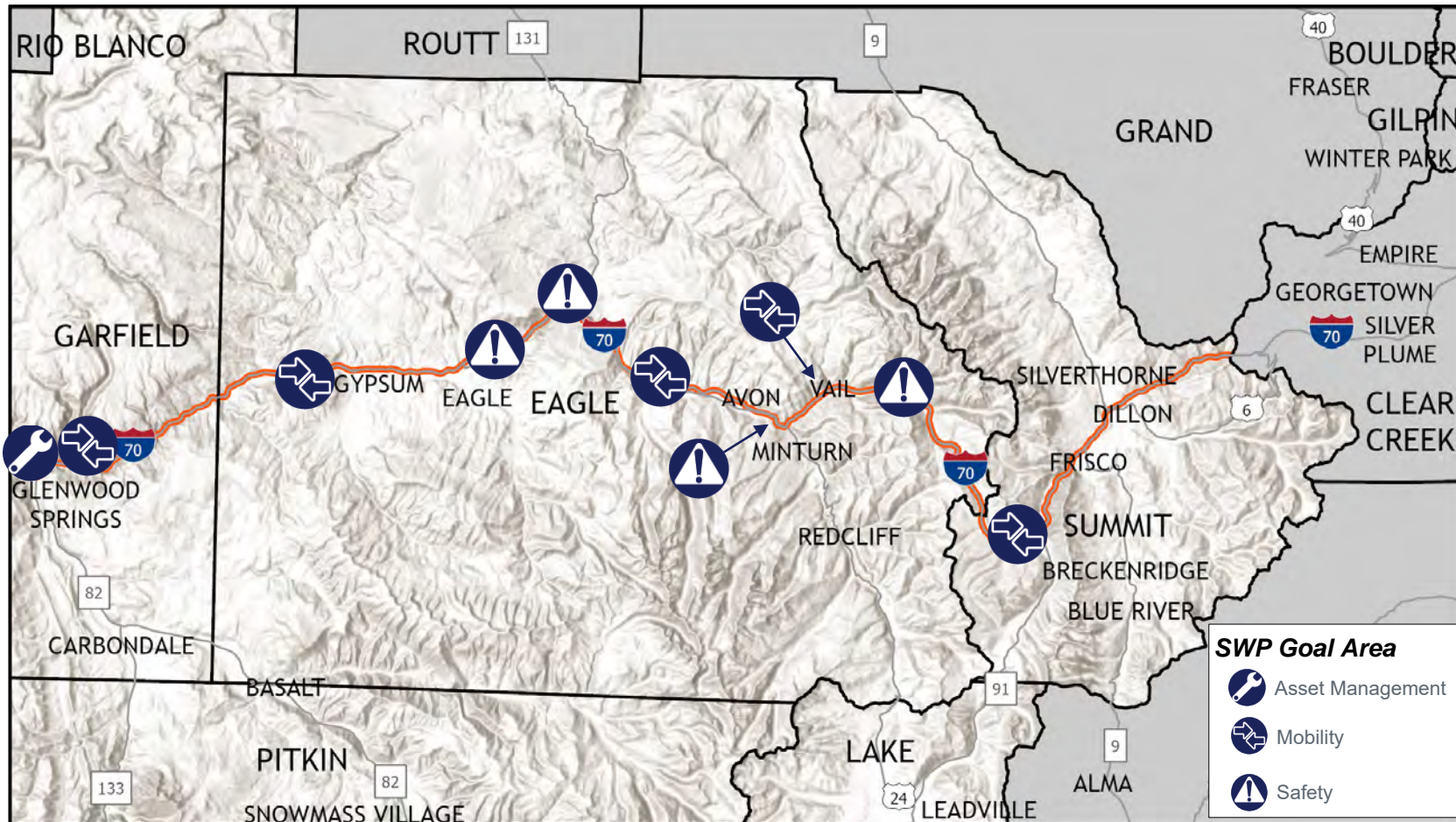
- I-70 Climbing Lane between Avon and Post Blvd (Eastbound)
- Glenwood Springs to South Canyon Trail
- Trail from Two Rivers Park to No Name
- Town of Vail Missing Trail Links - Gore Valley Regional Trail System
- Gypsum to Dotsero Segment - Eagle Valley Regional Trail System

Safety

- Sediment Control on Straight Creek
- I-70 Climbing/Descending Lanes over Vail Pass MP 181 to MP 195
- Vail Pass Trail along I-70 (repairs, drainage improvements)
- Minturn to Red Cliff Segment - Eagle Valley Regional Trail System
- Buffalo Ridge Pedestrian Overpass



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 8/9)



Asset Management

- Reconstruct US 6 Rifle to Silt



Mobility

- Vail Intermodal Site
- I-70 near Copper Mountain
- I-70 Automated Fare Collection/ITS Technologies
- Increase Bustang frequency Summit, Eagle and Garfield counties
- Parachute to Glenwood Springs Regional

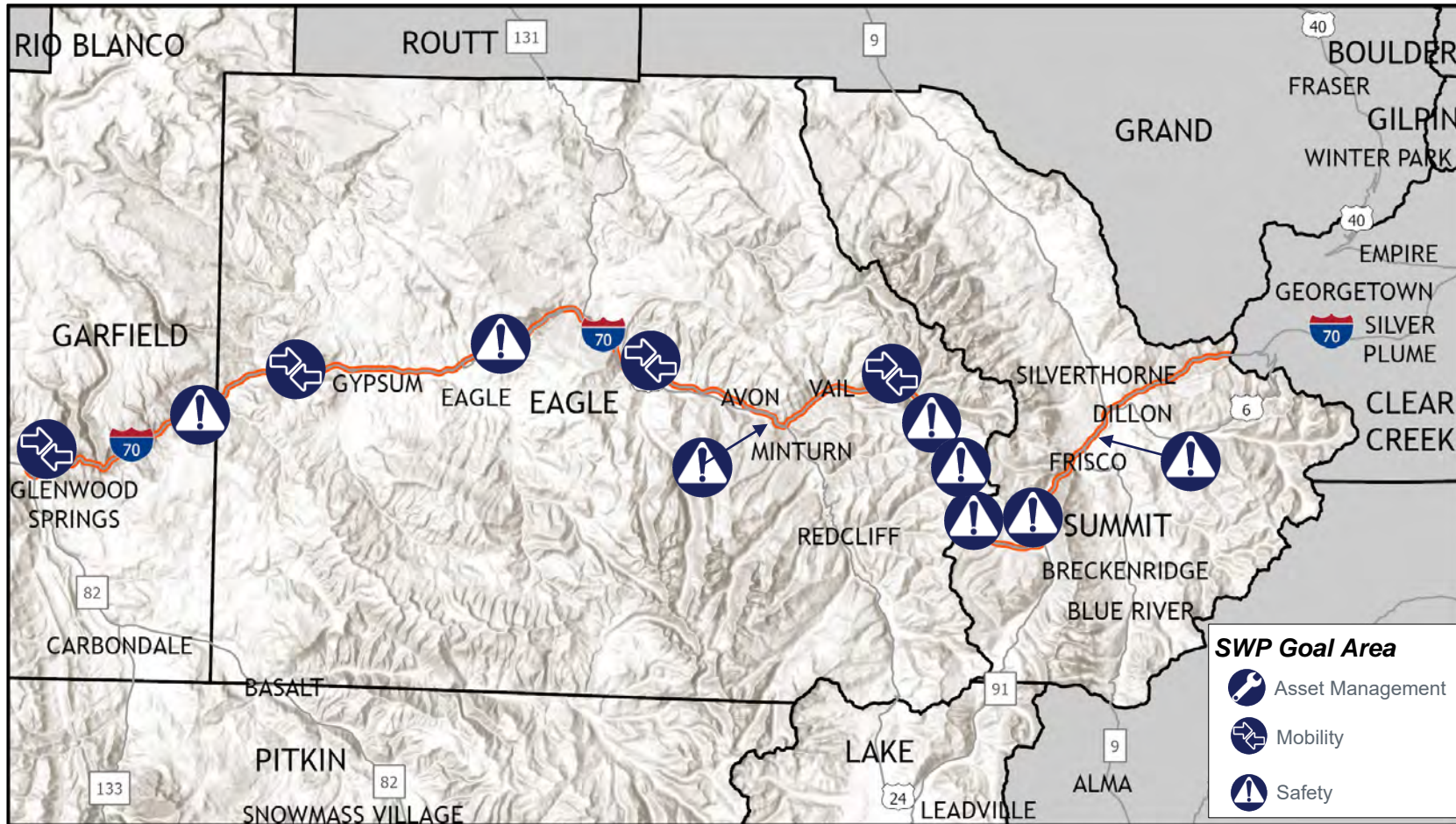


Safety

- I-70 Advanced Pavement Delineation, Lighting, Glare Screens
- I-70 Wolcott Area Curve Safety Modifications
- I-70 Construction of Snow Slide Mitigation in west Vail Pass Area
- I-70 Black Gore Creek Erosion Control on Vail Pass



Project Based Strategies: Interstate 70/State Highway 6: I-70 Glenwood Springs to Eisenhower Tunnel (PIM7001A) (Part 9/9)



Asset Management

- See the previous page



Mobility

- I-70 Remote Video Surveillance on Vail Pass
- I-70 and SH 6 High Capacity Data Transmission Link
- Entrance to Aspen - Cut and Cover Tunnel
- I-70 Interchange Modifications, Gypsum Exit (MP 140)

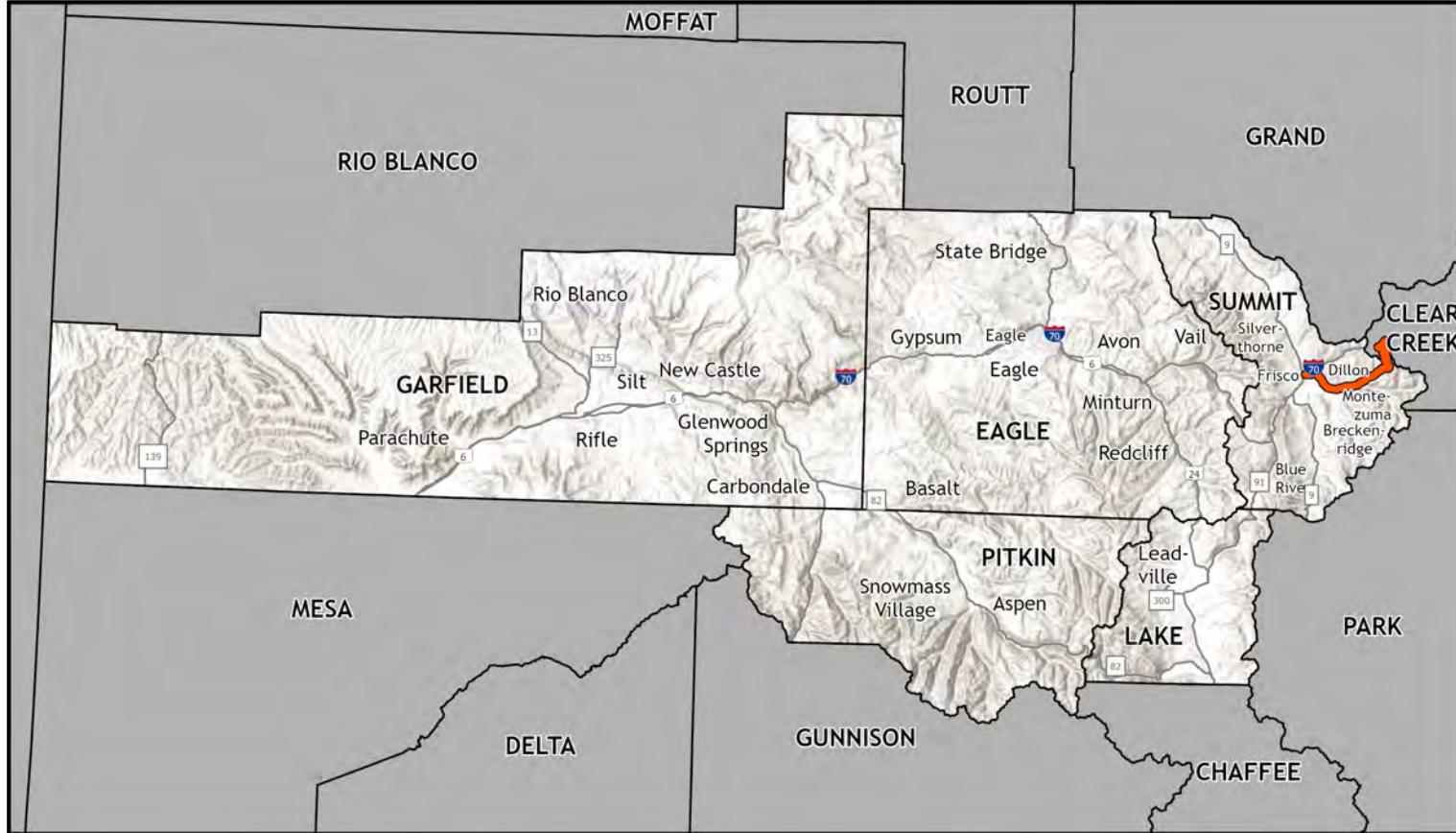


Safety

- I-70 Mobile Emissions Testing Stations
- I-70 ITS Training Program
- I-70 Call Box System
- Vail Noise Barriers
- I-70 Noise Wall, MP 201 to MP 203
- Copper Mountain Noise Wall
- I-70 Dowd Canyon Realignment
- I-70 West Vail Pass Safety Improvements-Phase 1



State Highway 6F: Loveland Pass - from I-70/Loveland Pass to Silverthorne Interchange (SH 6F MM 229.896 to SH 6F MM 208.659) (PIM7001B)



Corridor Name

State Highway 6: Loveland Pass
I-70/Loveland Pass to Silverthorne
Interchange

Corridor Vision

The Vision for the SH 6F corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

This corridor serves as a multimodal interstate facility making east-west connections within the Colorado Rocky Mountains and providing redundancy to I-70. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor.

Corridor Designations

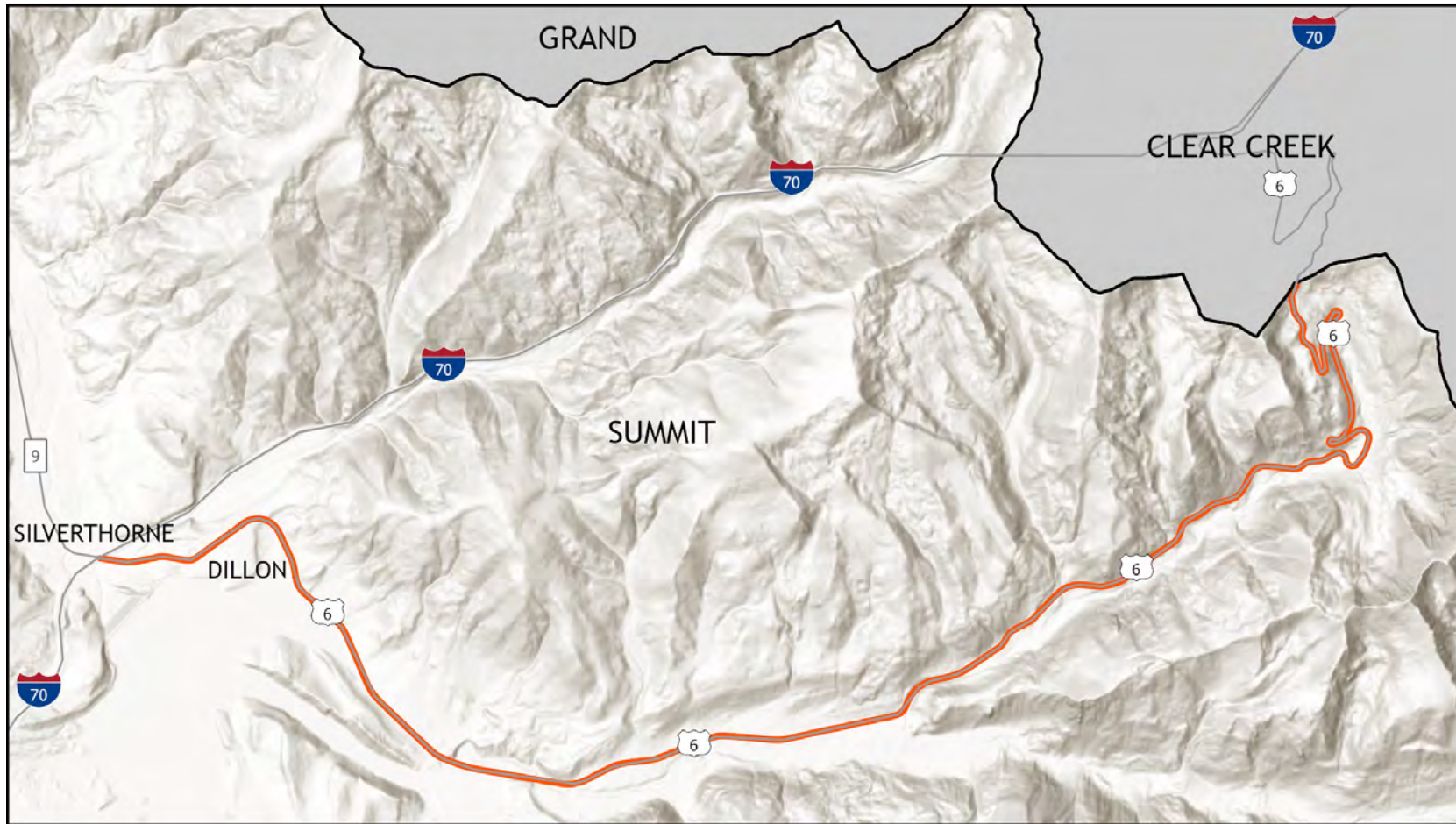
- Colorado Freight Corridor

What we heard about the Corridor

- 169 comments relating to the I-70/SH6 corridor
- Frustration with congestion
- Concerns about safety
- Concerns for safety due to wildlife management
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for transit improvements
- Pavement condition is poor
- Desired improvements for freight and truck movement
- Frustration with lack of maintenance
- Address environmental impacts (air quality)
- Desire for passenger rail



Key Data Findings: State Highway 6F: Loveland Pass - from I-70/Loveland Pass to Silverthorne Interchange (SH 6F MM 229.896 to SH 6F MM 208.659) (PIM7001B)



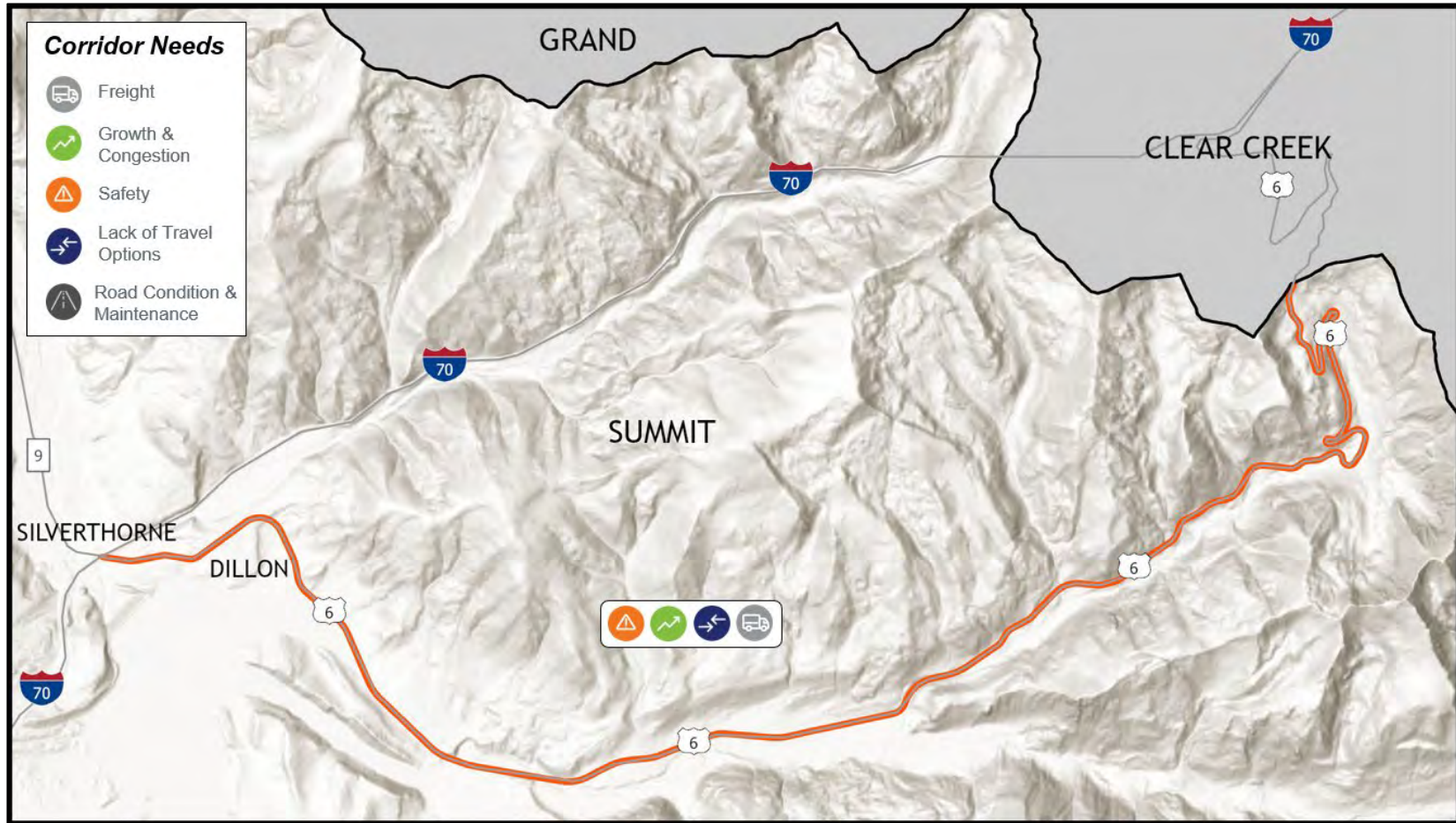
Key Data Findings:

Safety	Two segments with elevated crash patterns (LOSS 3 or 4)
Freight Safety	Several segments with shoulders <2'; Dense wildlife crashes; Hazmat route
Pedestrian Transit	Roaring Fork Transportation Authority operates on corridor Summit Stage transit operates on corridor Eagle County Transit operates on corridor







Bicycling	Very high bicycle activity-adjacent to corridor High stress for bicycling
Pedestrian Economics	Main Street through Keystone
Freight Resiliency	Low redundancy High criticality
Economics	Concentration of Jobs in Dillon Provides access to recreational area



Corridor Needs: State Highway 6F: Loveland Pass - from I-70/Loveland Pass to Silverthorne Interchange (SH 6F MM 229.896 to SH 6F MM 208.659) (PIM7001B)



Corridor Needs

-  Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
-  Eliminate shoulder deficiencies for safety, freight, and bicycles
-  Address increasing congestion to improve access to jobs, tourist destinations, and recreation
-  Mitigate risk associated with natural disasters
-  Improve travel conditions for trucks and heavy vehicles
-  Enhance walkability in areas with high pedestrian demand (downtown areas)



Corridor Projects: State Highway 6: Loveland Pass I-70/Loveland Pass to Silverthorne Interchange (PIM 7001B)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 6 Widening, Dillon Dam Road to Lake Dillon Drive	-	1954				\$4.60
US 6 Loveland Pass MP 218-228	Safety and Shoulder improvements	2387				\$40.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

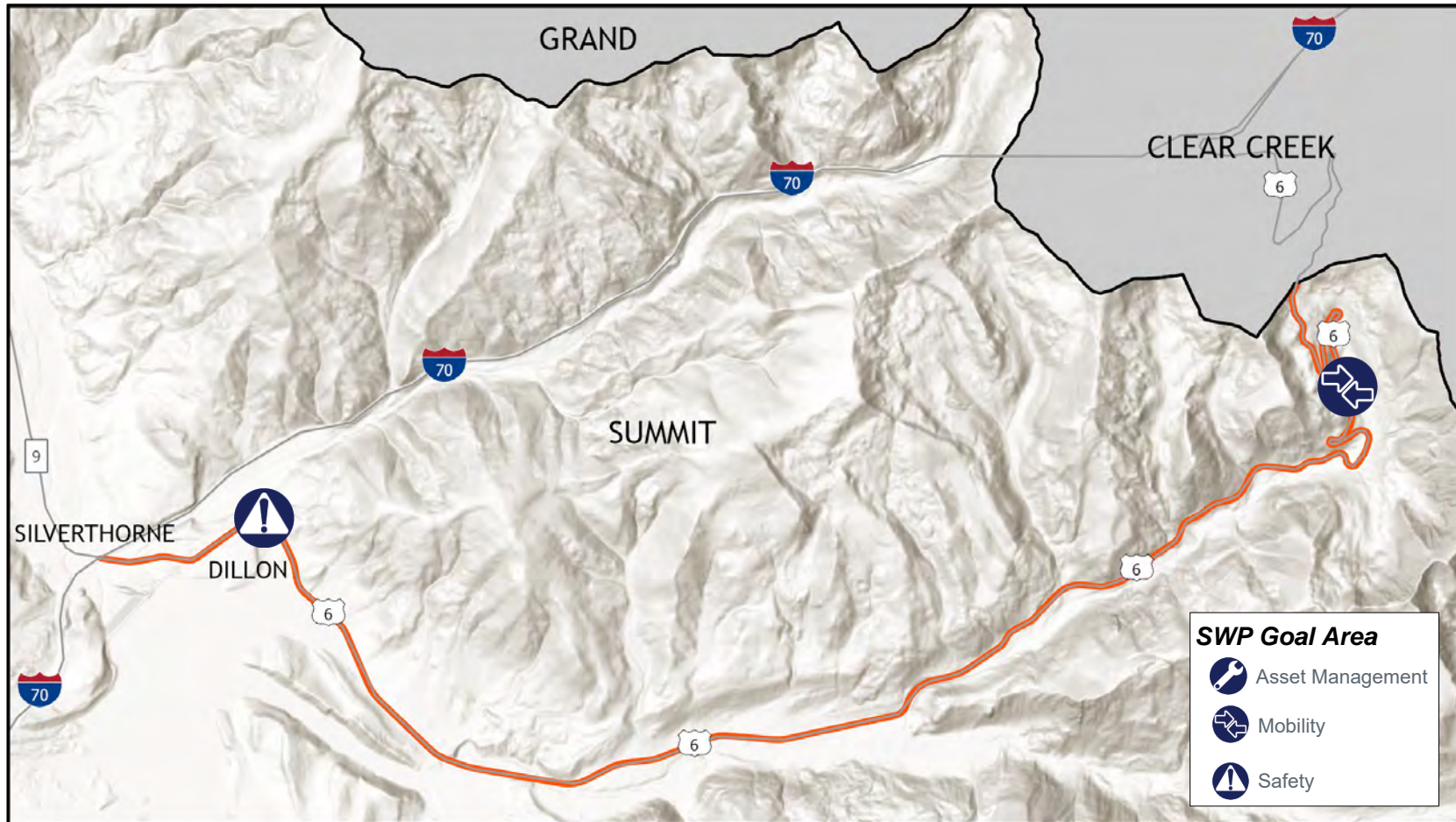
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 6: Loveland Pass I-70/ Loveland Pass to Silverthorne Interchange (PIM 7001B)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- US 6 Loveland Pass MP 218-228

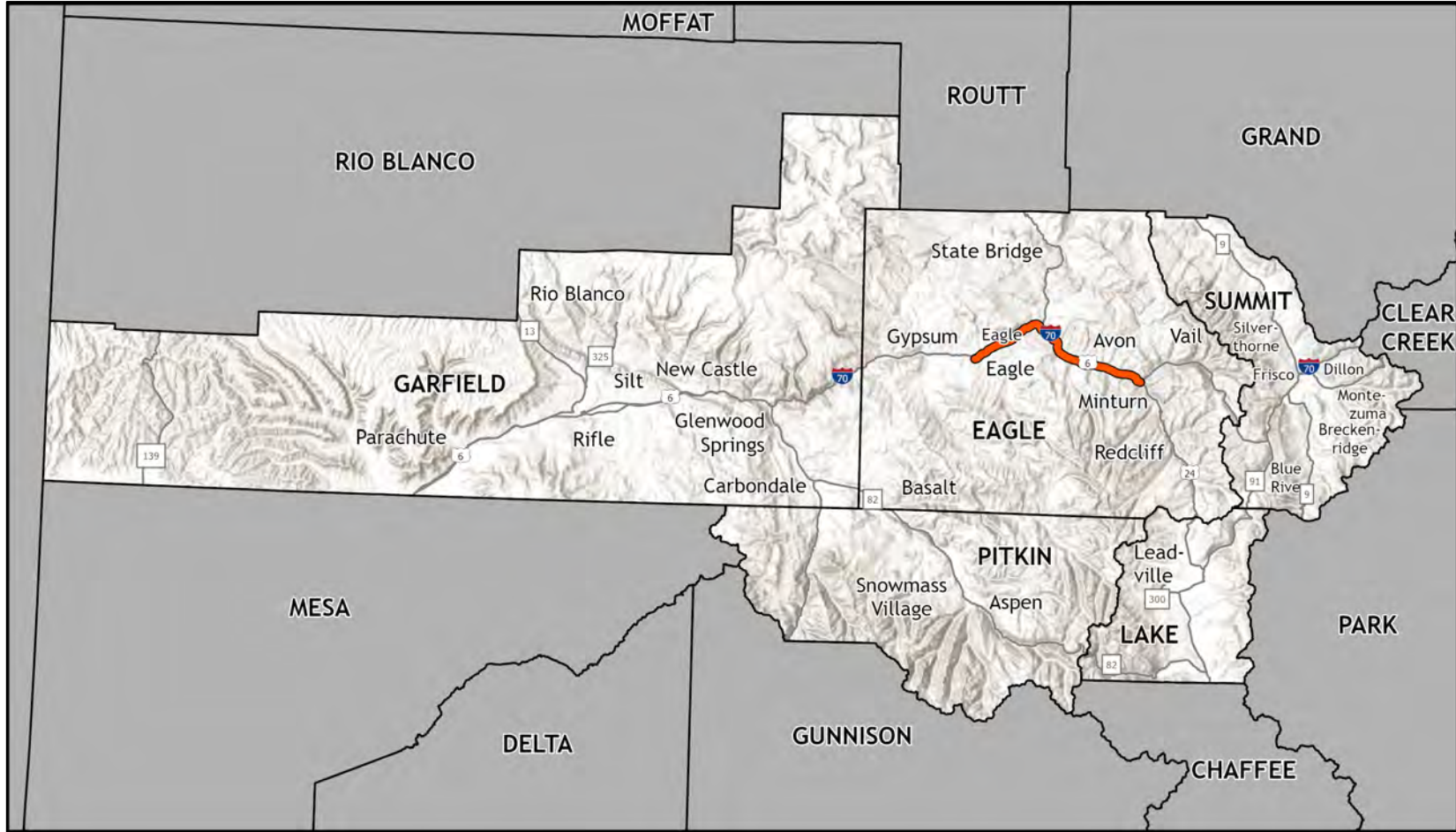


Safety

- US 6 Widening, Dillon Dam Road to Lake Dillon Drive



State Highway 6E: Eagle to Minturn/SH 24 (SH 6E MM 149.718 to SH 6 MM 174.541) (PIM7001C)



Corridor Name

State Highway 6: Eagle to Minturn/SH 24

Corridor Description

This corridor serves as a multimodal interstate facility making east-west connections within the Colorado Rocky Mountains and providing redundancy to I-70. The transportation system in the area serves towns, cities, and destinations within and beyond the corridor.

Corridor Designations

- None

What we heard about the Corridor

- 169 comments relating to the I-70/SH6 corridor
- Frustration with congestion
- Concerns about safety
- Concerns for safety due to wildlife management
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for transit improvements
- Pavement condition is poor
- Frustration or concerns about truck/freight
- Frustration with lack of maintenance
- Address environmental impacts (air quality)
- Desire for passenger rail

Corridor Vision

The Vision for the SH 6E corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.



Key Data Findings: State Highway 6E: Eagle to Minturn/SH 24 (SH 6E MM 149.718 to SH 6 MM 174.541) (PIM7001C)



Key Data Findings:

Demographics <i>Transit</i>	Passes through census tract with higher percentage of 65+ population	Mobility Hub <i>Transit</i> <i>Pedestrian</i>	Regional bus route operates on corridor-stops in Gypsum, Avon, Edwards, Eagle, Vail Local transit stops in Avon and Vail Eagle County Transit operates on corridor Vail Transit operates on corridor Avon/ Beaver Creek Transit operates on corridor
Safety	Several segments with elevated crash patterns (LOSS 3 or 4)	Pedestrian <i>Economics</i>	Main street through Edwards
Safety	Several segments with shoulders <2'; Dense wildlife crashes; Hazmat route	Resiliency	Parallels 100-year floodplain
Asset Management	Two bridges in poor condition in Gypsum and east of Eagle	Economics	Concentration of jobs in Eagle, Avon and Vail Provides access to recreational area Eagle County Regional Airport
Bicycling	Very high bicycle activity-adjacent to corridor High stress for bicycling		



Corridor Needs: State Highway 6E: Eagle to Minturn/SH 24 (SH 6E MM 149.718 to SH 6 MM 174.541) (PIM7001C)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Address bridge in poor condition
- Improve bicycle accommodation
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Improve travel conditions for trucks and heavy vehicles
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Increase connectivity and improve reliability to intermodal facility (airport)



Corridor Projects: State Highway 6: Eagle to Minturn/SH 24 (PIM7001C)

(Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Eagle County US 6 Bus Rapid Transit	Improving Highway 6 to include raised platforms and protected travel lanes. Installing electric buses charging infrastructure and purchasing additional electric buses	1141				\$88.40
SH 6 Eagle River Bridge and Connecting Road to County Fairgrounds	-	1955		-		\$2.80
SH 6 Eagle River Bridge east of Eagle (bridge repl., bike/ped improvements)	-	1956				\$1.50
SH 6 Wolcott to Squaw Creek Road Improvements	-	1961		-		\$3.00
SH 6 Avon Road to Eagle Road Improvements	-	1962		-		\$10.71
SH 6 Lake Creek Road to Avon Road Improvements	-	1963		-		\$36.50
SH 6 Eagle Road to Dowd Junction Improvements	-	1964		-		\$11.42
SH 6 Squaw Creek Road To Lake Creek Road Improvements	-	1965		-		\$10.80
SH 6 Eagle County Airport to Eagle Improvements	-	1966				\$5.10
SH 6 Gypsum to Eagle County Airport Improvements	-	1967				\$7.51

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 6: Eagle to Minturn/SH 24 (PIM7001C)

(Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 6 E Eagle to Minturn	Safety and Shoulder improvement	2388				\$75.00
Highway 6 Frequency Increase	Improve the frequency of the Highway 6 route to a minimum of 30 minute frequency throughout the day, year round.	2480				\$7.50
Avon Park and Ride	Design and construction of West Beaver Creek Blvd Park and Ride	2545				\$1.00
Avon Park and Ride	Design and construction of Lake Creek and Benchmark Road Park and Ride	2692				\$0.75
Avon Park and Ride	Design and construction of East Beaver Creek Blvd Park and Ride	2693				\$0.75

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

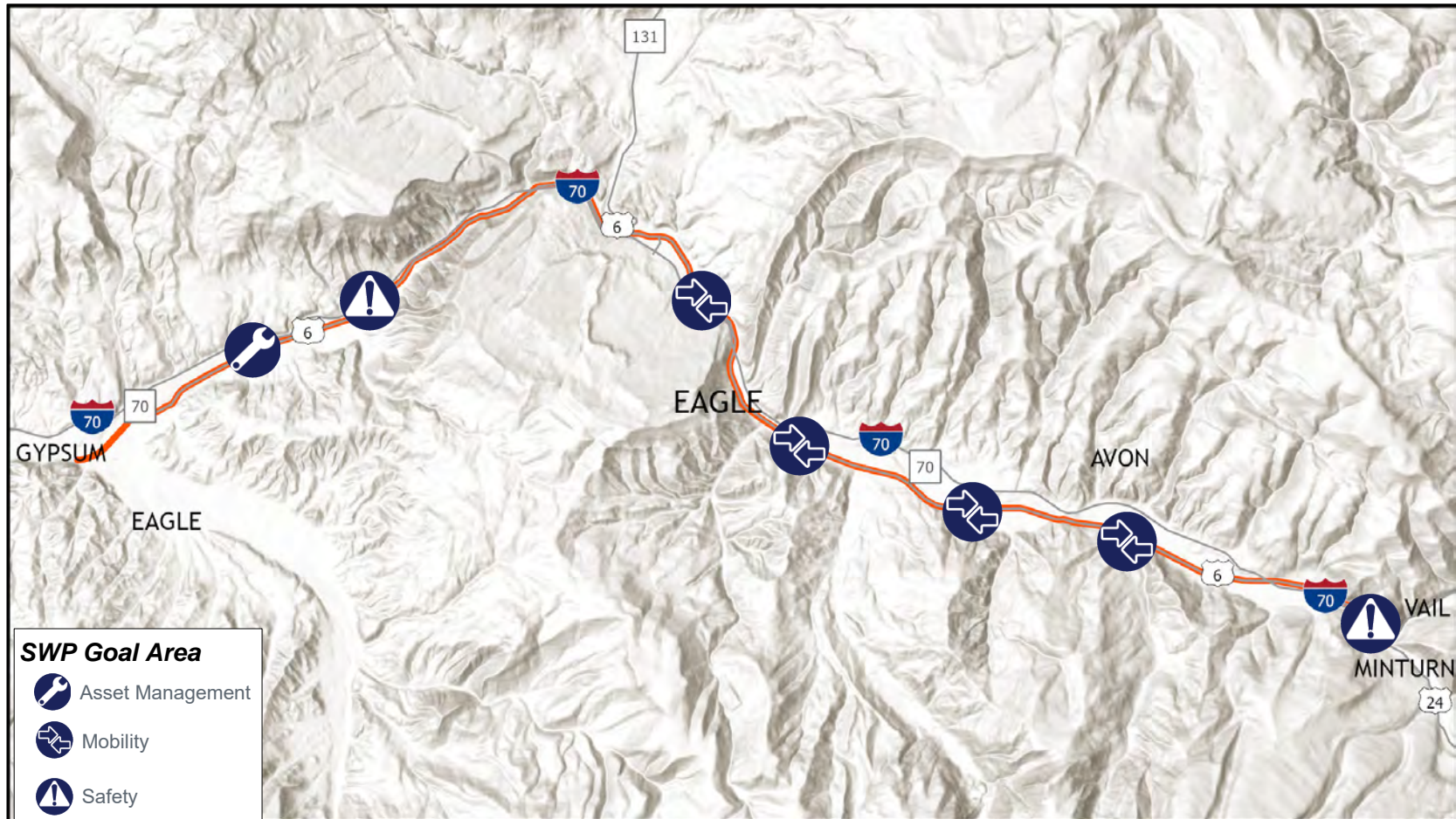
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 6: Eagle to Minturn/SH 24 (PIM7001C) (Part 1/2)



Asset Management

- SH 6 Eagle River Bridge and Connecting Road to County Fairgrounds



Mobility

- Eagle County US 6 Bus Rapid Transit
- SH 6 Wolcott to Squaw Creek Road Improvements
- SH 6 Avon Road to Eagle Road Improvements
- SH 6 Lake Creek Road to Avon Road Improvements



Safety

- SH 6 Eagle River Bridge east of Eagle (bridge repl., bike/ped improvements)
- SH 6 Eagle Road to Dowd Junction Improvements



Project Based Strategies: State Highway 6: Eagle to Minturn/SH 24 (PIM7001C) (Part 2/2)



Asset Management

- See the previous page



Mobility

- Highway 6 Frequency Increase
- Avon Park and Ride
- Avon Park and Ride
- Avon Park and Ride
- SH 6 Eagle County Airport to Eagle Improvements
- SH 6 Gypsum to Eagle County Airport Improvements

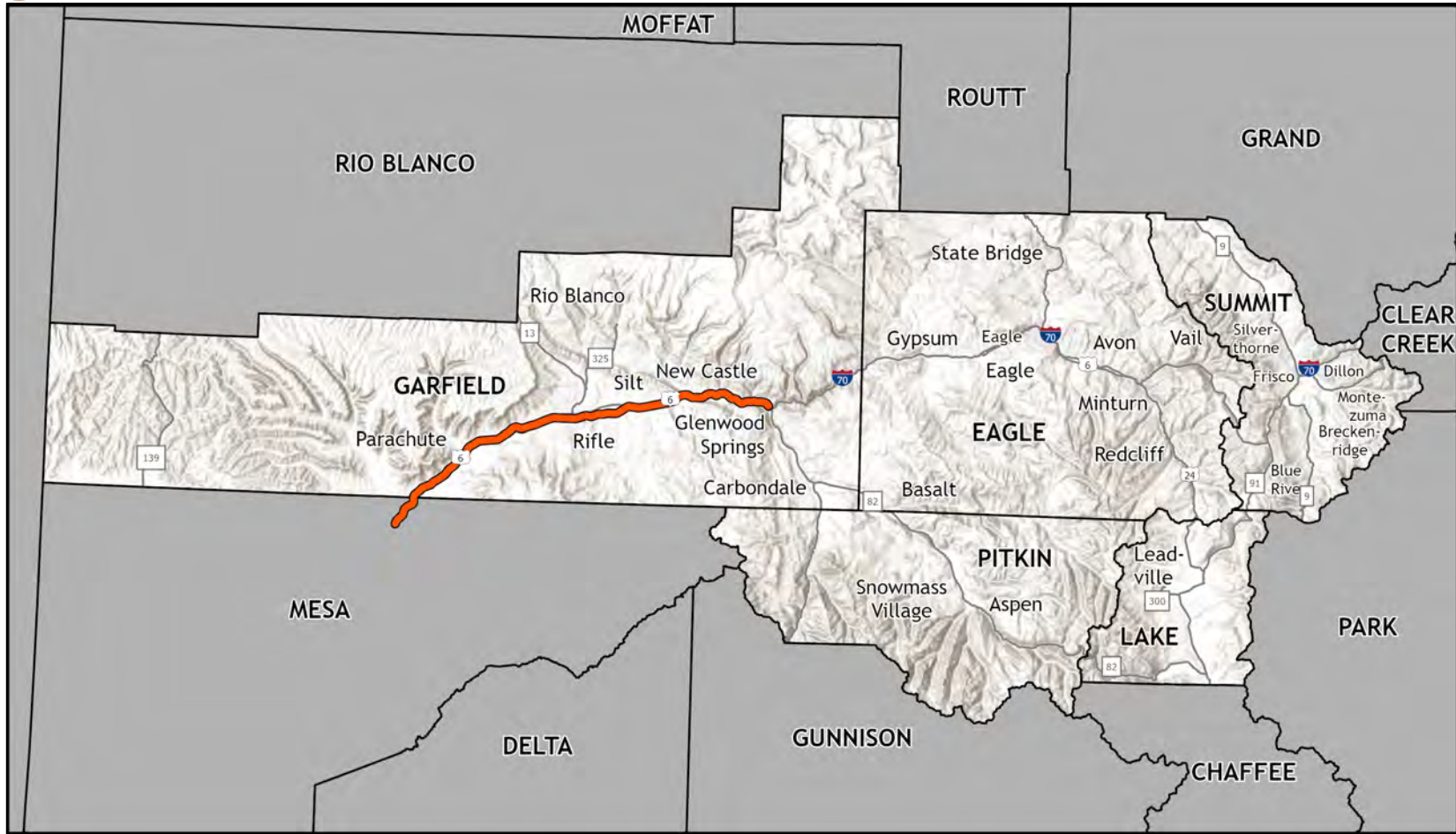


Safety

- SH 6 Squaw Creek Road To Lake Creek Road Improvements
- US 6 E Eagle to Minturn



Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002)



Corridor Name

Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs

Corridor Vision

The Vision for the I-70 corridor west of Glenwood Springs is primarily to increase mobility as well as to maintain system quality and to improve safety.

Corridor Description

This corridor serves as a multimodal Interstate facility, connects to places outside the region, and makes east-west connections within the Colorado River Valley and the Colorado Rocky Mountains. In addition, it provides for hazardous materials transport and military defense for our country. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor.

Corridor Designations

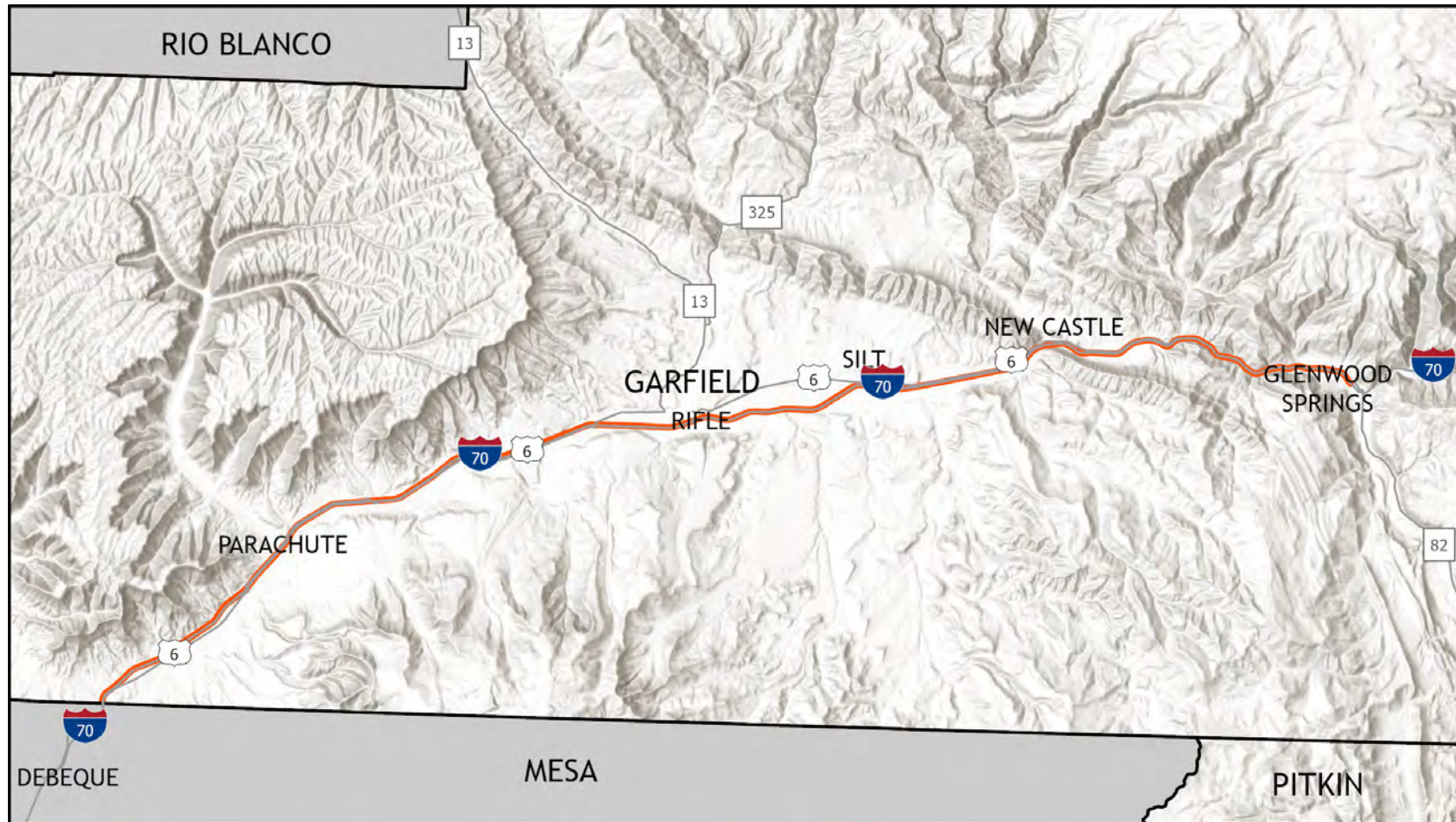
- National Highway System
- Colorado Freight Corridor
- Tier 1 CNG, EV and Hydrogen Corridor

What we heard about the Corridor

- 80 comments specifically about this corridor
- Pavement condition is poor
- Concerns about safety
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for regional transit
- Need for truck/freight rest stops
- Integrate technologies (EV, CNG, Hydrogen, ITS, Communications)



Key Data Findings: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002)

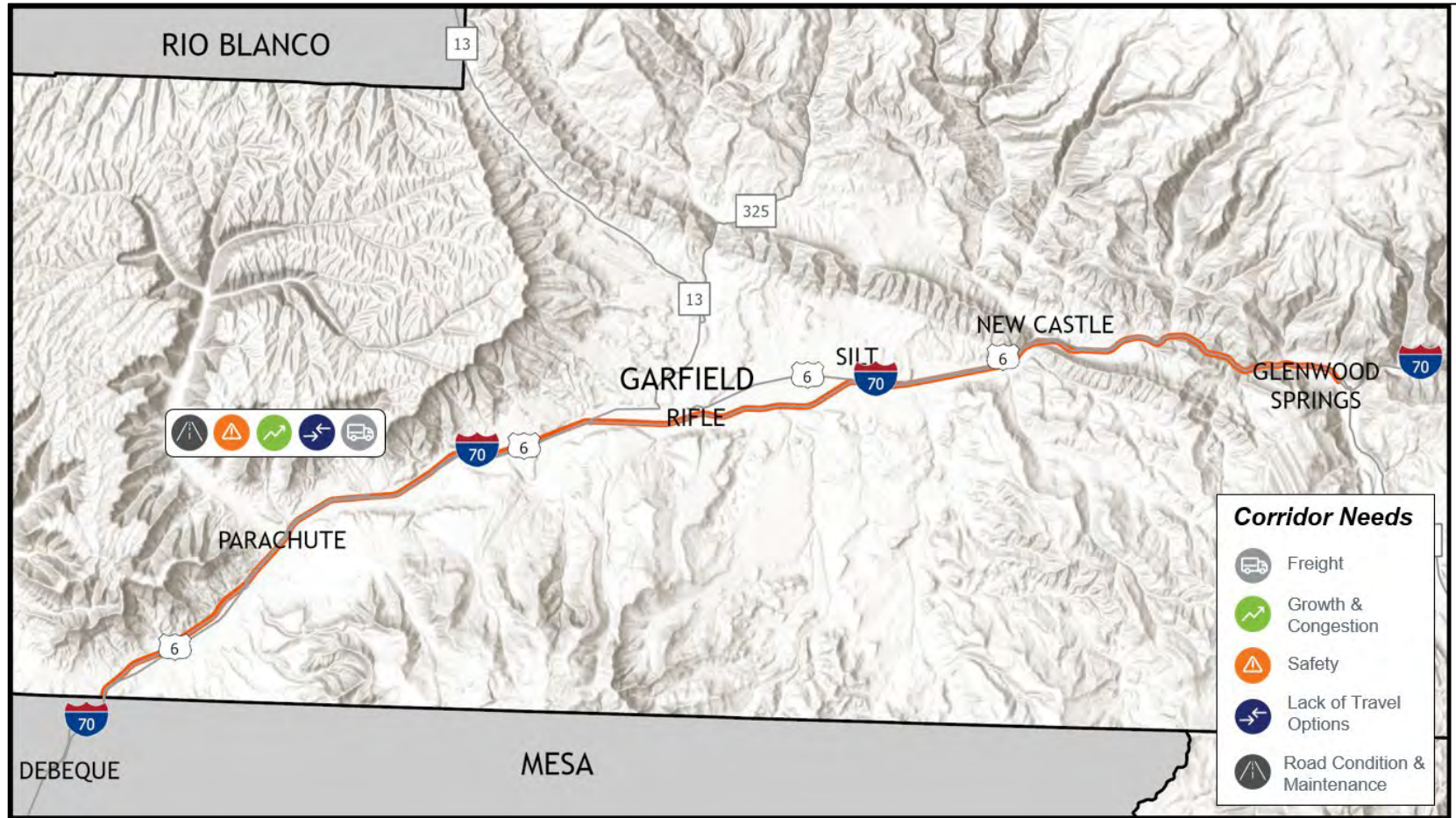


Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of disabled population	Mobility Hub Transit Pedestrian	Bustang West Line operates on corridor-stops in Glenwood springs, Rifle, and Parachute Greyhound operates on corridor Amtrak route operates on corridor Roaring Fork Transportation Authority operates on corridor
Safety	Two segments of elevated crash patterns (LOSS 3 or 4)	Resiliency	High criticality Parallels 100-year floodplain near Silt
Freight Safety	Majority of corridor has shoulders <2' Dense wildlife crashes Hazmat route	Economics	Concentration of jobs in Glenwood Springs, New Castle, Silt, Rifle, and Parachute Concentration of oil and gas wells Provides access to recreational area (BLM)
Freight Asset Management	Three bridges in poor condition		
Bicycling	High stress for bicycling-adjacent to corridor		



Corridor Needs: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002)



Corridor Needs

- Address increasing congestion to improve access
- Address bridges in poor condition
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Provide additional travel options
- Mitigate risk associated with natural disasters (floodplain)
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Integrate technologies (EV, CNG, Hydrogen, ITS, Communication)
- Eliminate shoulder deficiencies



Corridor Projects: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002) (Part 1/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential bus service between Glenwood Springs and Grand Junction (Proposed Outrider Service)	Outrider bus service between Glenwood Springs and Grand Junction. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1040				\$2.20
New Local Fixed-Route Circulator Transit Service between Parachute and Rifle	Implement new circulator bus service from Parachute to Rifle	1167				\$1.10
New Castle Autonomous Circulator Bus	-	1168				\$0.50
New Castle Park-n-Ride Expansion	New surface parking or structured parking on existing Park-n-Ride	1169				\$1.52
Silt, Rifle, and Parachute Park-n-Ride Improvements	New construction, improvements, and expansions to Park-n-Rides in Silt, Rifle and Parachute	1170				\$2.70
I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	1171				\$15.00
I-70: Garfield County Interchange Improvements (Silt)	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70 in accordance with recent corridor study guidance .	1172		-		\$54.00
I-70: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Glenwood Springs and the Utah border	1173				\$47.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002) (Part 2/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 Wrong Way Ramp Detection	-	1904		-		\$1.50
Rolling/Phased Road Closures during Storms	Develop Implementation plan using VMS and other tools.	1905				\$0.00
Upgrade I-70 Pedestrian Overpass At MP 74	-	1968				\$0.60
Colorado River Pedestrian Bridge at Elk Creek	-	1969				\$1.20
Bike Trail along US 6 in New Castle	-	1970				\$2.50
Regional Pedestrian and Bikeways in Parachute	-	1971				\$2.30
Consider additional truck parking across from existing location	-	1973		-		\$0.59
I-70 in New Castle, CO	Increase Truck Parking	1974		-		\$1.48
I-70 in Silt, CO	Increase Truck Parking	1975		-		\$1.48
I-70 Rifle Rest Area	Increase Truck Parking	1976		-		\$0.25

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Safety
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002) (Part 3/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	1977		-		\$30.00
Parachute E/W MP 68 to MP 86.5 (I-70 Reconstruction)	-	1978				\$48.00
Reconstruct I-70 Interchange at MP 87 (West Rifle)	-	1979				\$15.00
New I-70 Interchange at MP 101.5	-	1980				\$10.10
New I-70 Interchange at MP 72	-	1981				\$29.60
Upgrade I-70 Interchange at MP 75	-	1982				\$18.90
Roundabouts at I-70 Interchange Ramps MP 90	-	1983				\$1.50
US 6 Improvements in Parachute	-	1985				\$2.40
I-70 Underpass at MP 74	-	1986				\$7.30
I-70 to US 6 Connection at MP 94	-	1987				\$25.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002) (Part 4/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Reconstruct I-70/US 6/SH 82 Intersection	-	1988				\$5.00
New I-70 Overpass at MP 104	-	1989				\$8.70
US 6 Improvements in New Castle	-	1990				\$6.00
US 6/Cooley Mesa Drive Traffic Signal	-	1991				\$0.16
Landscaping/Noise Barrier along I-70 in Parachute	-	1993				\$3.50
Glenwood West I-70 MP 110 to MP 119	-	1994		-		\$28.00
Essential Bus Service between Craig and Grand Junction (Proposed Outrider Service)	Essential Regional Bus Service from Craig to Grand Junction; one roundtrip/day 365 days/year. Two vehicles at \$425,000 each	2125				\$3.16
Increase Bustang frequency Summit, Eagle and Garfield counties	Consistent frequency throughout day to connect transit agencies	2446				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

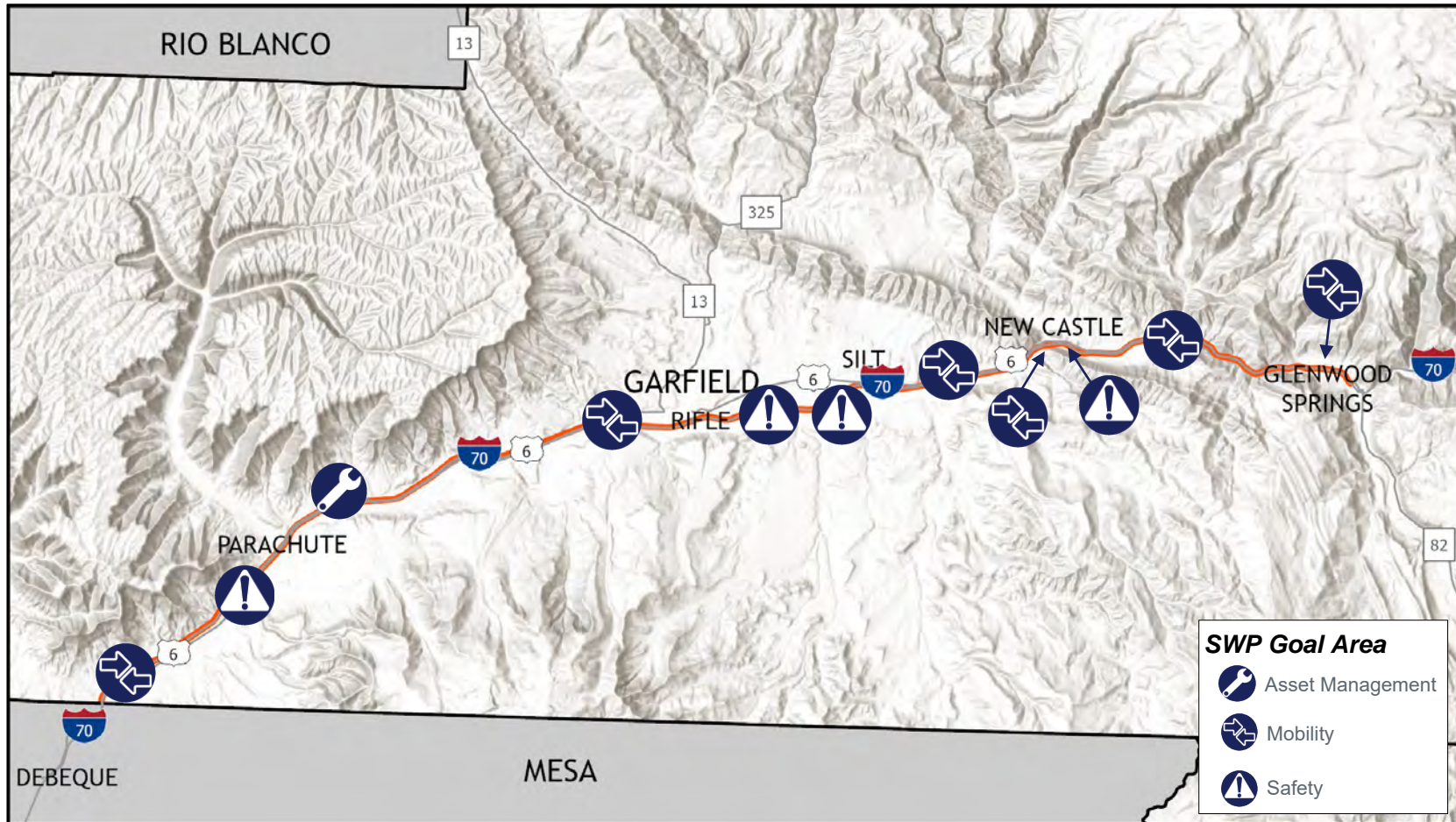
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002) (Part 1/3)



Asset Management

- Parachute E/W MP 68 to MP 86.5 (I-70 Reconstruction)



Mobility

- Essential bus service between Glenwood Springs and Grand Junction
- New Local Fixed-Route Circulator Transit Service between Parachute and Rifle
- New Castle Autonomous Circulator Bus
- New Castle Park-n-Ride Expansion
- Silt, Rifle, and Parachute Park-n-Ride Improvements
- Bike Trail along US 6 in New Castle

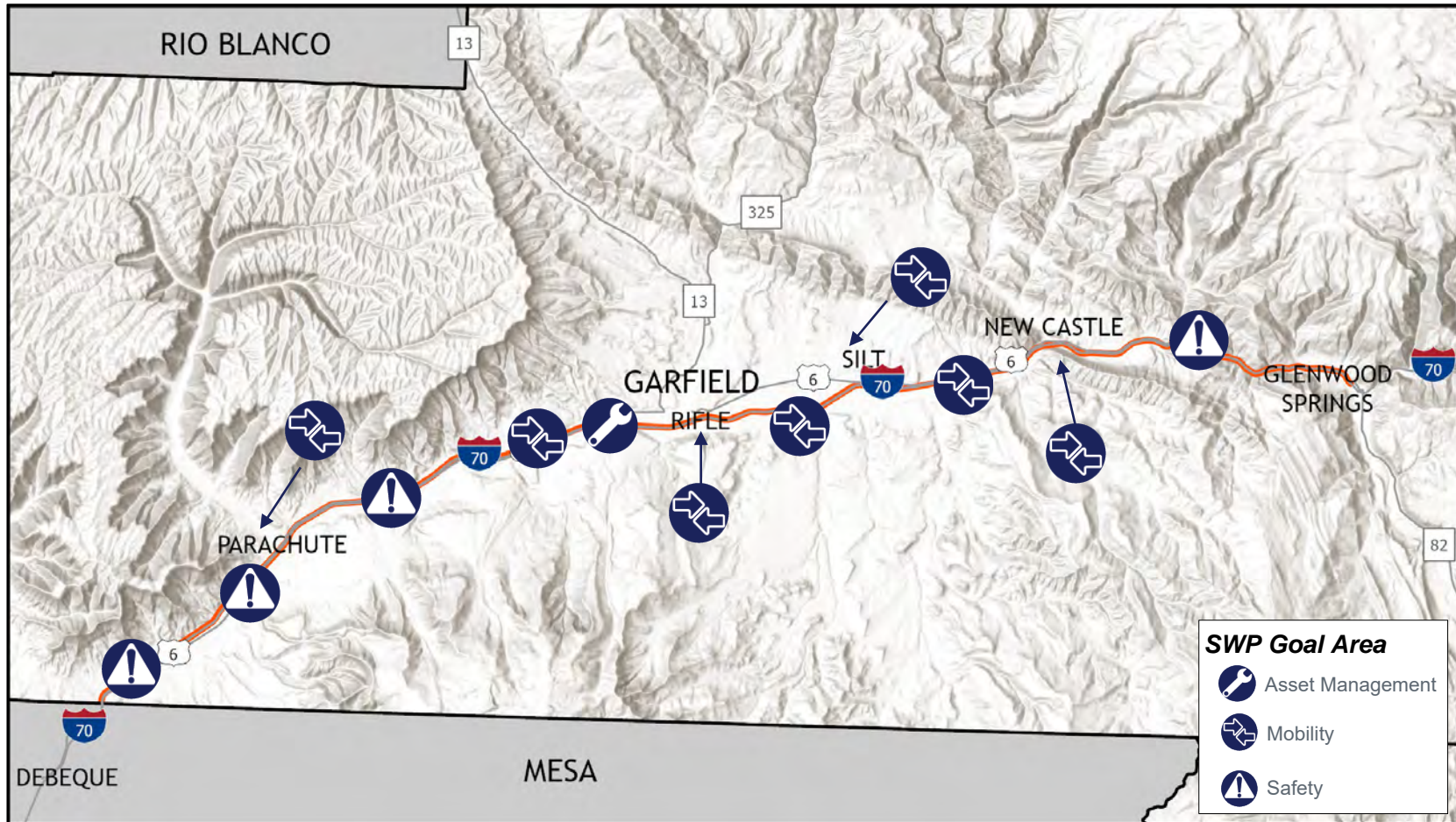


Safety

- I-70: Garfield County Interchange Improvements (New Castle)
- I-70: Garfield County Interchange Improvements (Silt)
- I-70: Intelligent Transportation Systems Infrastructure
- I-70 Wrong Way Ramp Detection



Project Based Strategies: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002) (Part 2/3)



Asset Management

- Reconstruct I-70 Interchange at MP 87 (West Rifle)



Mobility

- Consider additional truck parking across from existing location
- I-70 in New Castle, CO
- I-70 in Silt, CO
- I-70 Rifle Rest Area
- I-70 to US 6 Connection at MP 94
- I-70 Underpass at MP 74
- US 6 Improvements in Parachute

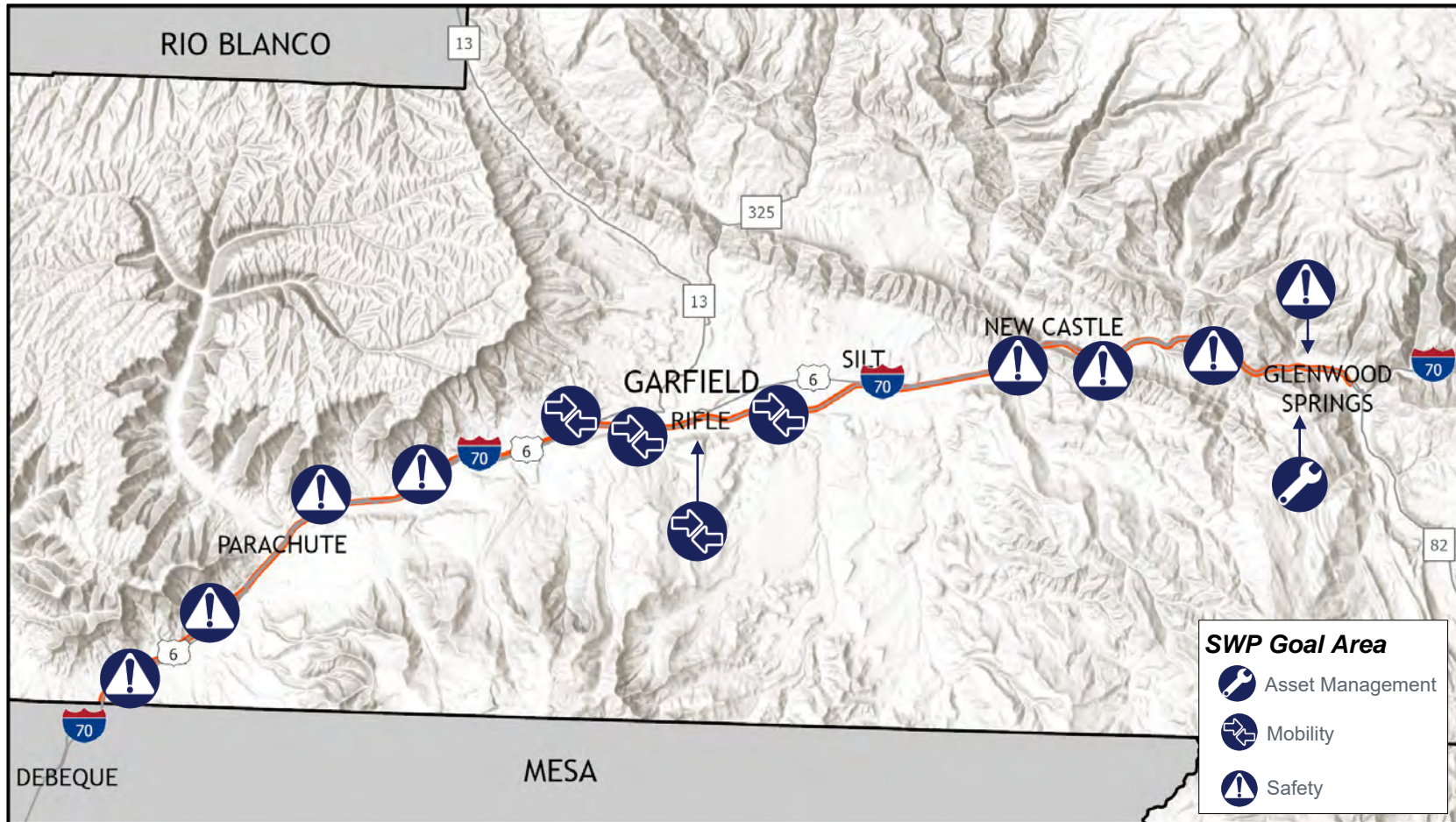


Safety

- Rolling/Phased Road Closures during Storms
- Upgrade I-70 Pedestrian Overpass At MP 74
- Colorado River Pedestrian Bridge at Elk Creek
- Regional Pedestrian and Bikeways in Parachute



Project Based Strategies: Interstate 70 (West of Glenwood Springs): I-70A: DeBeque to Glenwood Springs (PIM7002) (Part 3/3)



Asset Management

- Reconstruct I-70/US 6/SH 82 Intersection



Mobility

- I-70: Garfield County Interchange Improvements (New Castle)
- Roundabouts at I-70 Interchange Ramps MP 90
- Essential Bus Service between Craig and Grand Junction
- Increase Bustang frequency Summit, Eagle and Garfield counties

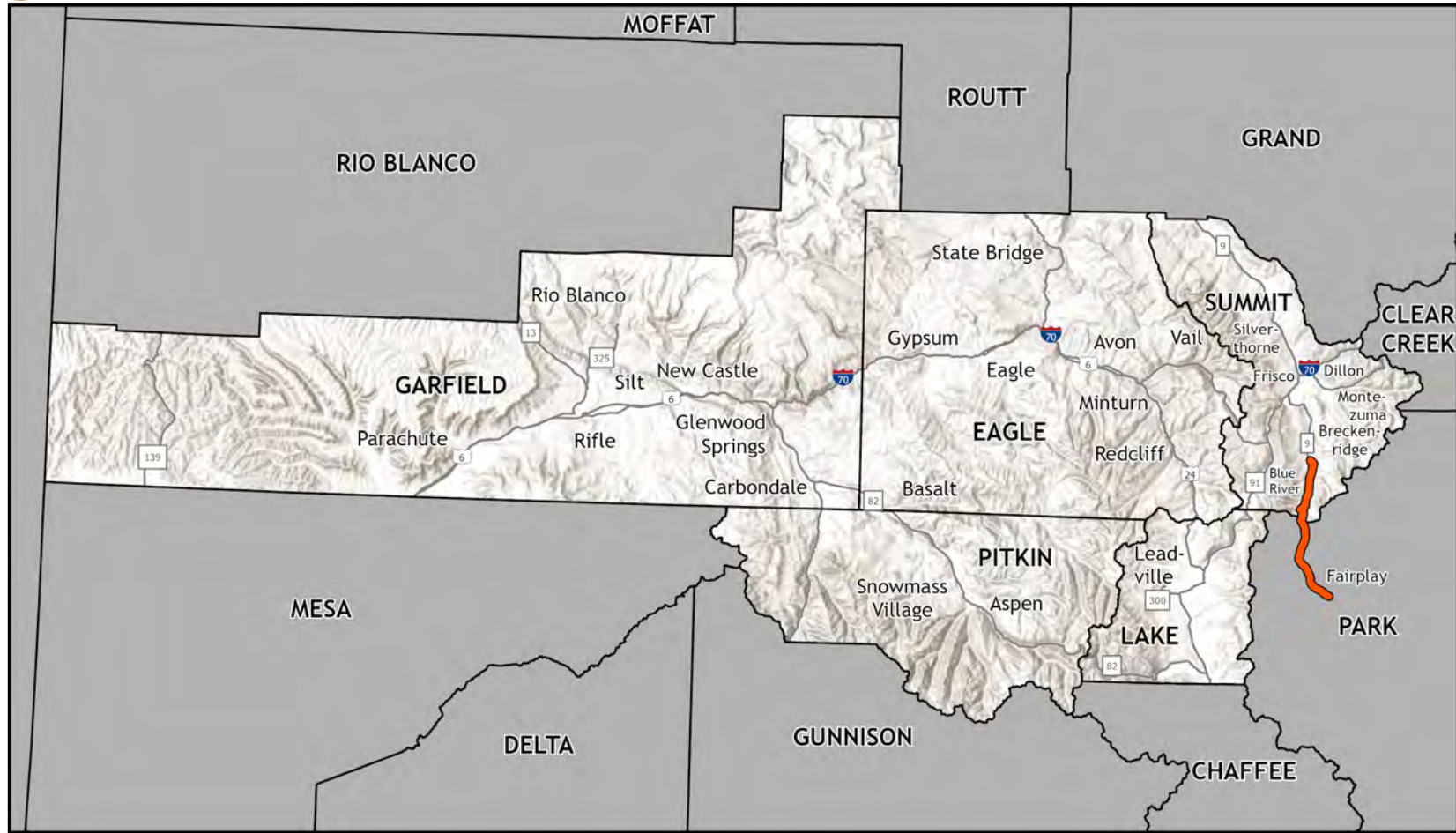


Safety

- New I-70 Overpass at MP 104
- US 6 Improvements in New Castle
- US 6/Cooley Mesa Drive Traffic Signal
- Glenwood West I-70 MP 110 to MP 119
- New I-70 Interchange at MP 101.5
- New I-70 Interchange at MP 72
- Upgrade I-70 Interchange at MP 75
- Landscaping/Noise Barrier along I-70 in Parachute



State Highway 9: Fairplay to Breckenridge (PIM7003)



Corridor Name

State Highway 9: Fairplay to Breckenridge

Corridor Vision

The Vision for the SH 9 corridor south of Breckenridge is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor serves as a multimodal local facility connecting to places outside the region and making north-south connections within the Upper Blue River Valley. The transportation system serves towns, cities, and destinations within the corridor as well as destinations outside the corridor

Corridor Designations

- None

What we heard about the Corridor

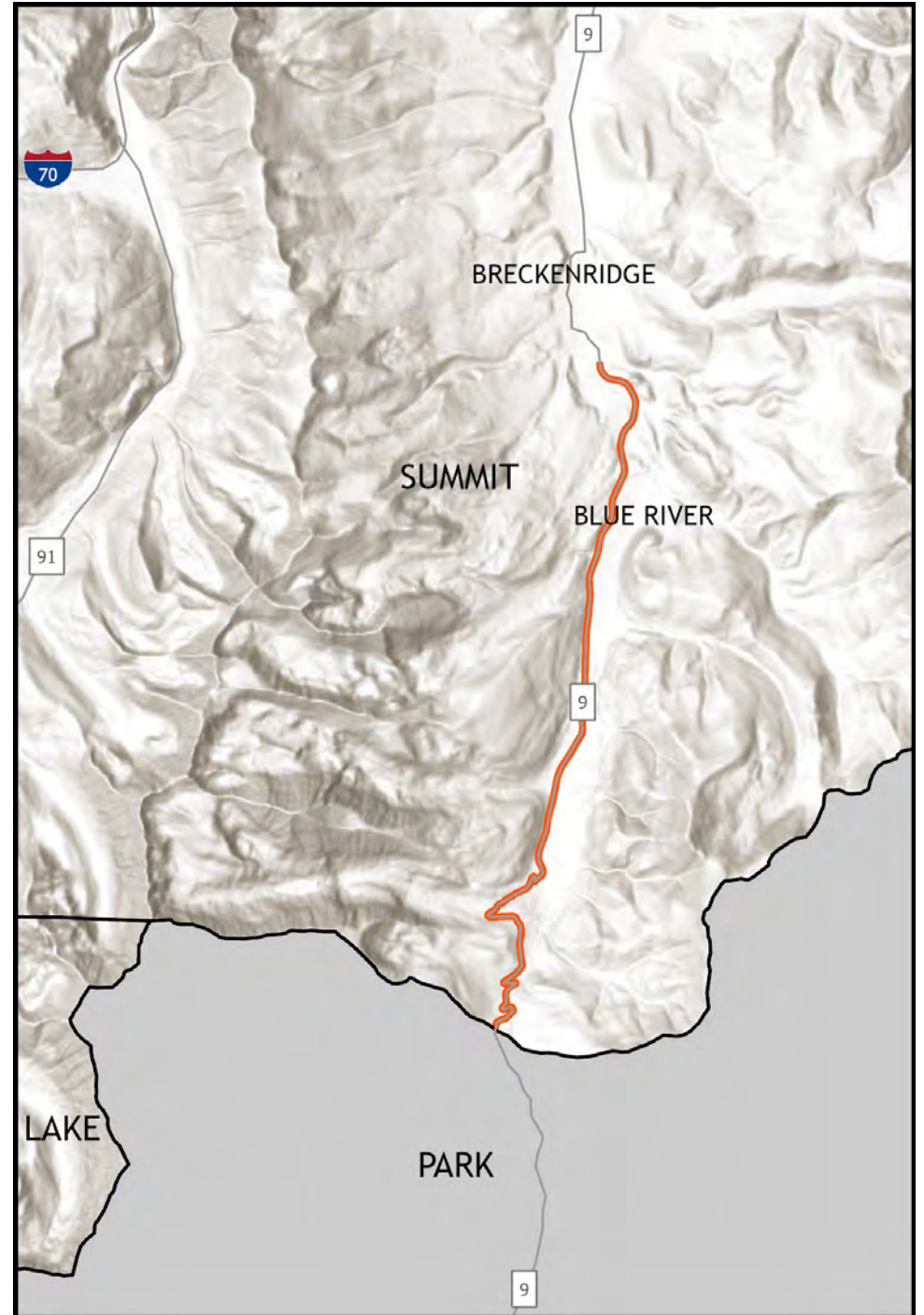
- 34 comments specifically about this corridor
- Frustration with lack of maintenance
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for transit improvements



Key Data Findings: State Highway 9: Fairplay to Breckenridge (PIM7003)

Key Data Findings:

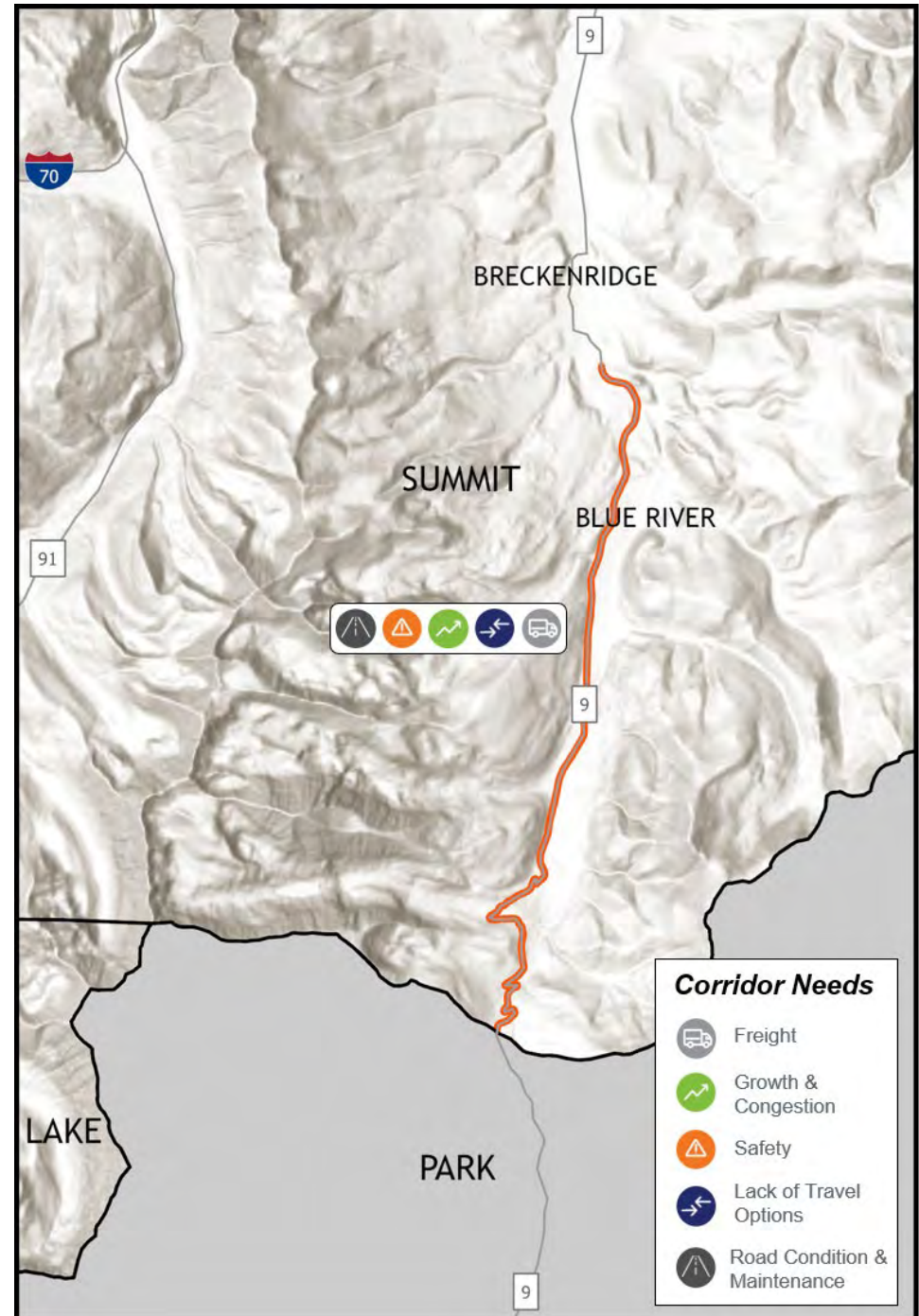
<i>Growth</i>	Moderate congestion (2030) High congestion (2045)
<i>Safety</i>	Several segments with shoulders <2' Dense wildlife crashes
<i>Asset Management</i>	Low drivability life (one segment south of Breckenridge)
<i>Pedestrian Transit</i>	Inter-city bus station in Fairplay Regional bus route operates on corridor- stop in Breckenridge Summit Stage and Breckenridge Free Ride operate on corridor
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy High criticality Parallels 100-year floodplain
<i>Economics</i>	Concentration of jobs in Breckenridge Provides access to recreational area





Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Enhance walkability in areas with high pedestrian demand (bus stops)
- Improve travel conditions for trucks and heavy vehicles
- Mitigate risk associated with natural disasters (floodplain)
- Improve bicycle accommodations





Corridor Projects: State Highway 9 Fairplay to Breckenridge (PIM7003) (Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 9: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fairplay and Breckenridge	1002				\$19.00
Acquisition and Improvements of Fairplay Bus Barn	Acquisition and improvement CDOT owned property 850 Hathaway. Partnership with Park County, CDOT Region 2, Bustang Outrider.	1175				\$2.00
SH 9 Park-n-Ride (at County Road 1)	Acquisition and paving CDOT owned parcel at Hwy 9 and CR1. Partnership with Park County, CDOT Region 2, Bustang Outrider.	1176				\$3.30
Essential Bus Service between Fairplay and Breckenridge (Proposed Outrider Service)	Outrider bus service between Fairplay and Durango. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1177				\$1.18
SH 9 (North of Hoosier Pass)	Chain up station for CMV's heading south over Hoosier Pass	1178				\$5.00
SH 9 South (improve to CDOT standards, Breckenridge to top of Hoosier Pass)	-	1995				\$24.00
SH 9 South Shoulder Improvements	Improve to CDOT standards, Breckenridge to top of Hoosier Pass	2389		-		\$50.00
Local circulation expansion of Breckenridge/Summit County	Expansion of Breckenridge/summit county	2448				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 9 Fairplay to Breckenridge (PIM7003) (Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
S. Park and Main intersection and Ped improvement	-	2451				\$10.00
Rec Path Blue river to Hoosier	-	2452				-
Free Ride Mobility Project (Breckenridge First-Last Mile)	Breckenridge would like to study the locations and resources needed to improve the last mile options for the Town. This would include electric bike docking stations at the Breck Transit Station and certain parking lots within Town	2477				\$0.15
Free Ride Transit Wayfinding Update	Breckenridge would like to update all maps, bus stop signs, shelter signs and transit wayfinding to improve legibility of transit service information	2478				\$0.50
Free Ride Service Expansion	In the next 10 years the Town would look to offer more services during peak hours of the day and peak days to help reduce the amount of cars driving around town. This would include late night service as well to help with the employee population. This would be a 20% increase in services.	2479				\$23.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 9 (North of Hoosier Pass)
- SH 9 South (improve to CDOT standards, Breckenridge to top of Hoosier Pass)
- SH 9 South Shoulder Improvements



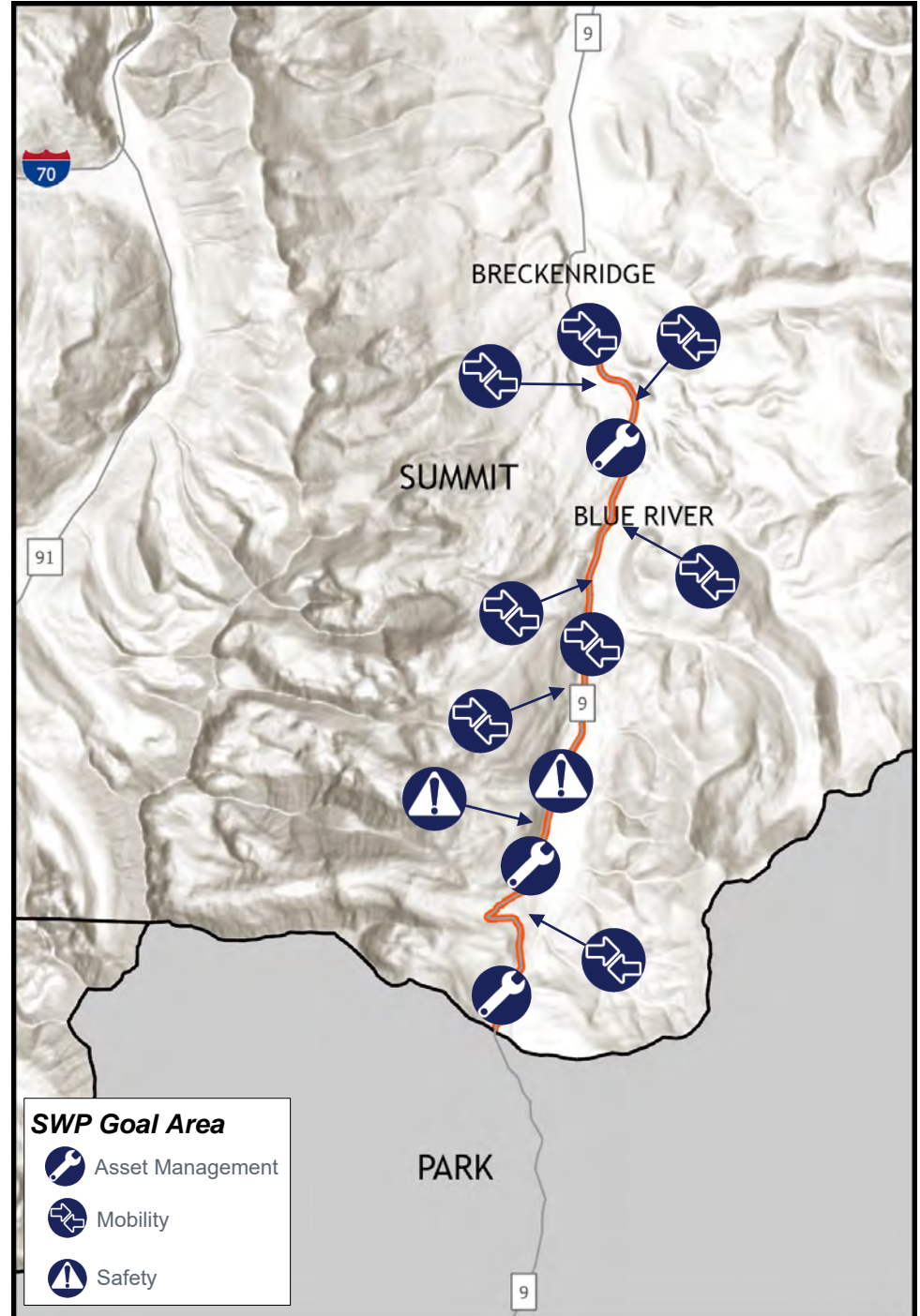
Mobility

- Acquisition and Improvements of Fairplay Bus Barn
- SH 9 Park-n-Ride (at County Road 1)
- Essential Bus Service between Fairplay and Breckenridge (Proposed Outrider Service)
- Local circulation expansion of Breckenridge/Summit County
- Free Ride Transit Wayfinding Update
- Free Ride Service Expansion
- Rec Path Blue river to Hoosier
- Free Ride Mobility Project (Breckenridge First-Last Mile)



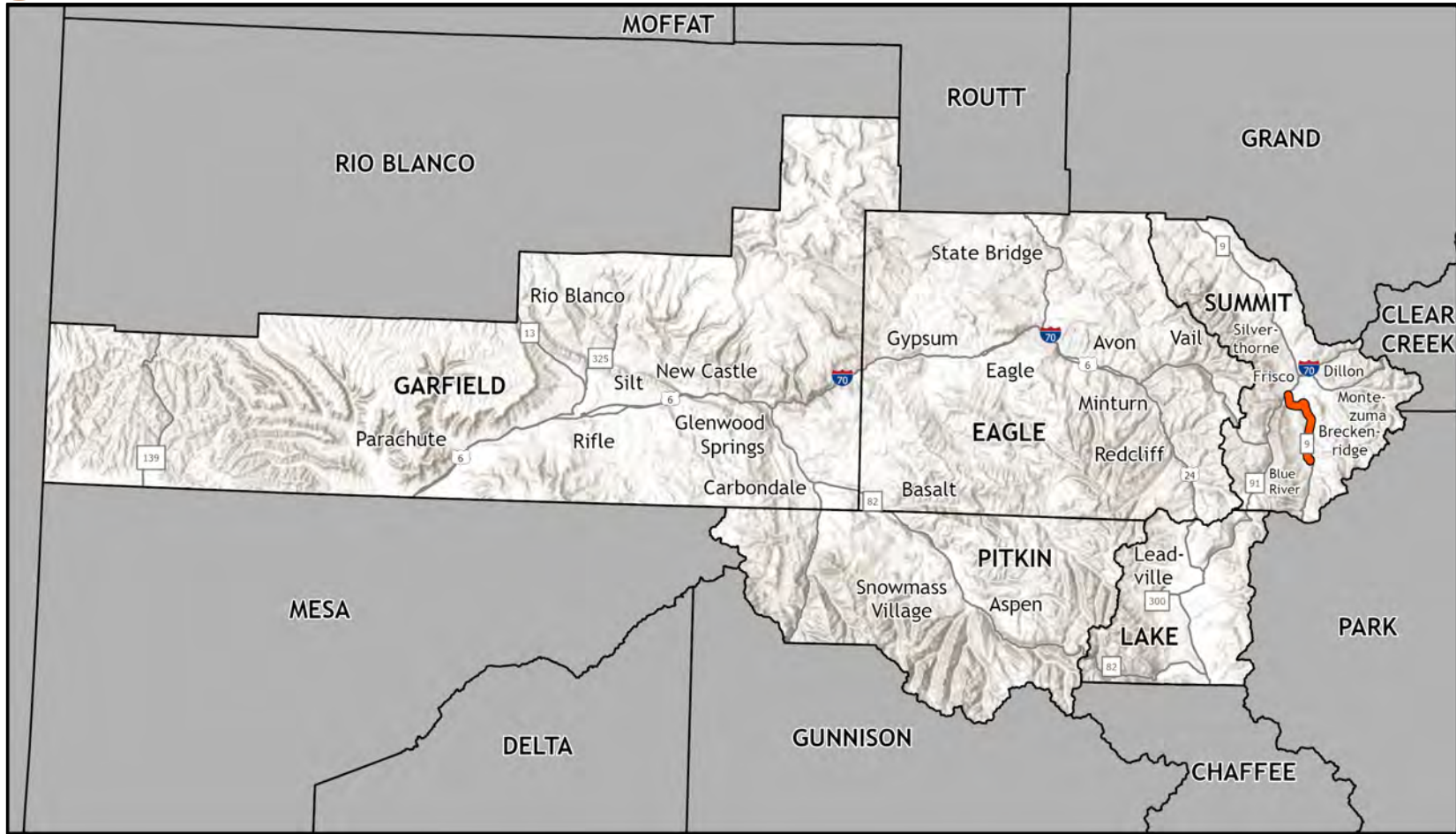
Safety

- SH 9: Intelligent Transportation Systems Infrastructure
- S. Park and Main intersection and Ped improvement





State Highway 9: Breckenridge to I-70 at Frisco (PIM7004)



Corridor Name

State Highway 9: Breckenridge to I-70 at Frisco

Corridor Description

This corridor serves as a multimodal local facility, connecting to places outside the region and making north-south connections within the Upper Blue River Valley

Corridor Designations

- None

What we heard about the Corridor

- 107 comments specifically about this corridor
- Frustration with congestion
- Desire for transit improvements
- Desire for better bicycle facilities
- Desire for better pedestrian facilities
- Pavement condition is poor
- Need for truck/freight rest stops

Corridor Vision

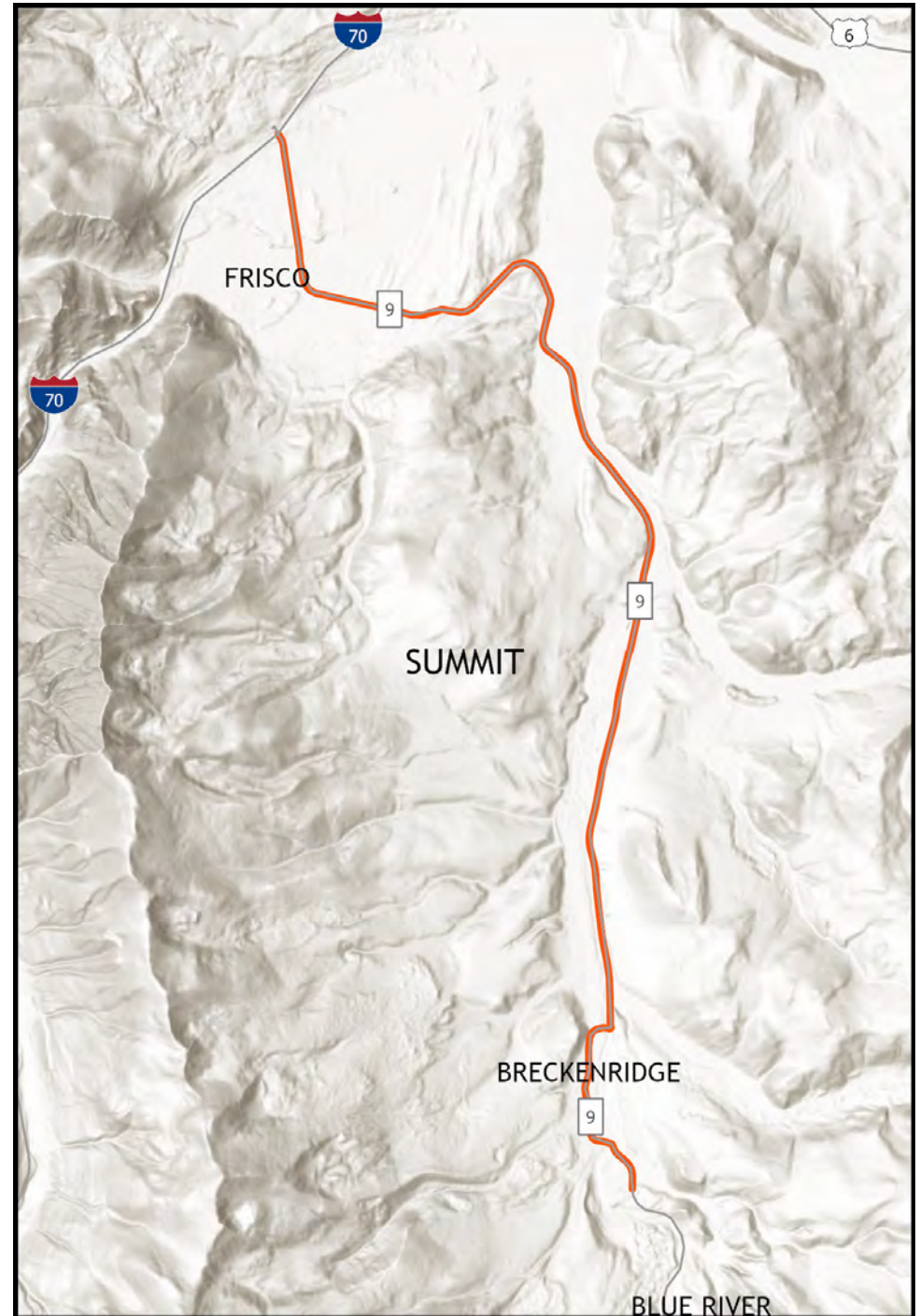
The Vision for the SH 9 corridor from Breckenridge to Frisco is primarily to increase mobility as well as to improve safety and to maintain system quality



Key Data Findings: State Highway 9: Breckenridge to I-70 at Frisco (PIM7004)

Key Data Findings:

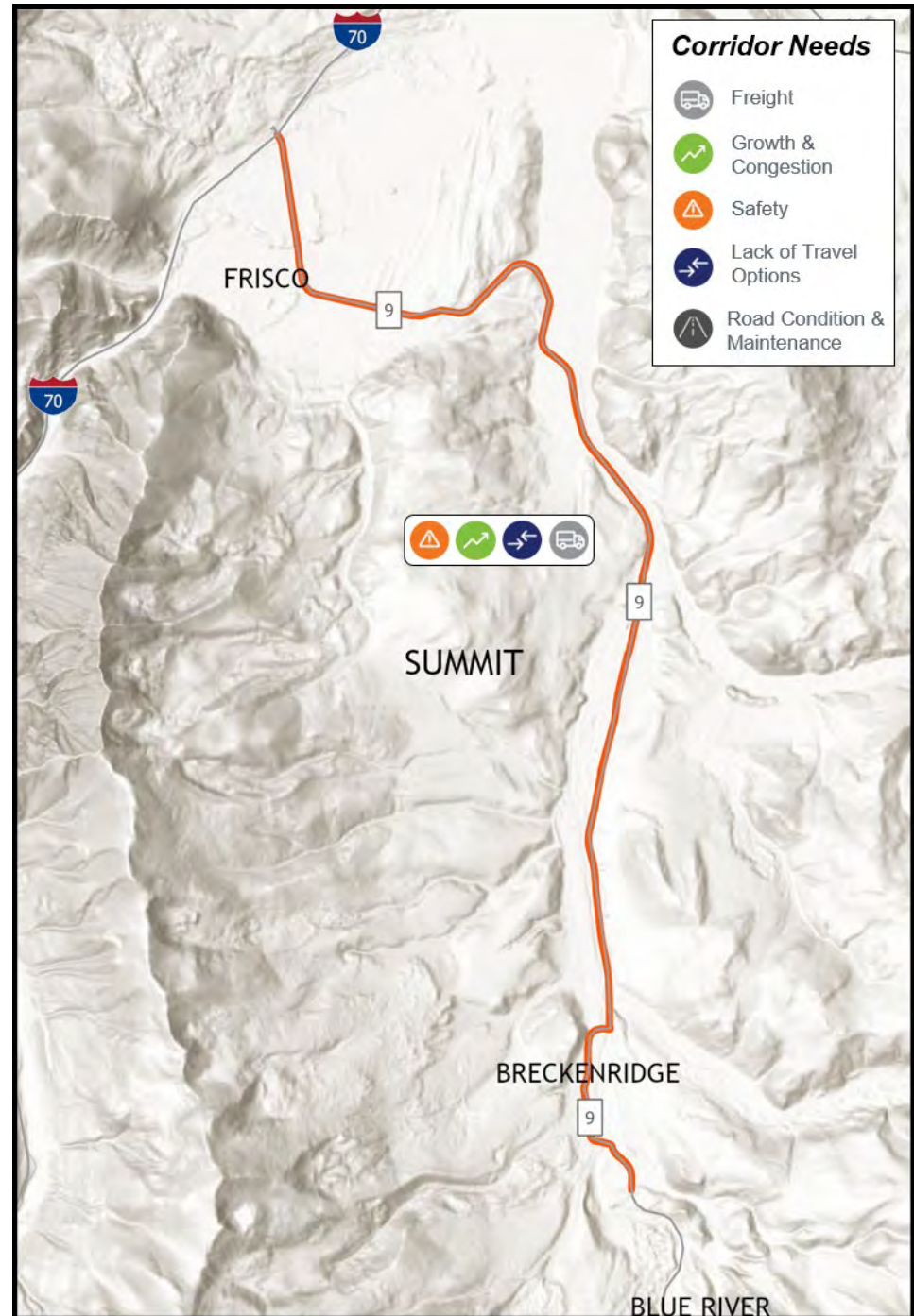
Growth	One segment moderate congestion (2030) One segment high congestion (2030) High congestion (2045)
Safety	Several segments with shoulders <2' Dense wildlife crashes
Mobility Hub Transit Pedestrian	Regional bus route operates on corridor Inter-City bus station in Frisco Breckenridge Transit Free Ride operates on corridor Summit Stage transit operates on corridor
Bicycling	Very high bicycle activity
Resiliency	Low redundancy High criticality Parallels 100-year floodplain
Economics	Concentration of jobs in Breckenridge and Frisco Provides access to recreational area





Corridor Needs

- Enhance walkability in areas with high pedestrian demand (bus stops)
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Improve travel conditions for trucks and heavy vehicles
- Mitigate risk associated with natural disasters (floodplain)





Corridor Projects: State Highway 9 Breckenridge to I-70 at Frisco (PIM7004) (Part 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Inter-regional Transit Service between Summit County and Colorado Springs	Inter-regional Transit Service From Summit County to Fairplay to Hartsel to Colorado Springs, 5 days per week, 4 trips per day	1001				\$0.70
Breckenridge Gondola Lots Parking/Transit Station	New transit station	1179				\$10.00
Breckenridge Charging Infrastructure in Bus Storage Facilities	Expansion of bus storage facilities to include charging stations for overnight and possible on-route charging	1180				\$1.50
Breckenridge Parking Feasibility Study for Ice Rink	Hire a consultant to review the feasibility of a multimodal parking structure at the Ice Rink	1181				\$0.10
Breckenridge Technology and Capital Improvements	Implement capital improvements and technology enhancements for end users of the system. Complete in 3 phases - Phase 1 being the purchase of capital technology costs (completed in 2017 (500K in local funds), Phase 2 - purchase additional technology for new buses, arrival signs, Transit wayfinding, branding and new displays for services, Phase 3 - additional signs and technology needed for new buses and shelters	1182				\$3.00
Breckenridge New Shuttles for Upper Warriors Mark Service	Purchase six 15 passenger vans to run the Upper Warriors Mark service in house instead of outsourcing	1183				\$1.00
Breckenridge Replacement of 15 Diesel Buses with Electric	Replace 15 diesel buses with electric - using the difference in the cost @350K a piece.	1184				\$5.20
Breckenridge Fleet Maintenance and Public Works Administration Building Expansion	Expansion of fleet maintenance personnel and facilities to support additional fleet (buses and smaller transit vehicles). Additional office space for public works personnel and expansion for the public works administration office.	1185				\$5.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 9 Breckenridge to I-70 at Frisco (PIM7004) (Part 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Tiger Dredge Parking Structure	Mixed-use parking structure at Tiger Dredge lot	1186				\$32.00
Breckenridge Bus Storage Facility	Merge with ski area will require a new bus storage facility	1187				\$5.50
Breckenridge McCain Parking/Transit Station	Multimodal parking structure/transit station at McCain property with route charging for electric buses	1188				\$15.00
Breckenridge Ice Rink Lot Parking/Transit Station	Multimodal parking structure/transit station at Ice Arena with route charging for electric buses	1189				\$21.00
Breckenridge Bus Shelters	Construct bus shelters at all feasible stop locations	1190				\$0.17
Frisco Transit Center - Phases 2-6	-	1191				\$10.00
New Summit County Transit Operations Center	New operations facility construction including bus bays	1192				\$17.30
Terminal charging at Summit County Transit Operations Facility	Electrical and charging infrastructure for 30 electric buses	1193				\$12.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 9 Breckenridge to I-70 at Frisco (PIM7004) (Part 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New SH 9 South Bus Pullouts	Specific plans will be identified in the CDOT Hwy 9 South Access Control Plan, 2018. Shoulder paving, signage and shelter construction in the Blue River area	1194				\$1.50
Terminal Charging at Frisco Transportation Center	-	1195				\$12.00
SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	1196			-	\$13.82
Town of Breckenridge Intermodal Center and Park-N-Ride, Phase II	-	1902				\$10.00
SH 9 Iron Springs to Main Street	This is the final segment of a larger project that began in 2004 to widen SH 9 from Frisco to Breckenridge to four lanes. This project constructs two roundabouts, signal improvements, and new pedestrian connections, including an underpass.	36				\$18.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- Tiger Dredge Parking Structure



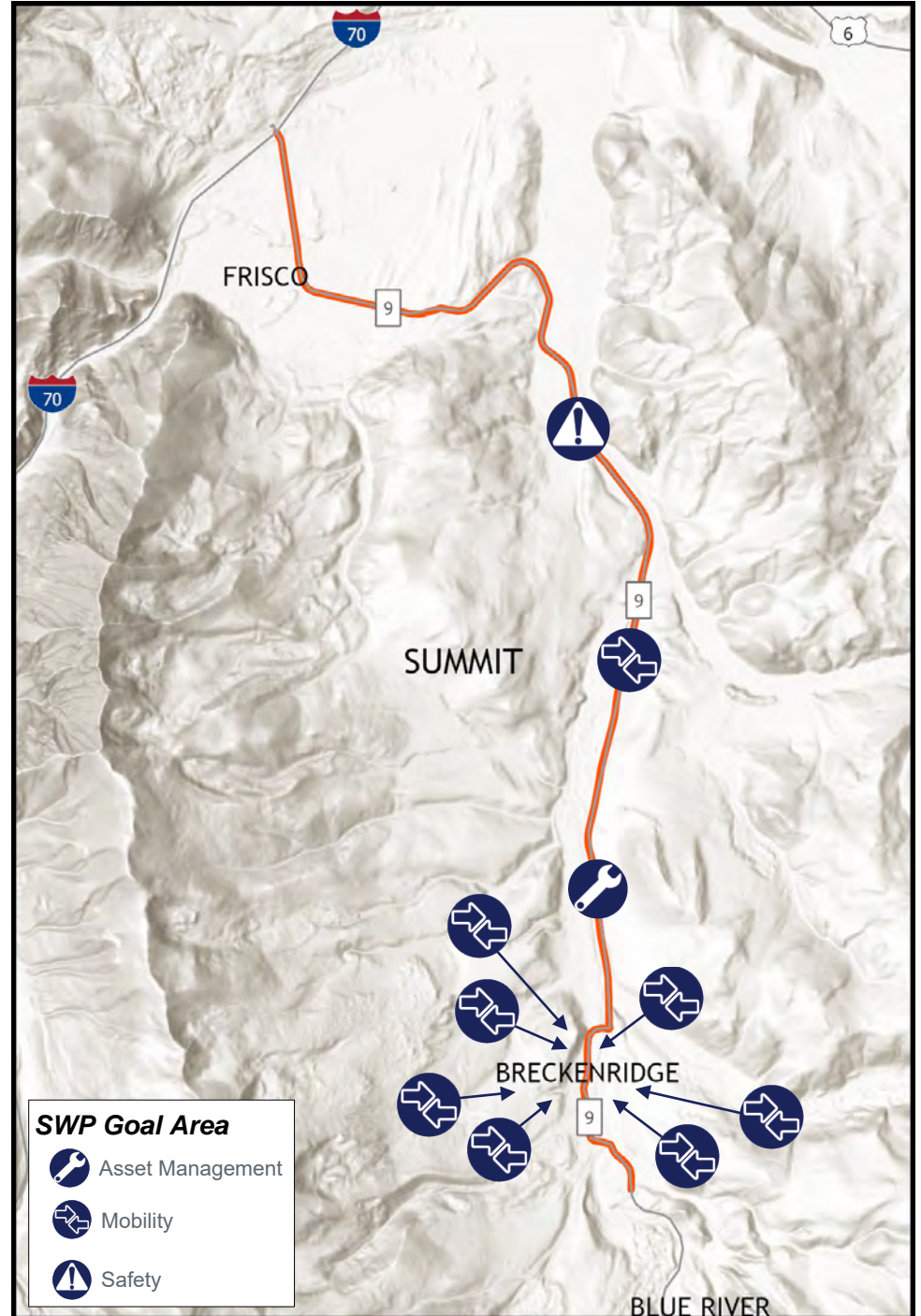
Mobility

- New Inter-regional Transit Service between Summit County and Colorado Springs
- Breckenridge Gondola Lots Parking/Transit Station
- Breckenridge Charging Infrastructure in Bus Storage Facilities
- Breckenridge Parking Feasibility Study for Ice Rink
- Breckenridge Technology and Capital Improvements
- Breckenridge New Shuttles for Upper Warriors Mark Service
- Breckenridge Replacement of 15 Diesel Buses with Electric
- Breckenridge Fleet Maintenance and Public Works Administration Building Expansion



Safety

- SH 9 Iron Springs to Main Street





Asset Management

- See the previous page.



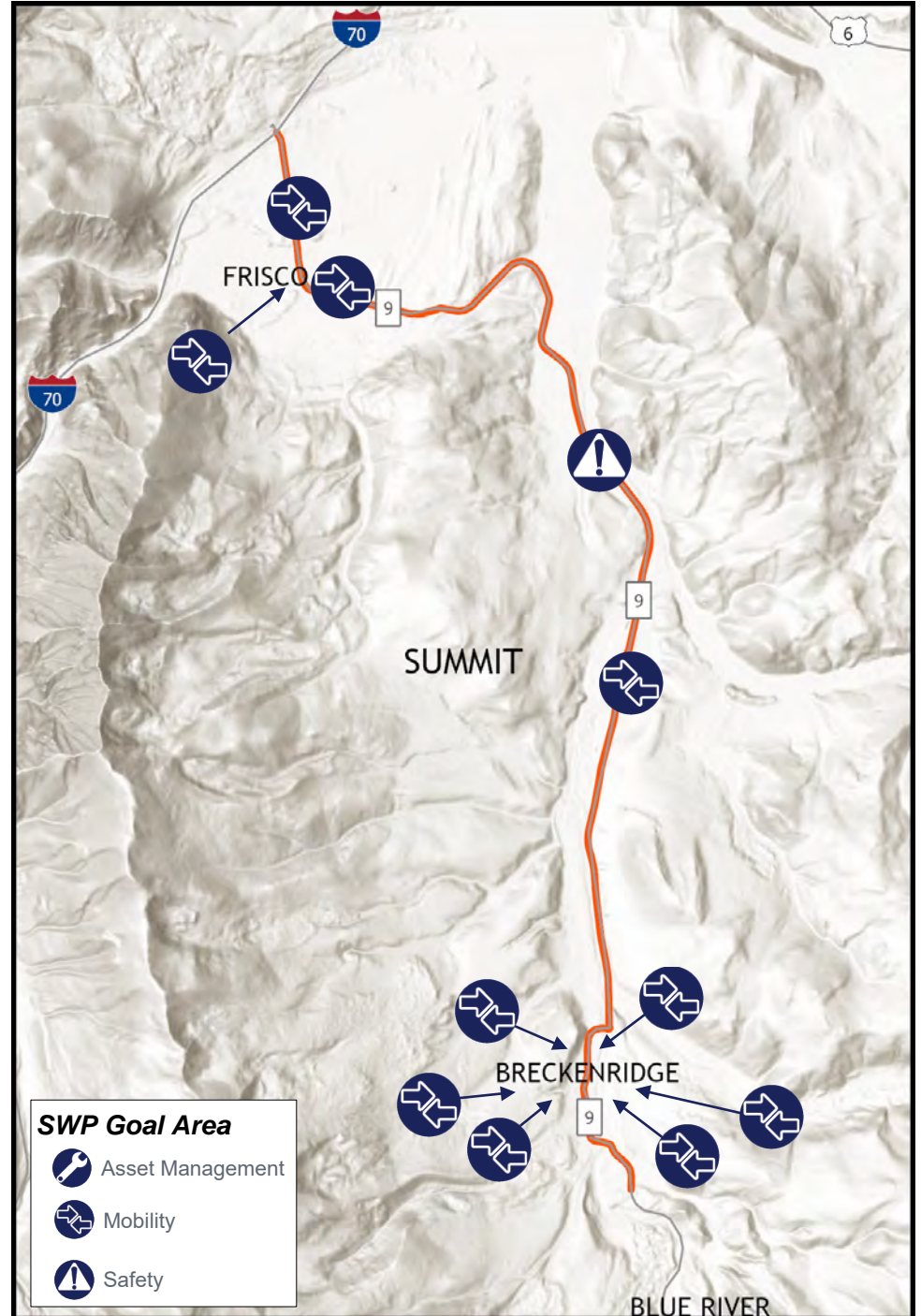
Mobility

- Breckenridge Bus Storage Facility
- Breckenridge McCain Parking/Transit Station
- Breckenridge Ice Rink Lot Parking/Transit Station
- Breckenridge Bus Shelters
- Frisco Transit Center - Phases 2-6
- New Summit County Transit Operations Center
- Terminal charging at Summit County Transit Operations Facility
- New SH 9 South Bus Pullouts
- Terminal Charging at Frisco Transportation Center
- Town of Breckenridge Intermodal Center and Park-N-Ride, Phase II



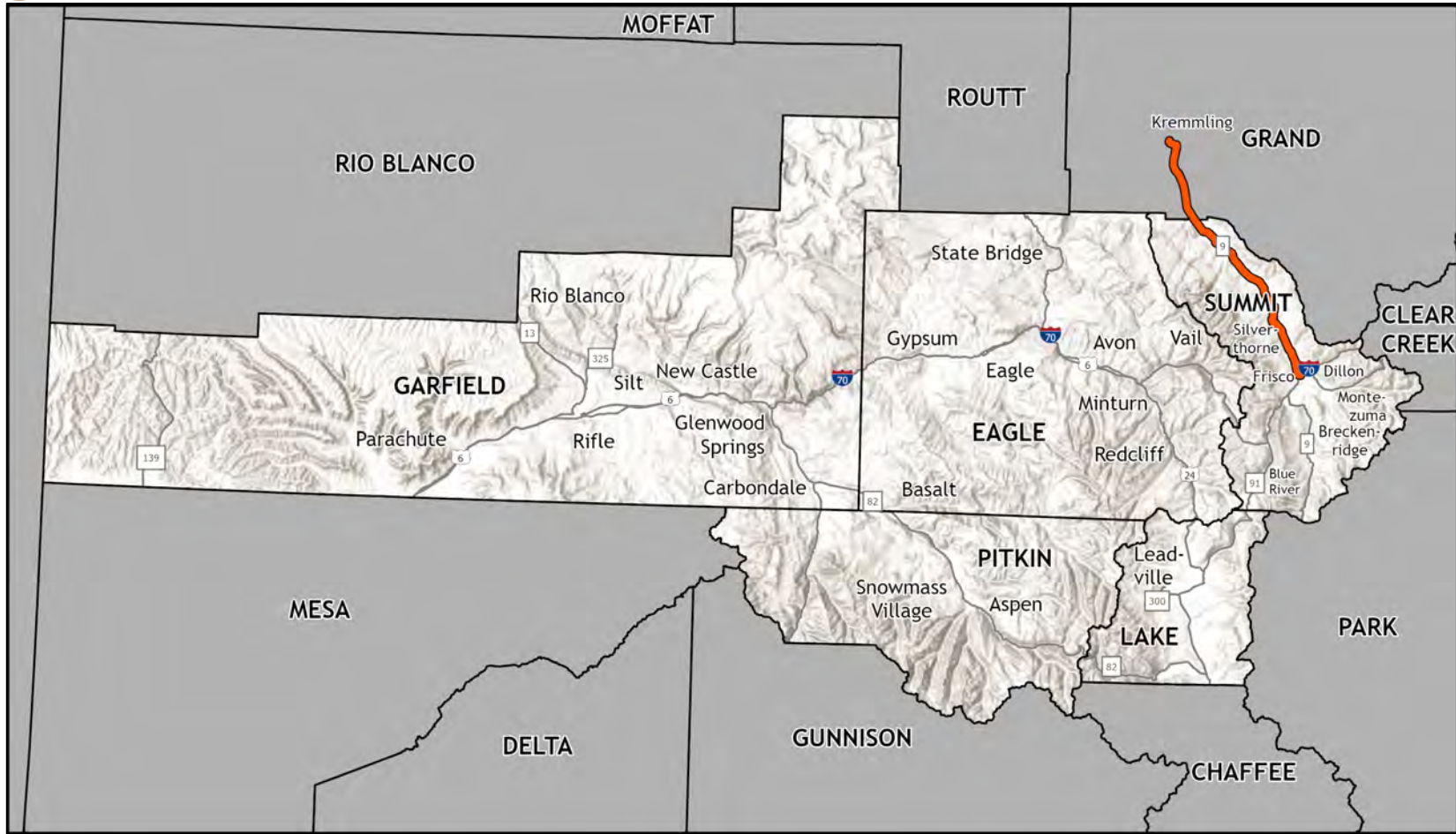
Safety

- SH 9: Frisco North





State Highway 9: North of I-70 to Kremmling (PIM7005)



Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
<p>State Highway 9: North of I-70 to Kremmling</p>	<p>This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Lower Blue River Valley, providing for commuter travel and public land access</p>	<ul style="list-style-type: none"> High Demand Bicycle Corridor R3-10 	<ul style="list-style-type: none"> 133 comments specifically about this corridor Pavement condition is poor Concerns about speeding Desire for passenger rail Desire for transit improvements Desire for regional transit Desire for better bicycle facilities Concerns for safety due to wildlife management Frustration or concerns about truck/freight
<p>Corridor Vision</p>	<p>The Vision for the SH 9 corridor north of I-70 is primarily to improve safety while maintaining system quality and increasing mobility</p>		

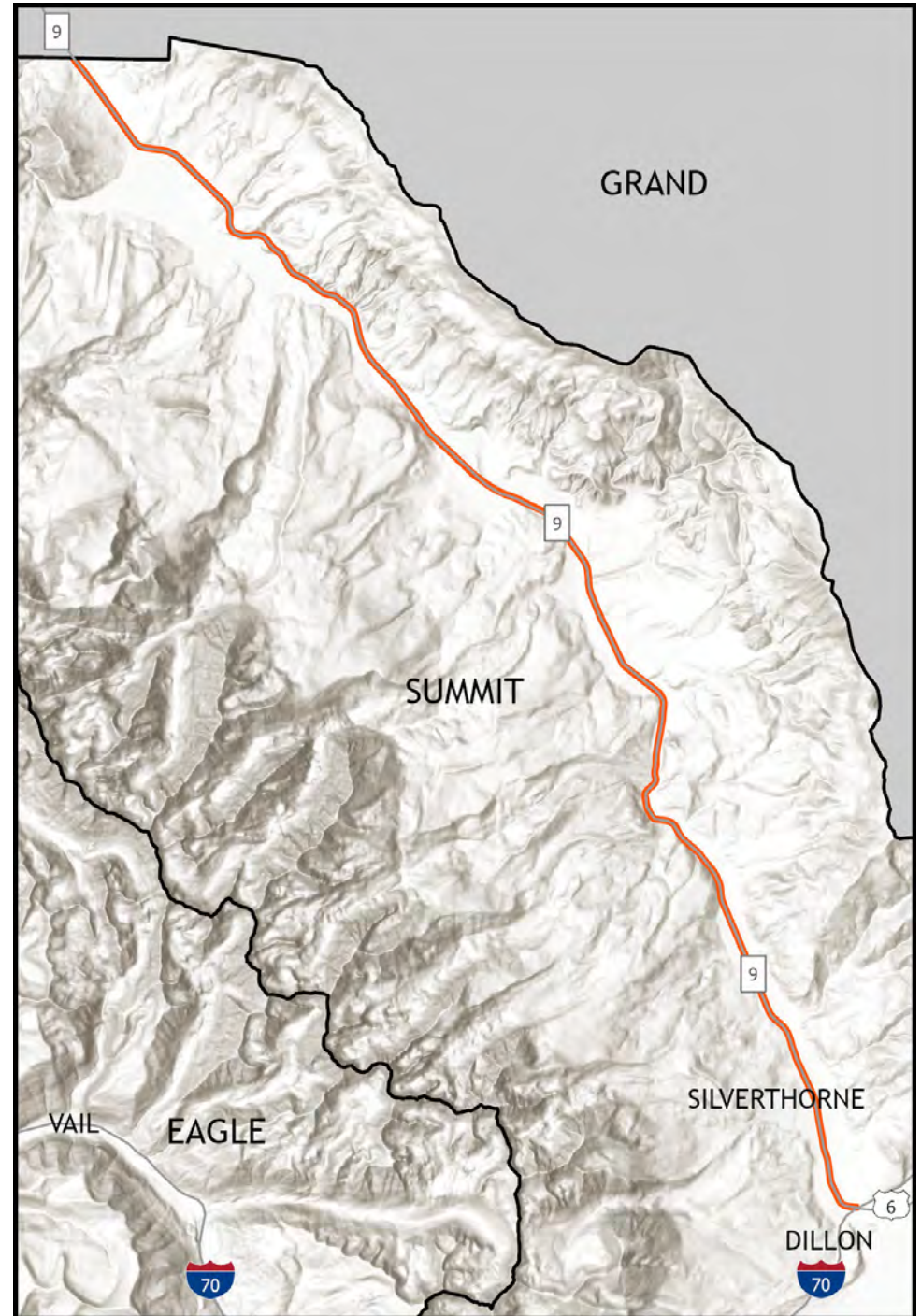


Key Data Findings: State Highway 9: North of I-70 to Kremmling (PIM7005)



Key Data Findings:

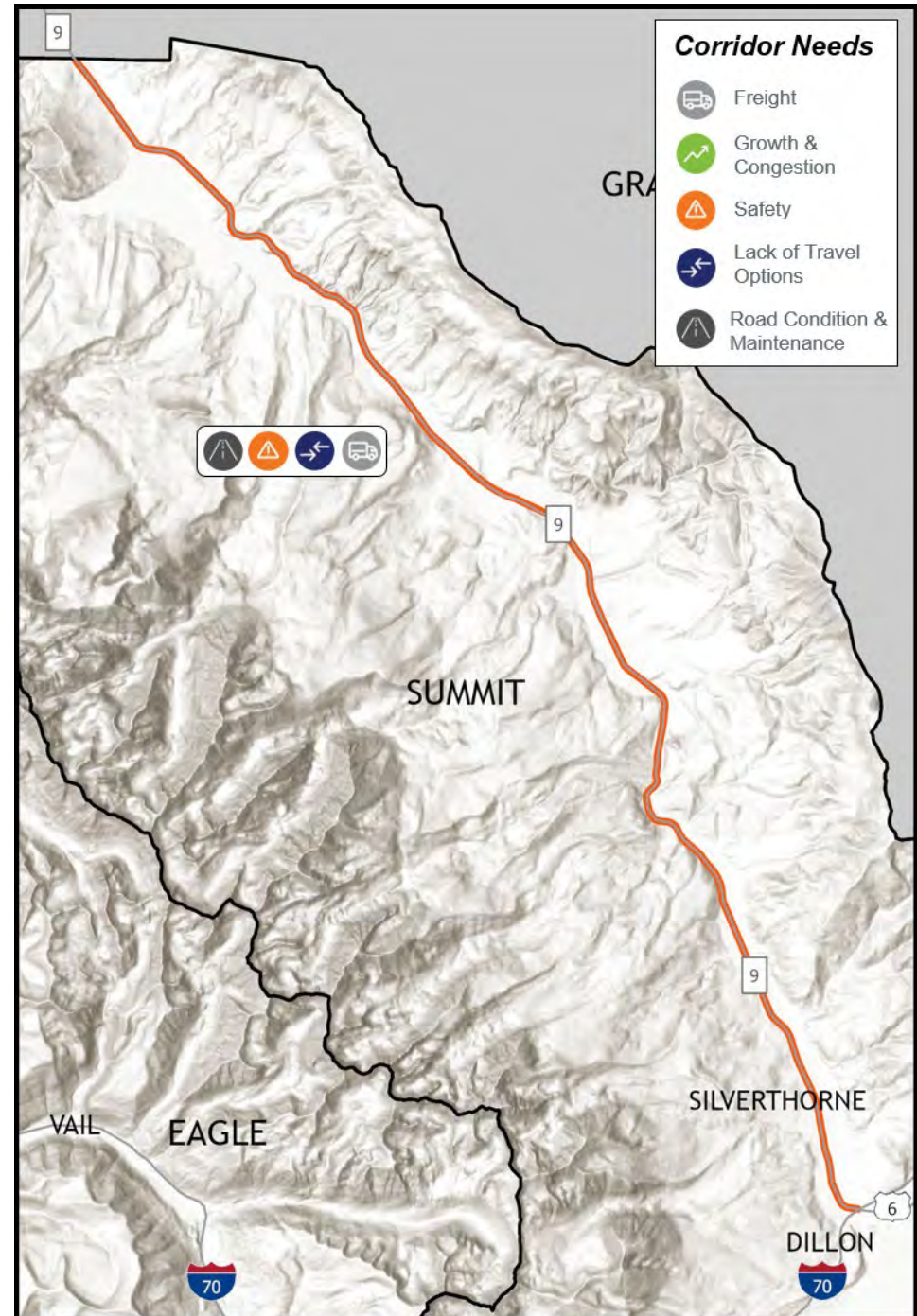
Safety	Two segments with shoulders <2' Dense wildlife crashes Hazmat route
Asset Management	Low drivability life (north of Heenley)
Pedestrian Transit	Summit Stage transit stop in Dillon
Bicycling	High stress for bicycling (north half of corridor)
Pedestrian Economics	Main Street through Silverthorne
Resiliency	Low redundancy High criticality (southern section) Parallels 100-year floodplain
Economics	Concentration of jobs in Dillon Provides access to recreational area





Corridor Needs

- ⬆️ Address pavement condition where drivability life is poor
- ⚠️ Eliminate shoulder deficiencies
- ⚠️ Improve bicycle accommodation
- ⚠️ Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- ↩️ Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- ↩️ Provide additional travel options
- 🚛 Improve travel conditions for trucks and heavy vehicles
- ⚠️ Mitigate risk associated with natural disasters (floodplain)
- ⚠️ Address unsafe passing conditions





Corridor Projects: State Highway 9 North of I-70 to Kremmling (PIM7005)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 9 - North Corridor from Silverthorne to Kremmling (Improve to CDOT standards)	-	1997			 	\$40.00
SH 9 South of Green Mtn Reservoir	Rural road surface treatment	2644				\$7.65
SH 9 Green Mtn Reservoir Ph 1	Rural road surface treatment	2647				\$7.18
SH 9 Green Mtn Reservoir Ph 2	Rural road surface treatment	2650				\$5.75

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Bicycle
- Resilience
- Environmental
- Quality of Life
- Pedestrian
- Safety
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 9 South of Green Mtn Reservoir
- SH 9 Green Mtn Reservoir Ph 1
- SH 9 Green Mtn Reservoir Ph 2



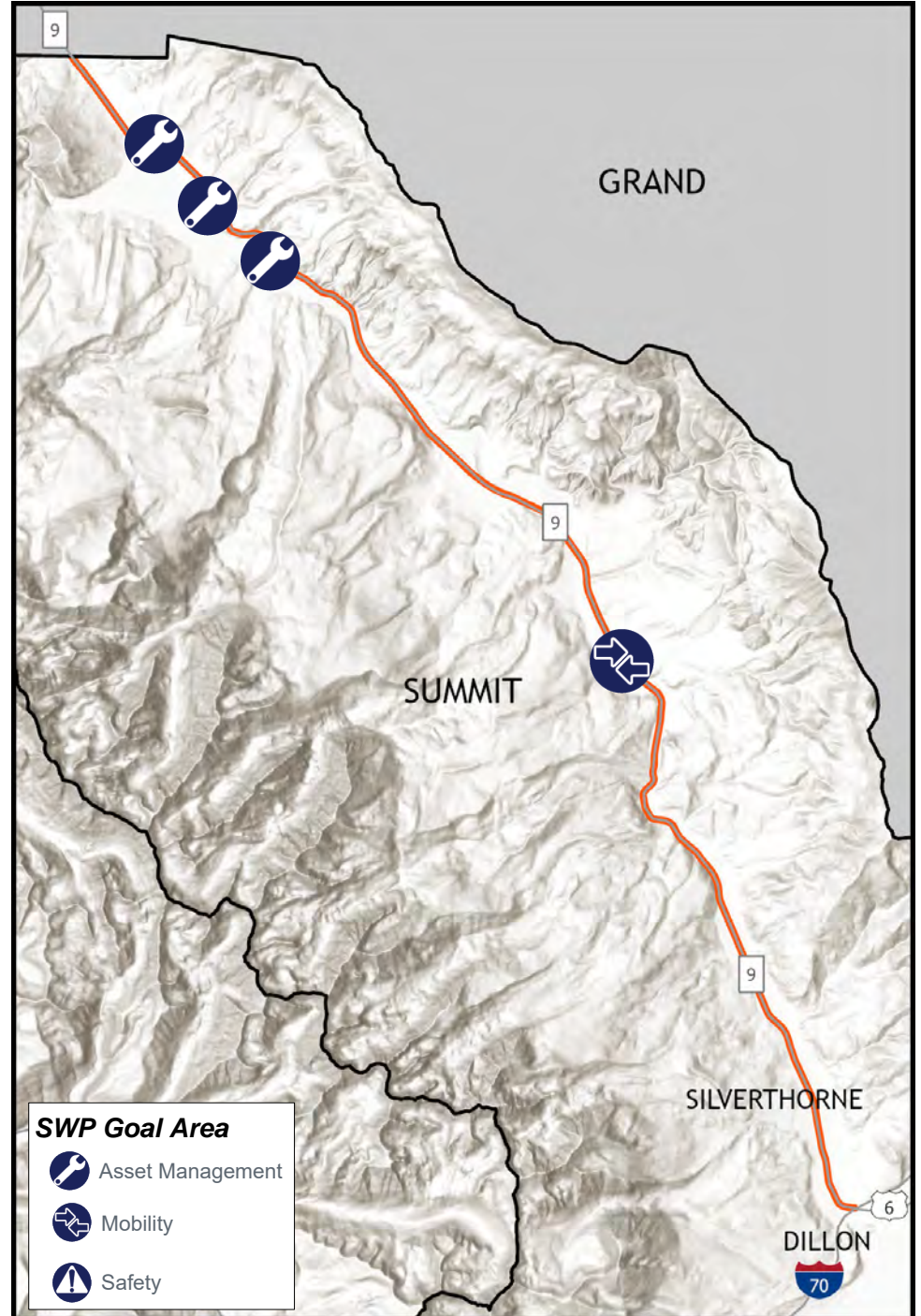
Mobility

- SH 9 - North Corridor from Silverthorne to Kremmling (Improve to CDOT standards)



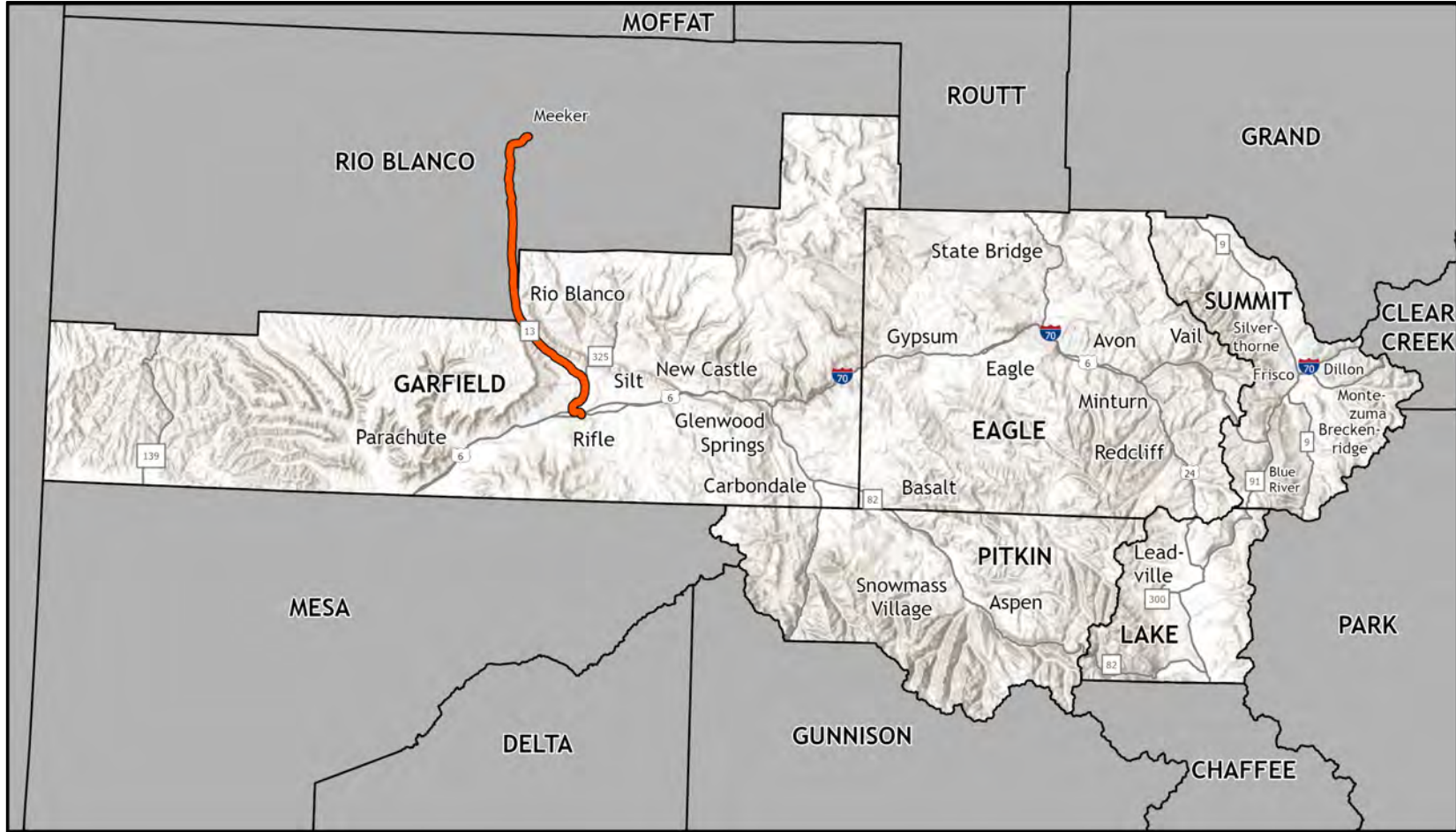
Safety

- See project: SH 9 - North Corridor from Silverthorne to Kremmling (Improve to CDOT standards)





State Highway 13: Rifle to Meeker (PIM7006)



Corridor Name

State Highway 13: Rifle to Meeker

Corridor Vision

The Vision for the SH 13 Rifle to Meeker corridor is to provide an intermodal transportation network that will enhance the safety aspects while simultaneously preserving the wildlife, viewscape, and outdoor recreational benefits of this critical north-south alternative link.

Corridor Description

This corridor serves an important mobility function. This corridor serves as a multimodal local facility, primarily serving areas outside the corridor, making north-south connections within the Government Creek Valley area.

Corridor Designations

- National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

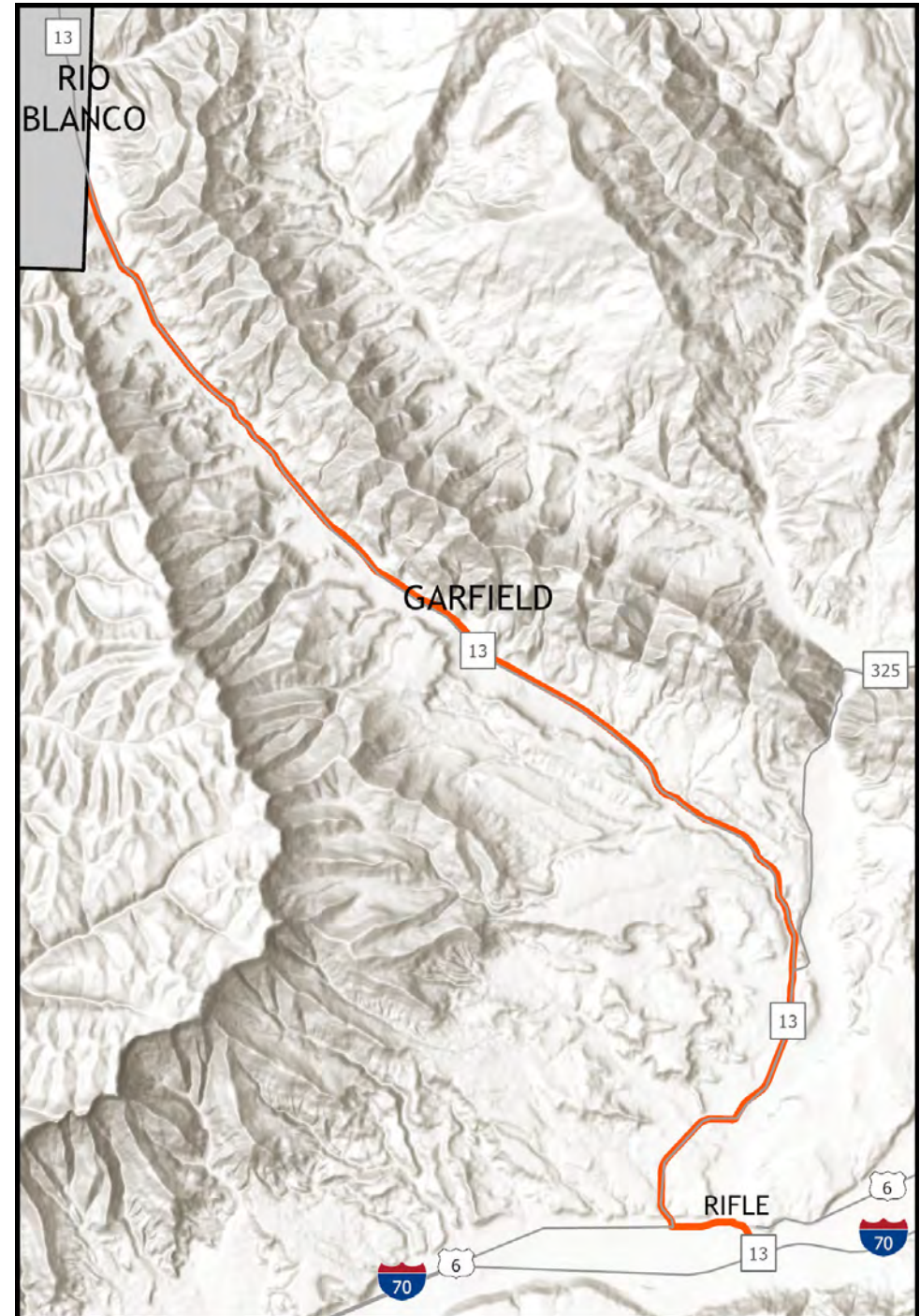
- 14 comments specifically about this corridor
- Desire for improved transit
- Concerns about safety
- Desire for better pedestrian facilities



Key Data Findings: State Highway 13: Rifle to Meeker (PIM7006)

Key Data Findings:

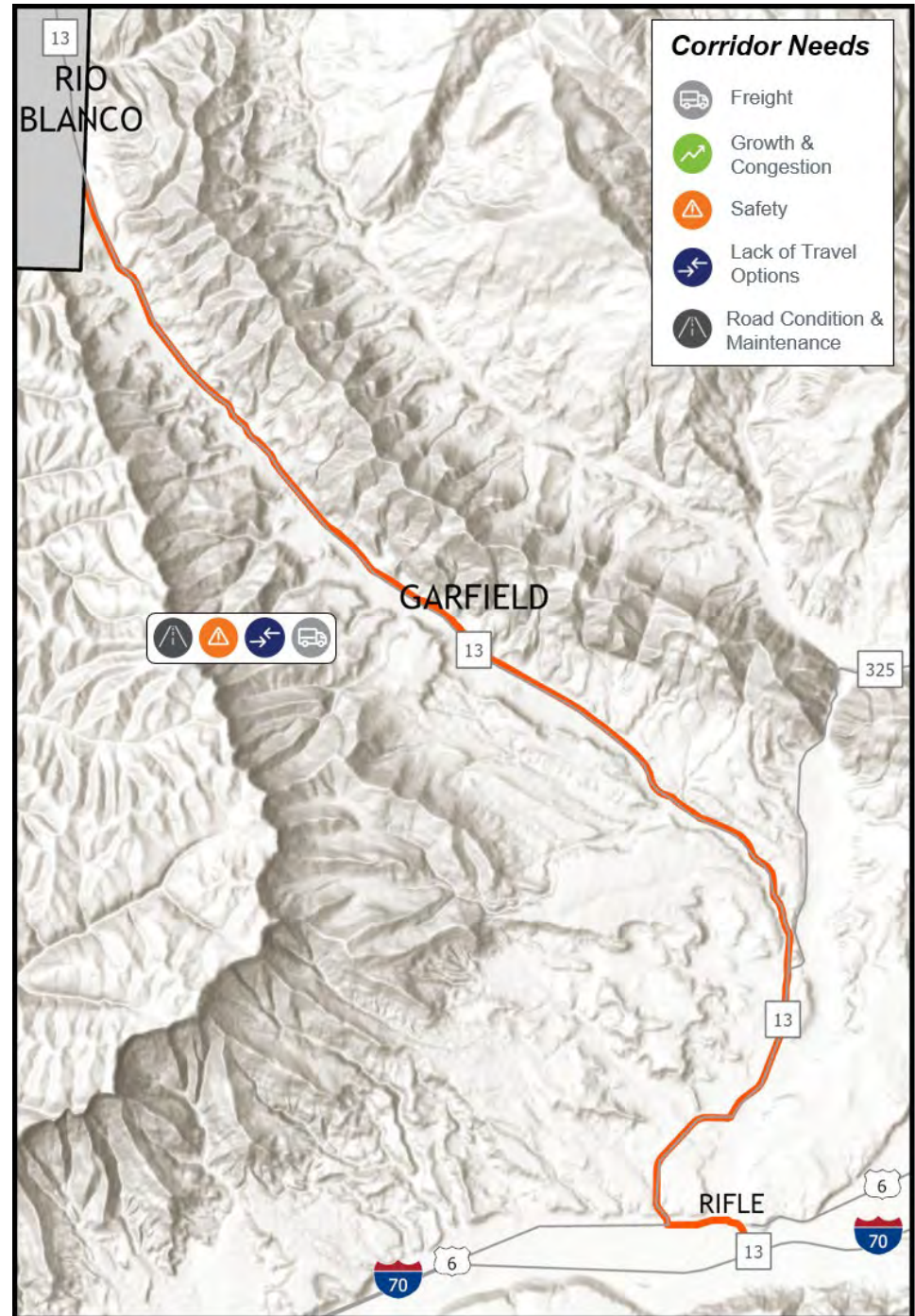
Demographics Transit	Passes through census tract with higher poverty levels and higher percentage of minority population
Safety	Entire corridor has elevated crash patterns (LOSS 3 or 4)
Freight Safety	Dense wildlife crashes Hazmat route
Freight Asset Management	Low drivability life
Pedestrian Transit	Bustang West Line stop in Rifle RFTA regional bus station in Rifle Meeker Streaker operates on corridor - stops in Rifle and Meeker
Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy
Economics	Concentration of jobs in Rifle Provides access to recreational area (BLM)





Corridor Needs

- ⚠️ Address pavement condition where drivability life is poor
- ⚠️ Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- 🚛 Improve travel conditions for trucks and heavy vehicles
- ↔️ Accommodate travel needs of vulnerable populations
- ↔️ Enhance walkability in areas with high pedestrian demand (bus stops)





Corridor Projects: State Highway 13 Rifle to Meeker (PIM7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	1198				\$60.00
SH 13: Rifle North Phase II	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	1199				\$25.00
ITS: Statewide Strategic Fiber Network; fiber on US 40 and SH 13	-	1200				-
Rio Blanco Divide SH 13 Improvements MP 4 to MP 22.7	-	1998				\$60.00
Extend Park Avenue south to New Intersection at SH 13	-	1999				\$0.90
Reconstruct SH 13, SH 6 through Rifle	-	2000				\$6.50
Connect SH 13 Bypass at 11th in Rifle	-	2002				\$1.30
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2004				\$0.20
SH 13 GarCo Rio Blanco Hill (Milepost 11.3 to 16.2)	This project reconstructs SH 13 to meet current design standards including wider shoulders, drainage improvements, and a wildlife underpass.	37				\$26.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 13: Rifle North
- SH 13: Rifle North Phase II
- Reconstruct SH 13, SH 6 through Rifle



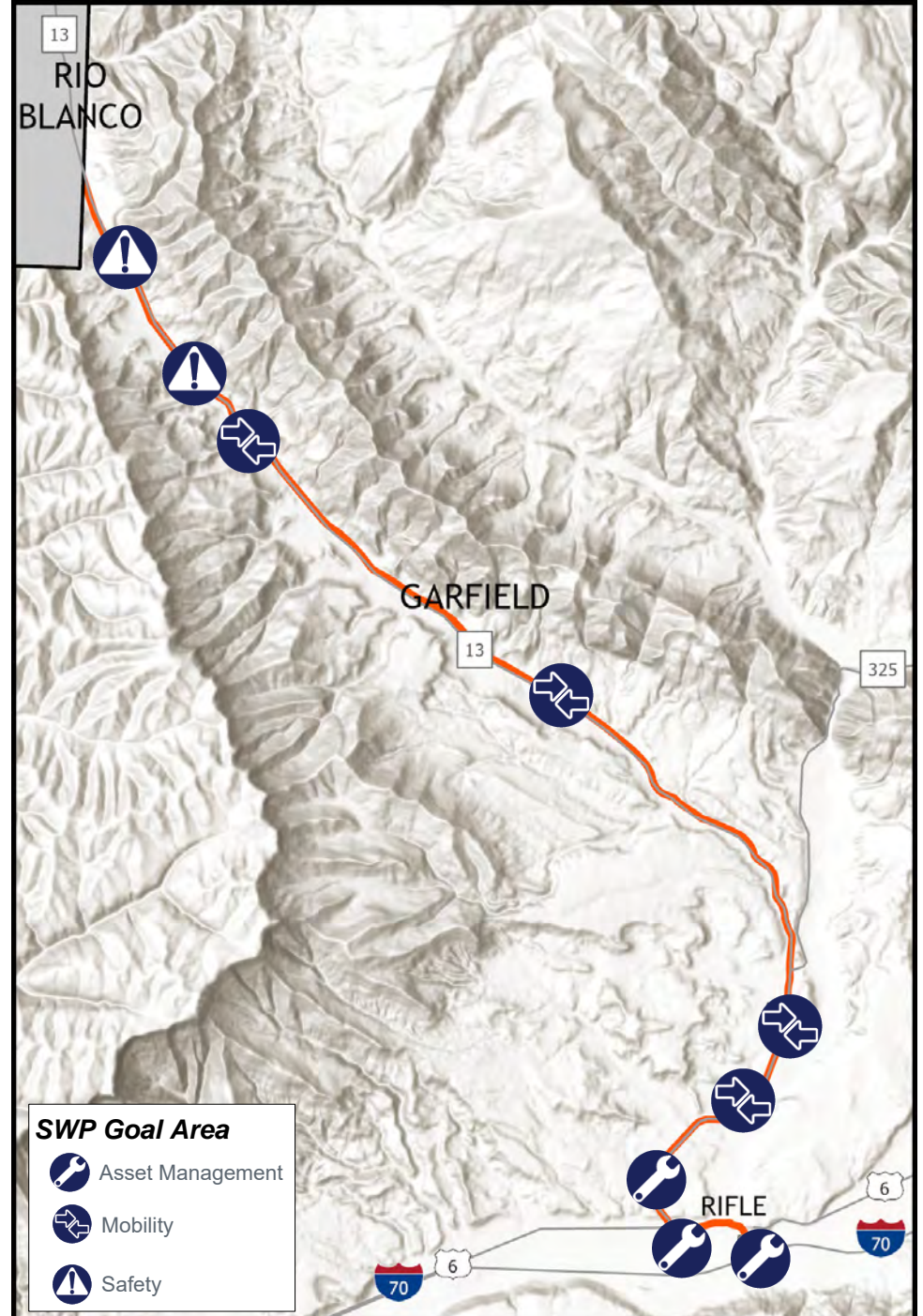
Mobility

- ITS: Statewide Strategic Fiber Network; fiber on US 40 and SH 13
- Extend Park Avenue south to New Intersection at SH 13
- Connect SH 13 Bypass at 11th in Rifle
- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)



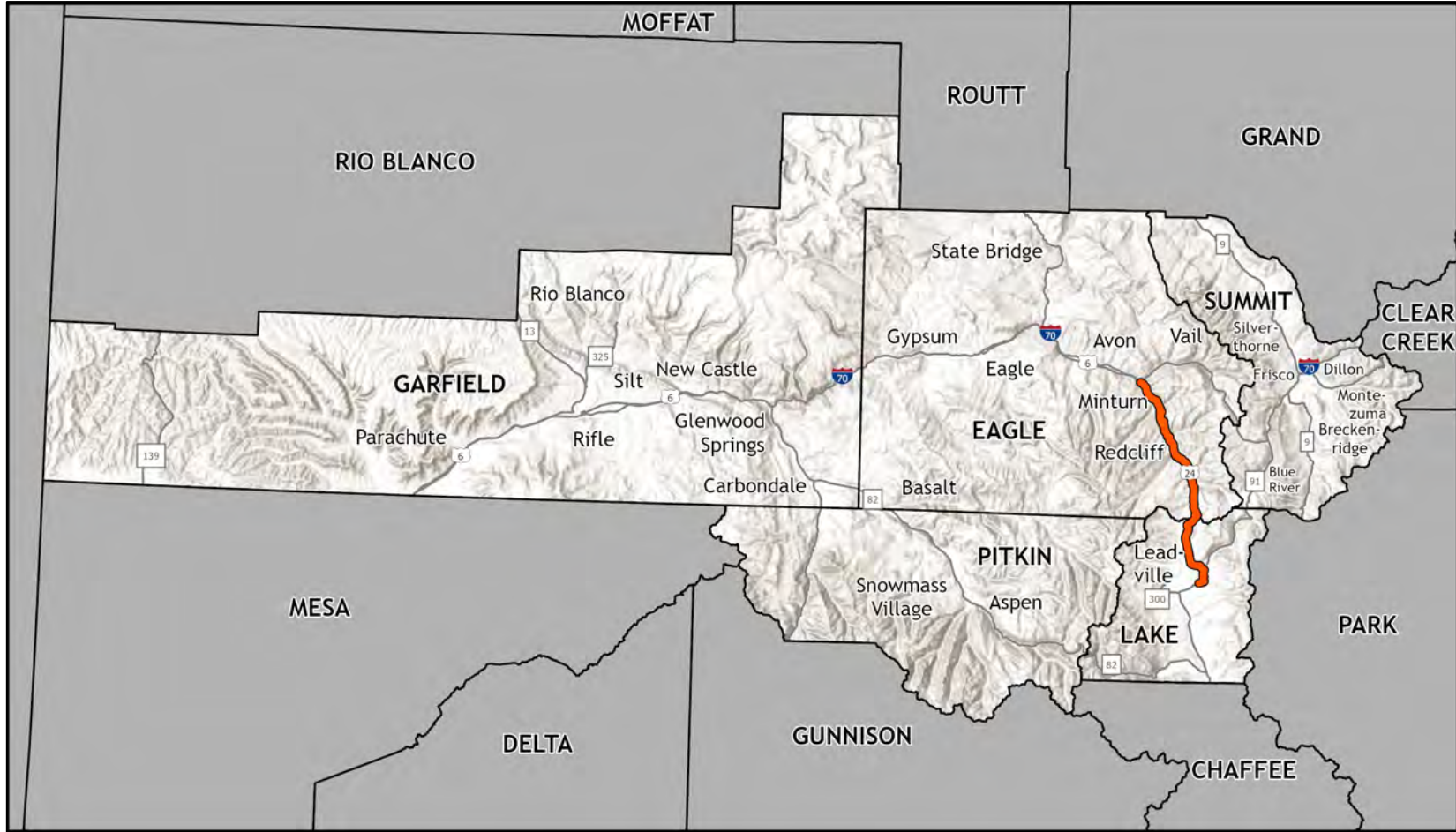
Safety

- Rio Blanco Divide SH 13 Improvements MP 4 to MP 22.7
- SH 13 GarCo Rio Blanco Hill (Milepost 11.3 to 16.2)





US Highway 24: Dowd Junction to Leadville (PIM7007)



Corridor Name

US Highway 24: Dowd Junction to Leadville

Corridor Vision

The Vision for the US Highway 24 corridor north of Leadville is primarily to improve safety, while maintaining system quality and increasing mobility

Corridor Description

This corridor serves as a multimodal local facility, provides commuter access, serves as a secondary route for I-70 and makes east-west connections within the Arkansas River and Eagle River valleys. The transportation system in the area primarily serves destinations outside of the corridor.

Corridor Designations

- High Demand Bicycle Corridor R3-8
- Scenic Byway (Top of the Rockies)

What we heard about the Corridor

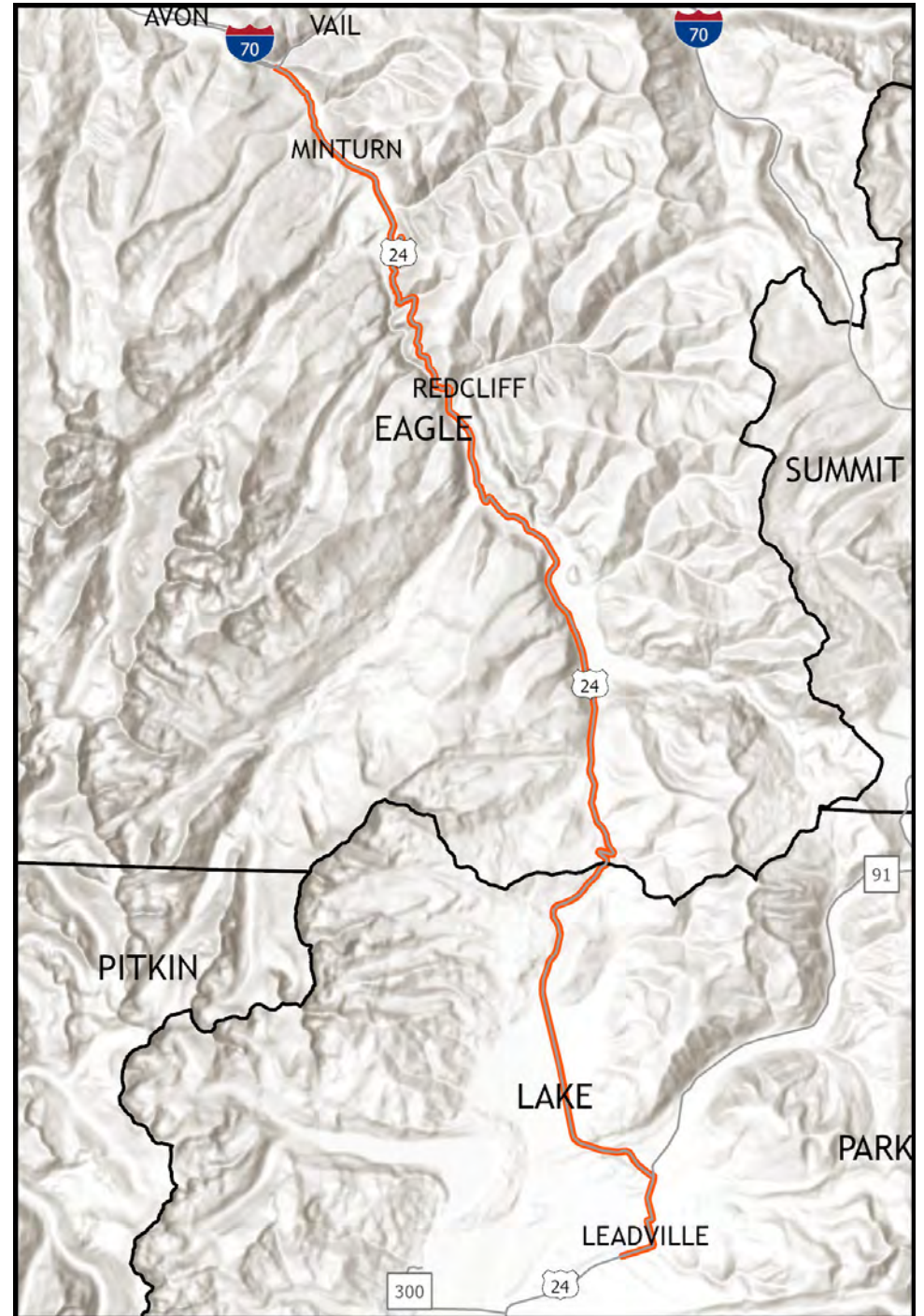
- 96 comments specifically about this corridor
- Concerns about safety
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for wider shoulders
- Concerns with growth and congestion
- Desire for regional transit
- Pavement condition is poor
- Questions about technology/data
- Highway is also Main Street



Key Data Findings: US Highway 24: Dowd Junction to Leadville (PIM7007)

Key Data Findings:

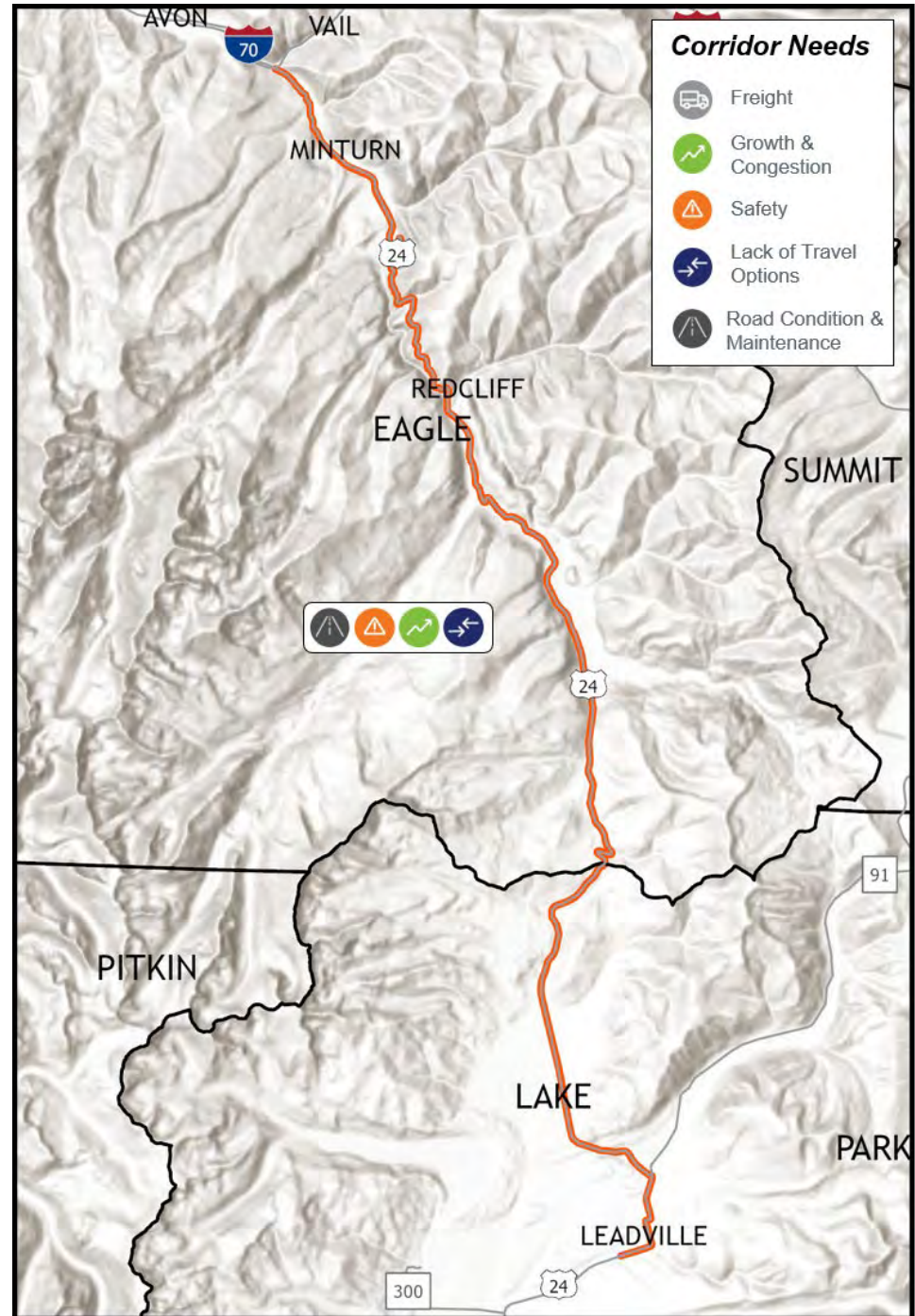
<i>Growth</i>	Moderate congestion near Dowd Junction (2030, 2045)
<i>Safety</i>	Several segments with elevated crash patterns (LOSS 3 or 4)
<i>Safety</i>	Several segments with shoulders <2'
<i>Asset Management</i>	One bridge in poor condition
<i>Asset Management</i>	Low drivability life (two segments south of Red Cliff)
<i>Pedestrian Transit</i>	ECO Transit operates on corridor-stops in Minturn, Red Cliff, and Leadville
<i>Bicycling</i>	Very high bicycle activity High stress for bicycling
<i>Pedestrian Economics</i>	Main Street through Minturn and DOLA affiliated Main Street through Leadville
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area





Corridor Needs

- Address pavement condition where drivability life is poor
- Improve bicycle accommodation
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4)
- Enhance walkability in areas with high pedestrian demand (downtown areas)
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Address bridge in poor condition





Corridor Projects: State Highway 24 Dowd Junction to Leadville (PIM7007)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Leadville North Park-n-Ride	New park-n-ride in Leadville	1201				\$0.25
Leadville Bus Shelters	New bus shelters in Leadville (assumes 4 total)	1202				\$0.10
SH 24 Minturn to Leadville Safety Impv	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements.	1203				\$9.60
SH 24 Dowd Junction to Minturn Improvements	-	2005				\$3.10
SH 24 Minturn to White River National Forest Improvements	-	2008				\$0.60
Acquisition of Tennessee Pass Rail Corridor or Trail and Rail	-	2009				\$15.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 24 Dowd Junction to Leadville (PIM7007)



Asset Management

- SH 24 Minturn to Leadville Safety Impv



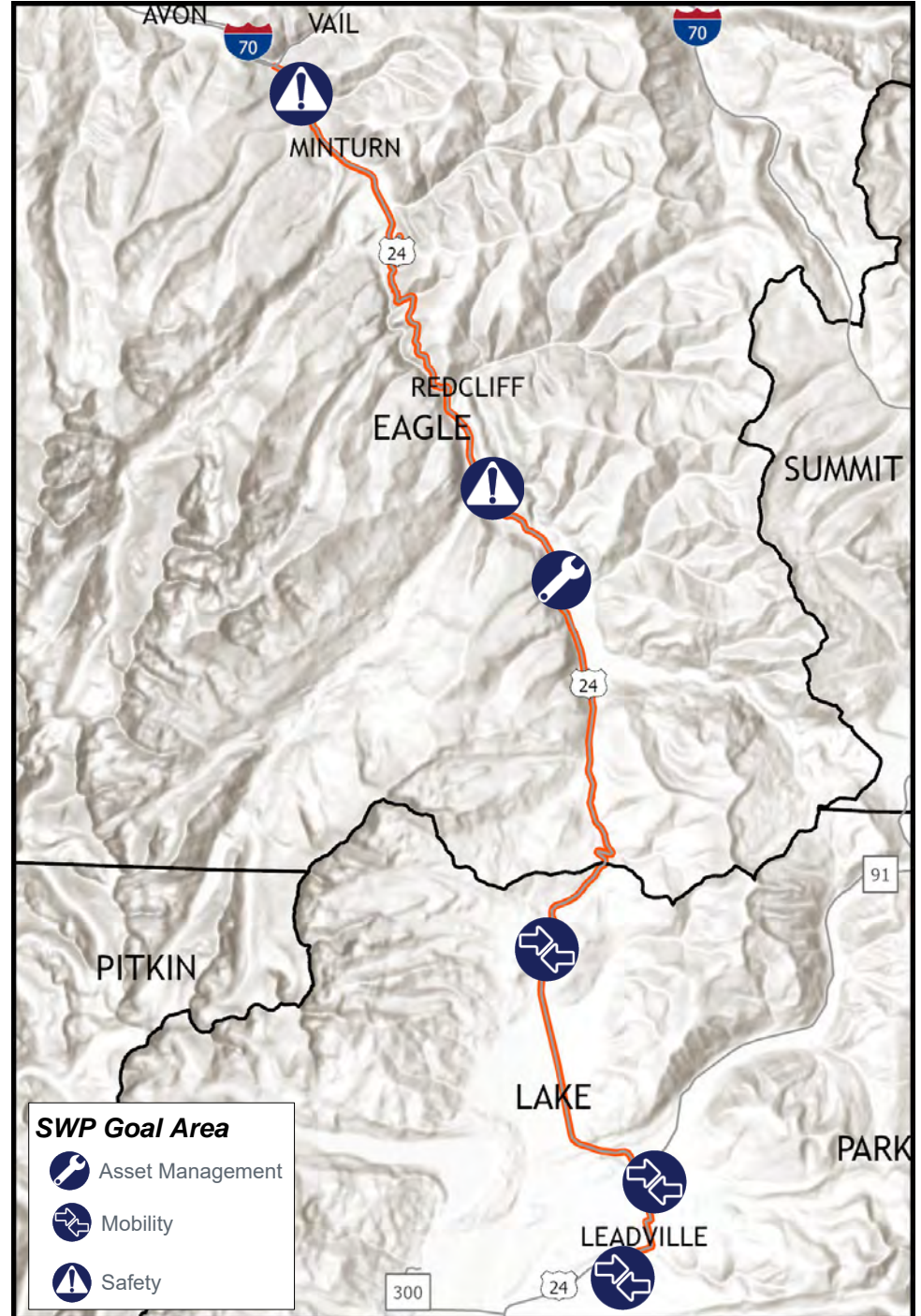
Mobility

- Leadville North Park-n-Ride
- Leadville Bus Shelters
- Acquisition of Tennessee Pass Rail Corridor or Trail and Rail



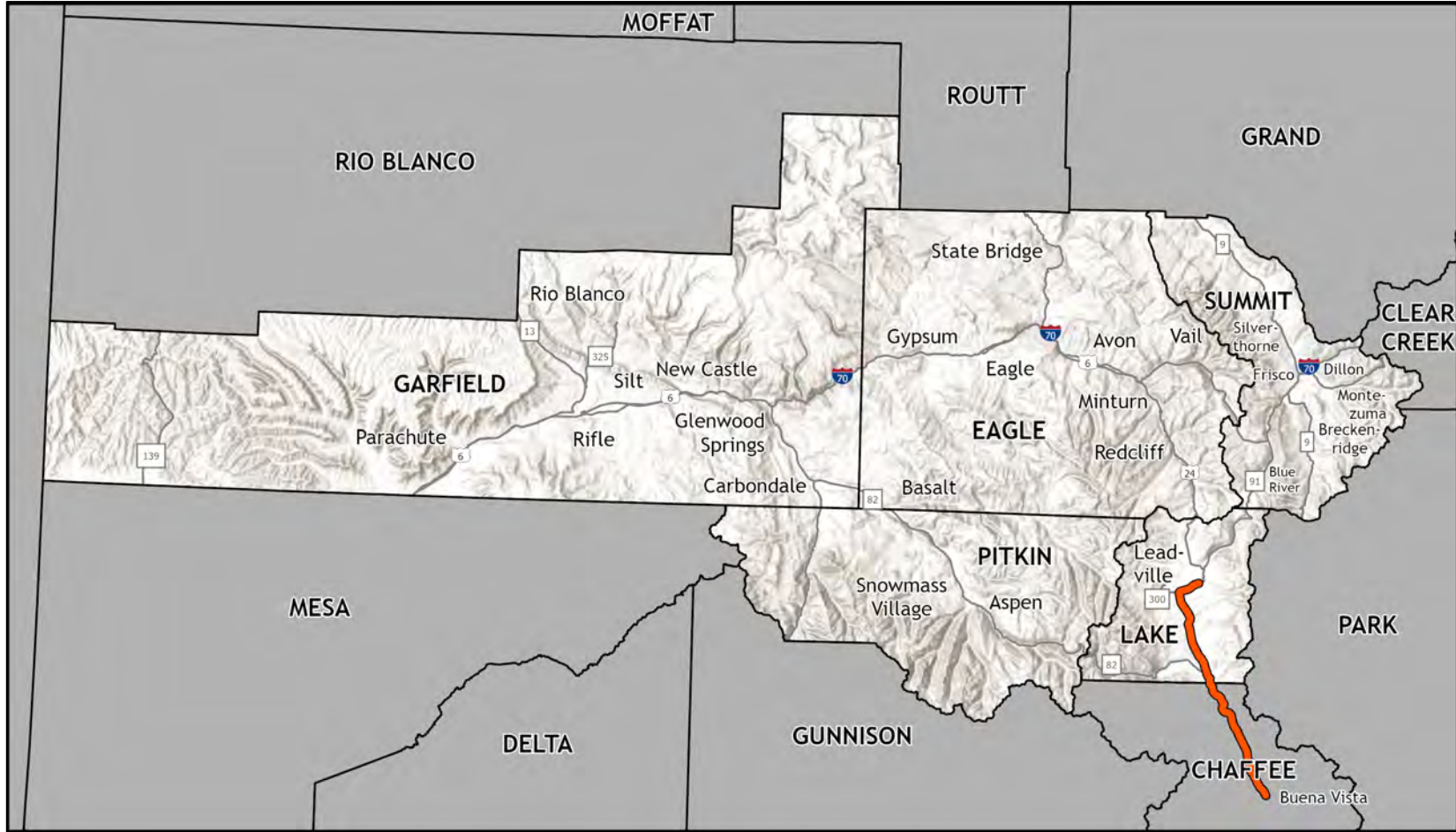
Safety

- SH 24 Dowd Junction to Minturn Improvements
- SH 24 Minturn to White River National Forest Improvements





US Highway 24: Leadville to Buena Vista (PIM7008)



Corridor Name

Corridor Description

Corridor Designations

What we heard about the Corridor

US Highway 24
Leadville to Buena Vista

This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River Valley area. The transportation system in the area primarily serves destinations outside of the corridor.

- Scenic Byway (Top of the Rockies)

- 11 comments specifically about this corridor
- Desire for better bicycle facilities
- Desire for regional transit
- Concerns about safety

Corridor Vision

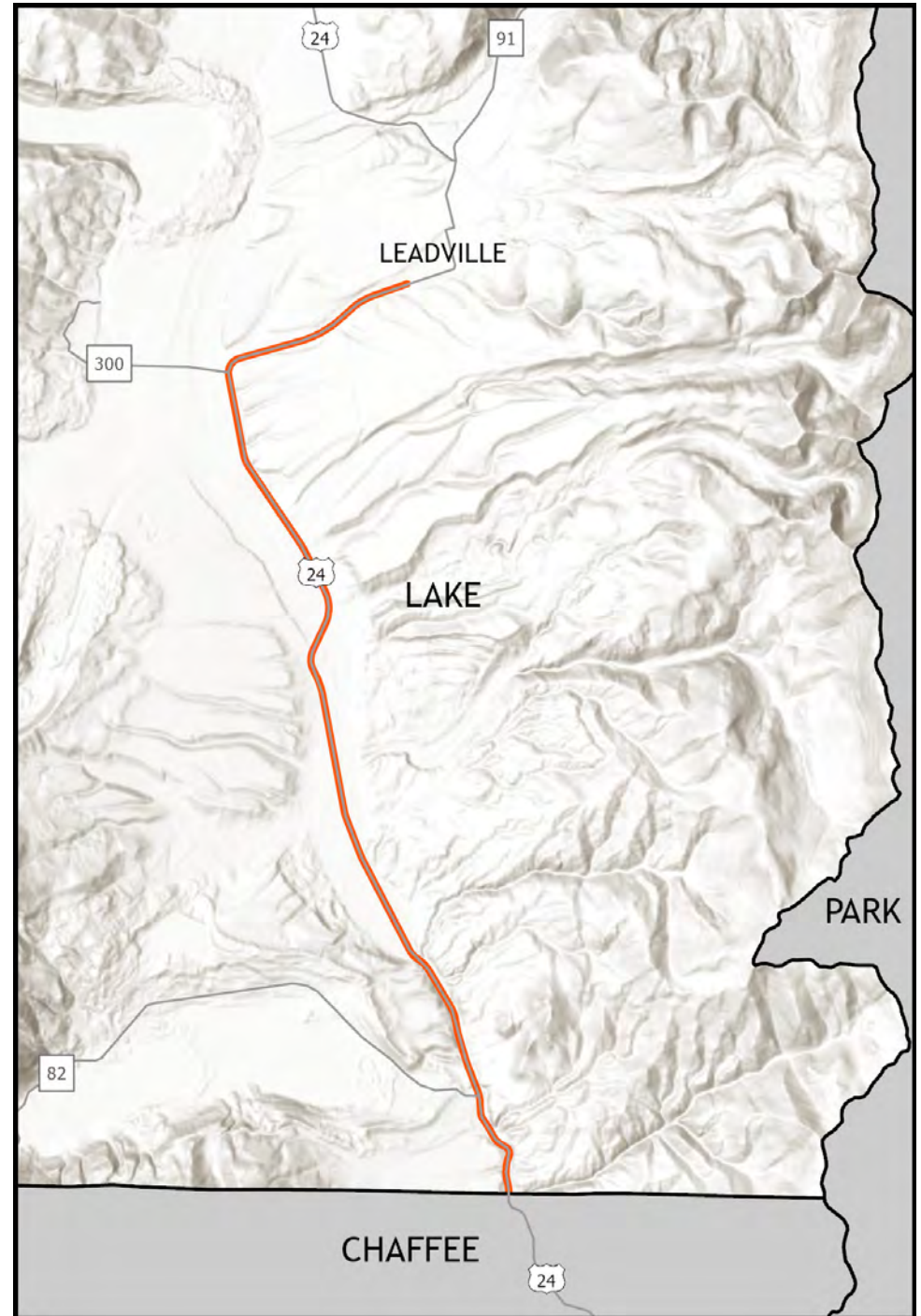
The Vision for the US Highway 24 corridor south of Leadville is primarily to improve safety as well as to maintain system quality and to increase mobility.



Key Data Findings: US Highway 24: Leadville to Buena Vista (PIM7008)






Key Data Findings:

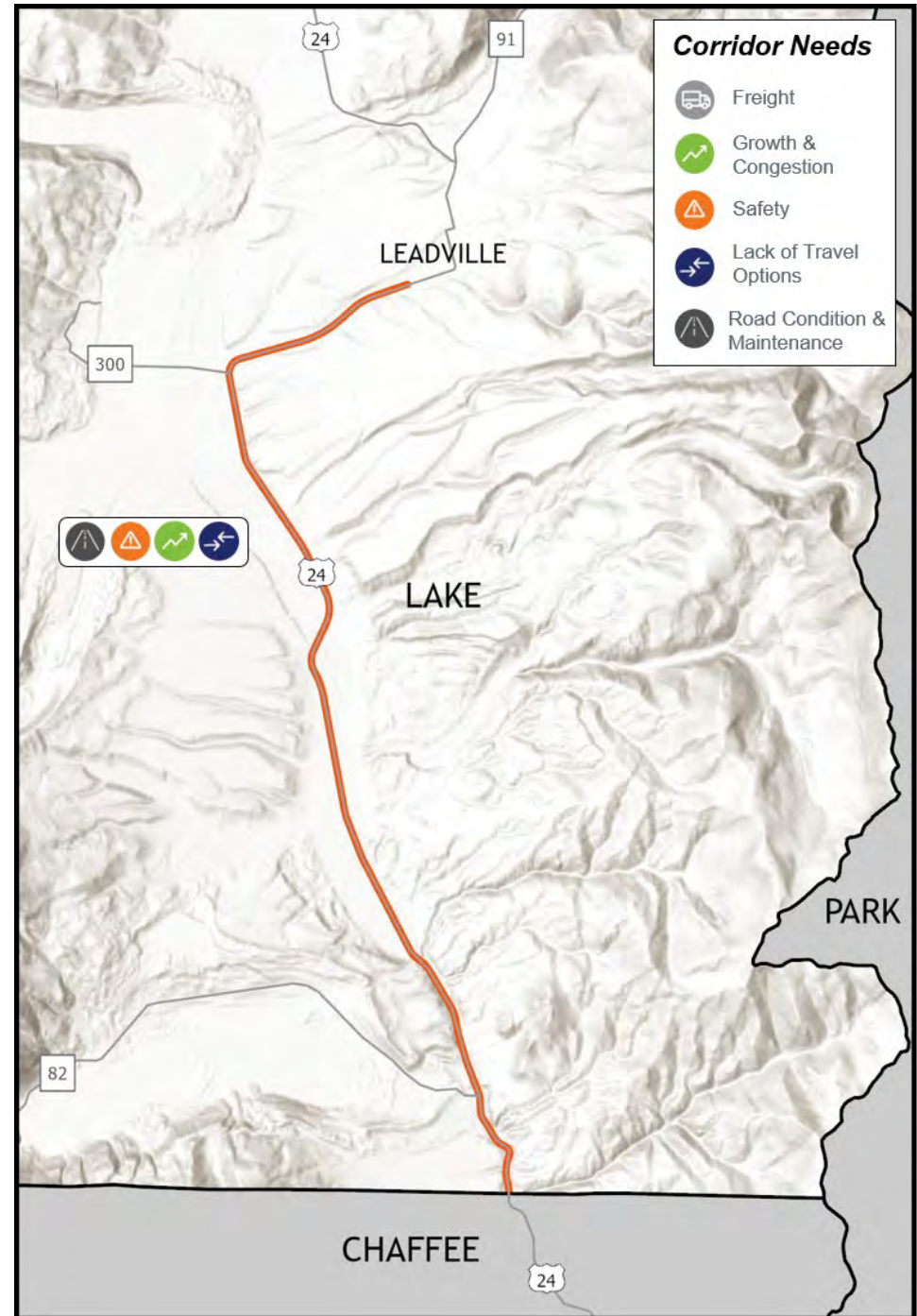
<i>Safety</i>	Several segments with shoulders <2' Hazmat route
<i>Asset Management</i>	Low drivability life- one segment
<i>Mobility Hub Transit</i>	Regional bus stations in Leadville
<i>Bicycling</i>	Very high bicycle activity in Leadville High stress for bicycling
<i>Pedestrian Economics</i>	DOLA affiliated Main Street through Leadville
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area





Corridor Needs

-  Improve bicycle accommodation
-  Address pavement condition where drivability life is poor
-  Address safety concerns
-  Eliminate shoulder deficiencies
-  Enhance walkability in areas with high pedestrian demand
(bus stops, downtown areas)
-  Address increasing congestion to improve access to jobs, tourist destinations, and recreation
-  Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 24 Leadville to Buena Vista (PIM7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	Outrider bus service between Salida and Leadville. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1034				\$1.75
US 24 from MP 179.5 to MP 184.8 south of Leadville	Rural road surface treatment	50				\$5.80

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- US 24 from MP 179.5 to MP 184.8 south of Leadville



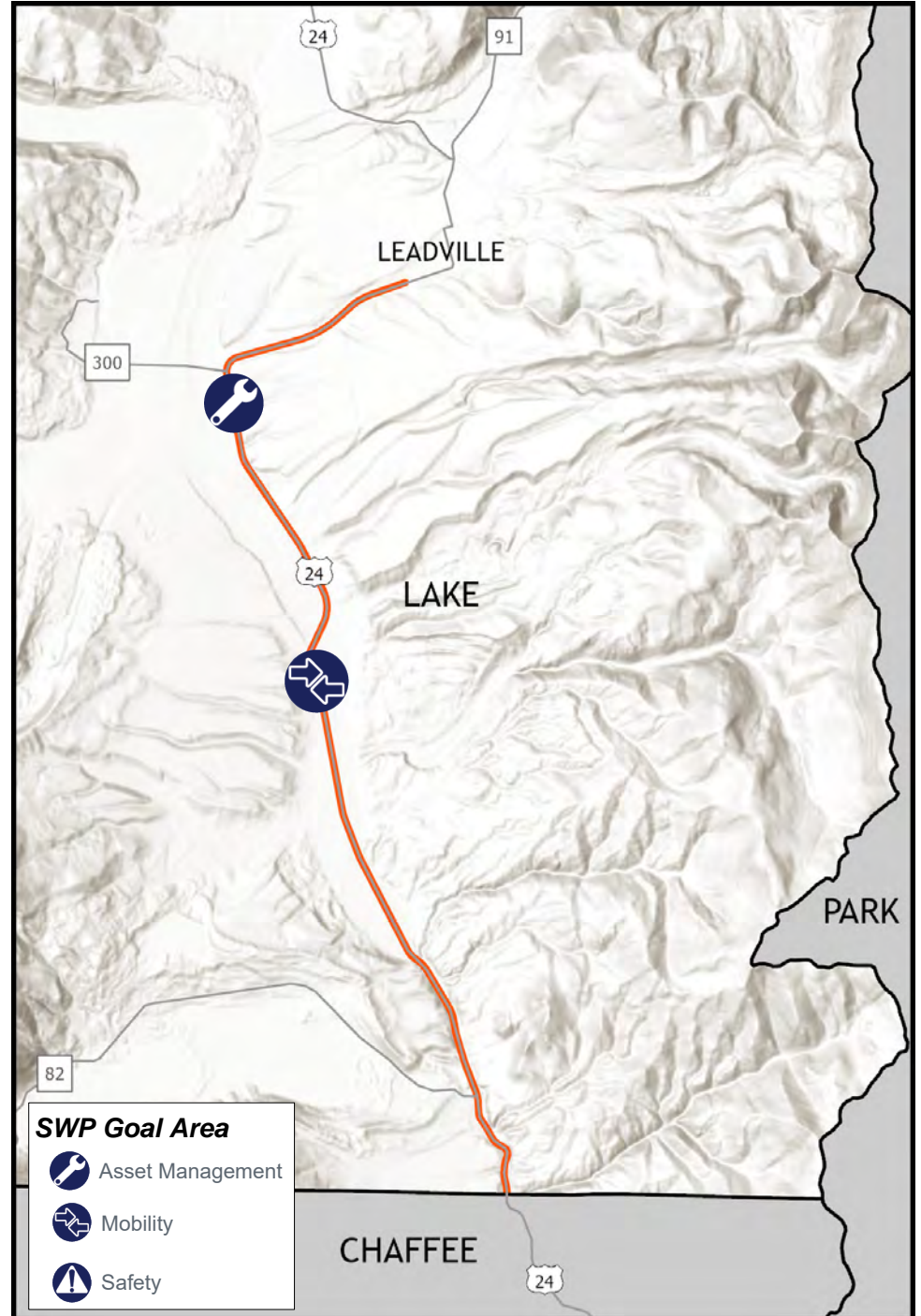
Mobility

- Essential Bus Service between Salida and Leadville (Proposed Outrider Service)



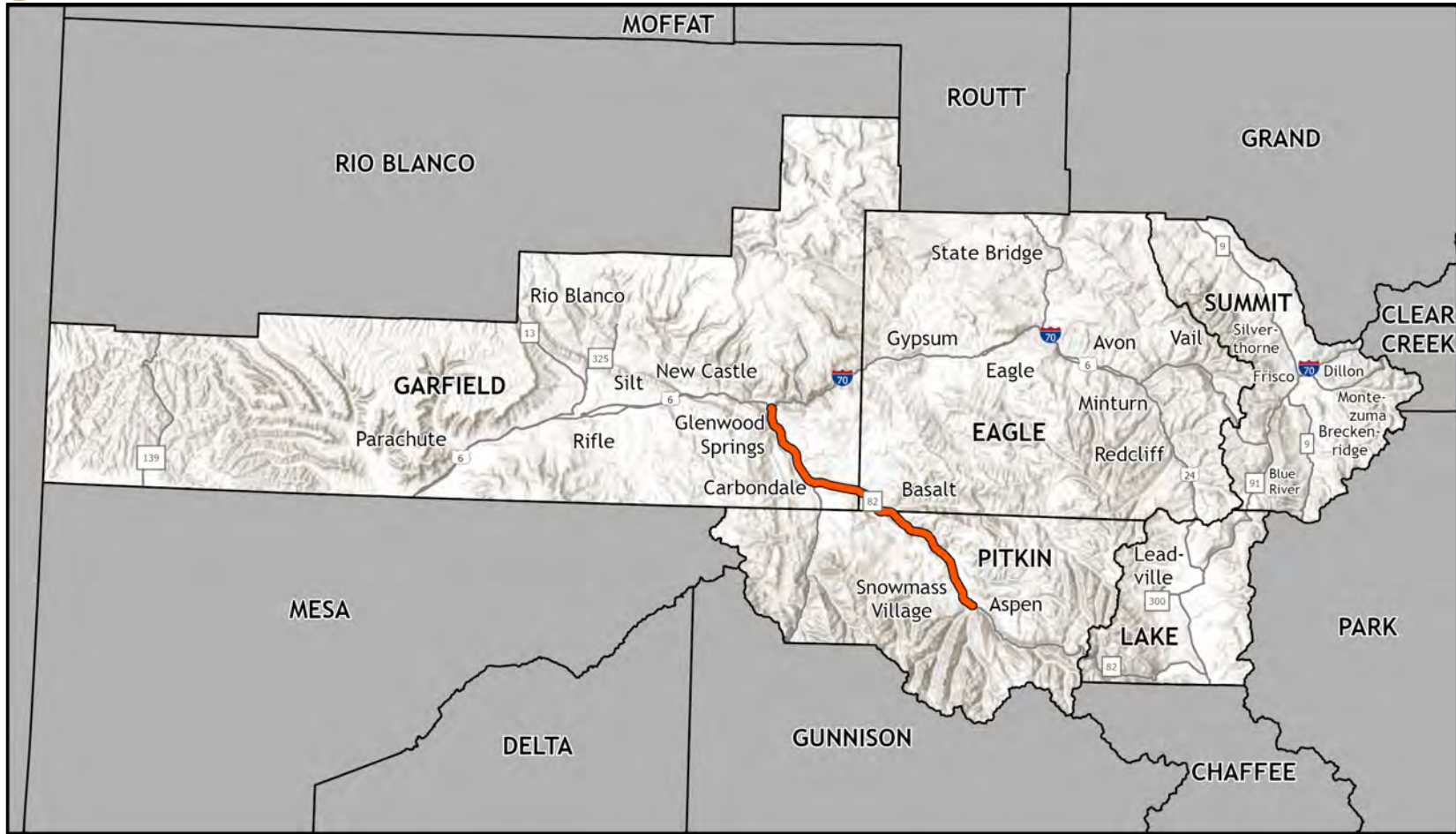
Safety

- No projects have been identified for this goal area





State Highway 82: Glenwood Springs to Aspen (PIM7009)



Corridor Name

State Highway 82: Glenwood Springs to Aspen

Corridor Vision

The Vision for the SH 82 corridor between Glenwood Springs and Aspen is primarily to increase mobility as well as to maintain system quality and to improve safety.

Corridor Description

This corridor serves as a multimodal roadway on the National Highway System, providing commuter access, and making east-west connections within the Roaring Fork River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside the corridor.

Corridor Designations

- National Highway System
- High Demand Bicycle Corridor R3-6

What we heard about the Corridor

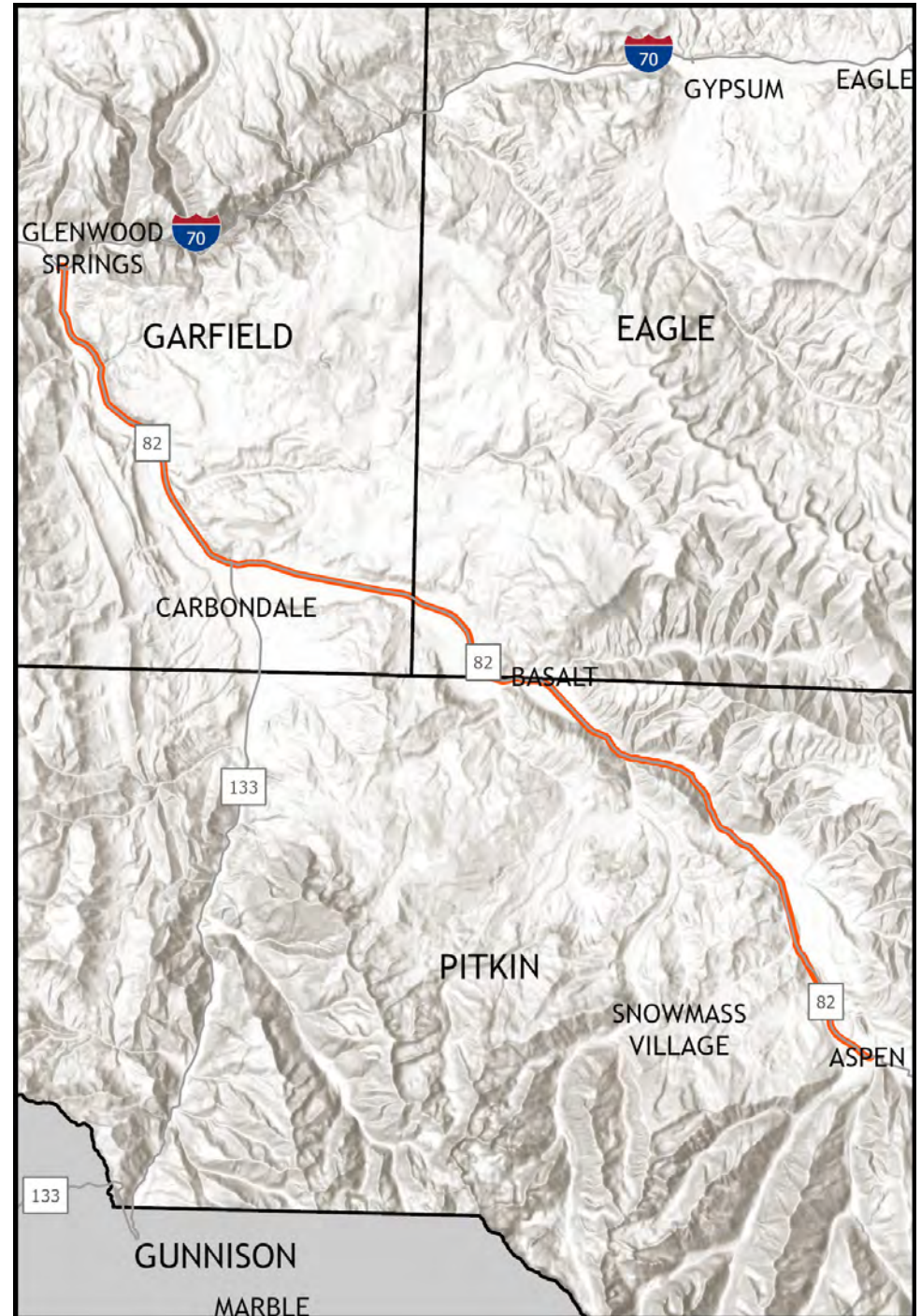
- 197 comments specifically about this corridor
- Frustration with congestion
- Concerns for safety due to wildlife management
- Pavement condition is poor
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for transit improvements
- Concerns about weather and natural incidents



Key Data Findings: State Highway 82: Glenwood Springs to Aspen (PIM7009)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population
Growth	High congestion (2030, 2045)
Safety	Several segments with elevated crash patterns (LOSS 3 or 4)
Safety	Several segments with shoulders <2' Dense wildlife crashes
Asset Management	Low drivability life (north of Carbondale)
Mobility Hub Transit Pedestrian	RFTA regional route operates on corridor- stops in Carbondale, Basalt, El Jebel, Snowmass Village, Woody Creek, Aspen, Catherine, and Glenwood Springs (from RFTA map) Glenwood Springs Transit operates on the corridor, local provider in Aspen and Snowmass Village
Pedestrian Economics	Main Street through Aspen and Glenwood Springs
Bicycling	Very high bicycle activity Medium-high stress for bicycling
Resiliency	Low redundancy High criticality
Economics	Concentration of jobs Provides access to recreational area Aspen-Pitkin County Airport

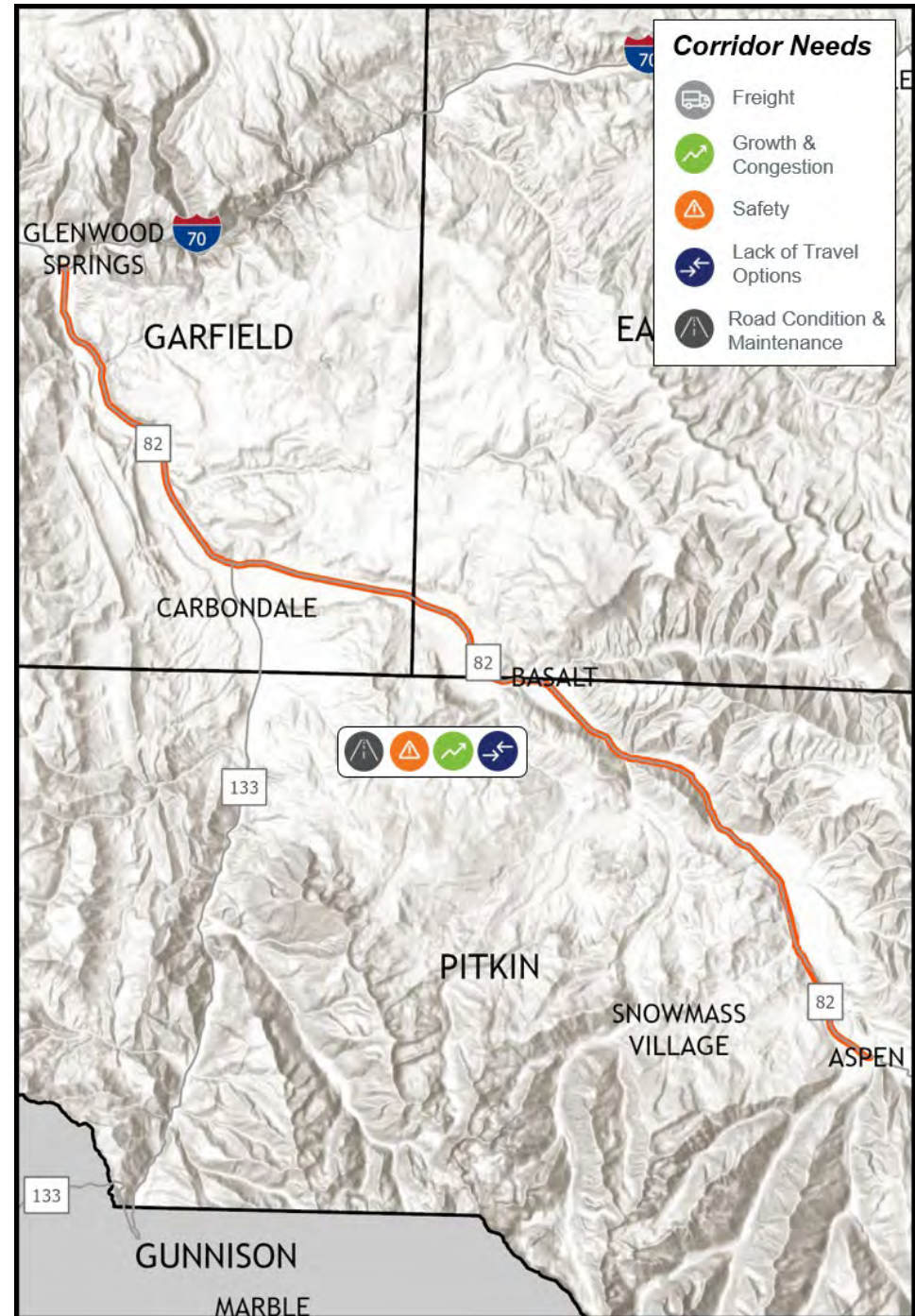




Corridor Needs: State Highway 82: Glenwood Springs to Aspen (PIM7009)

Corridor Needs

- ➡ Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- ➡ Address increasing congestion to improve access to jobs, tourist destinations, and recreation (including local intersections)
- ⬆ Address pavement condition where drivability life is poor
- ⚠ Improve bicycle accommodation
- ➡ Accommodate travel needs of vulnerable populations
- ⚠ Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- ➡ Increase connectivity and improve reliability to intermodal facility (Aspen-Picken county airport)
- ⚠ Mitigate risk associated with natural disasters
- ⚠ Eliminate shoulder deficiencies





Corridor Projects: State Highway 82 Glenwood Springs to Aspen (PIM7009) (Part 1/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Aspen Buttermilk Pedestrian Underpass	Pedestrian underpass for transit stops at Buttermilk	1205		 	 	\$7.00
Basalt River Park Bus Station Improvements	Replacement bus shelter and associated Improvements on Two Rivers Road	1206		 		\$0.25
Basalt & El Jebel Bus Circulator	Create local bus circular system for Basalt & El Jebel	1207		 		\$1.10
Glenwood Springs 27th Street and VelociRFTA BRT Pedestrian Crossing	Grade separated ped crossing at 27th Street/SH82/VelociRFTA BRT station	1208		 	 	\$12.00
Glenwood Springs 23rd Street Pedestrian Crossing	Pedestrian crossing at 23rd Street in Glenwood Springs	1209		 	 	\$8.00
Glenwood Springs Bus Maintenance Facility Expansion	Renovation and expansion of the Glenwood Springs bus maintenance facility	1210				\$40.00
RFTA Fleet Expansion (CNG) to Support New Service	Expansion buses for five priority service expansions	1211		 		\$11.30
RFTA 27th Street BRT Station Parking Expansion	Proposed expansion of parking by 65 spaces, either surface or structured	1212		 		\$4.45
Willits Town Center Parking Expansion	Proposed 50 underground spaces at Willits Town Center	1213		 		\$2.00
Carbondale BRT Station Parking Expansion	Proposed 85 surface parking spaces	1214		 		\$3.55
Grand Avenue BRT Station Improvements	Upgrade northbound and southbound bus stops on the 900 block of Grand Avenue to BRT standards	1215		 		\$0.87
New Transit Station in Glenwood Springs	New, more extensive transit station in Glenwood Springs, to the west of downtown	1216		 		\$3.67

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 82 Glenwood Springs to Aspen (PIM7009) (Part 2/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Aspen Maintenance Facility Phase 9: Replacement of Fuel Farm	Replace six underground fuel storage tanks	1217				\$3.12
Aspen Maintenance Facility Phase 6: Parts Room and Storage	Renovation and expansion of parts and storage areas	1218				\$2.31
Improvements to Mid Valley Highway 82 Bus Stations	Renovation and improvement of five high-priority regional bus stops	1219				\$1.60
Aspen Junction (Basalt) Park-n-Ride Expansion	Renovate, improve and expand the bus stop and Park-n-Ride at Aspen Junction	1220				\$1.86
RFTA Replacement of Employee Housing and Offices	Consolidation of four current housing and office facilities into a new, master-planning development on existing RFTA property (Phase 1)	1221				\$19.95
RFTA Expansion of Employee Housing and Office Space	Continuation of master-planned office space and housing build out	1222				\$11.72
BRT Enhancements to Brush Creek Intercept Lot/Park-n-Ride	500 additional parking spaces for the BRT system, other improvements and amenities	1223				\$8.49
Aspen Maintenance Facility Phase 7: Additional Indoor Bus Storage	Expansion of indoor/canopy storage space for an estimated 20 buses	1224				\$5.37
Aspen Maintenance Facility Phase 8: CNG Fueling	Construction of a CNG compressor station and fueling facility, CNG-compliant building modifications	1225				\$7.95
RFTA Optimized BRT: Short Term Alternative	Replace current buses with electric	1226				\$26.78
New Vehicles to Provide Service Connection to ECO Transit	Purchase of vehicles to implement 18 hour/day operating plan for connection between ECO Transit and RFTA (capital elements only)	1227				\$2.33

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 82 Glenwood Springs to Aspen (PIM7009) (Part 3/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Aspen Airport/BRT Connection	Improved passenger connection between Airport BRT Station and the airport, consistent with Airport Master Plan	1228				\$38.60
RFTA UVMS BRT: Medium Term Alternative	Build preferred alignment, dedicated lanes, station improvements	1229				\$164.00
RFTA UVMS BRT Long Term Alternative: Retrofit Buses to Autonomous Control	Retrofit Buses to Autonomous Control	1230				\$9.60
Snowmass Transit Center	Consolidate regional and local transit services in one location accommodating 4-5 regional bus bays and 5 local bus bays with at-grade access to the commercial core and public lands. Project will include the relocation of an arterial roadway, pedestrian access improvements, and the replacement of any displaced public parking.	1231				\$11.00
Snowmass Owl Creek Road Roundabout Bus Stops	Regional RFTA bus stops to be incorporated in Owl Creek Road roundabout development.	1232				\$1.00
Snowmass Bus Stop Reconstruction at Meadow Ranch and Snowmass Chapel	Meadow Ranch stop is planned to be built in 2018. The Snowmass Chapel stop allows for transfers to regional RFTA system is in the planning process.	1233				\$0.25
Snowmass Firehouse Bus Stop	Firehouse bus stop allows for transfers to regional RFTA service.	1234				\$1.20
Snowmass Bus Storage Facility	Snowmass bus storage facility	1235				\$2.00
SH 82 Multimodal Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.	1236				\$100.00
RFTA-Aspen Maintenance Facility Renovation	Existing, RFTA maintenance facility renovation	1237				\$1.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 82 Glenwood Springs to Aspen (PIM7009) (Part 4/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 82/Willits Lane Traffic Signal	-	2014		-		\$0.28
SH 82 Improvements per Access Control Plan	-	2015		-		\$2.10
Intersection Reconstruction SH 82/SH 133	-	2016		-		\$11.40
Structure # G-08-T SH 82 Upper Bypass Bridge Replacement	-	2017				\$8.00
Reconstruct Red Canyon Road/SH 82 Intersection	-	2018				\$2.20
Reconstruct SH 82/CMC/Cattle Creek Road Intersections	-	2019				\$5.30
Bike/Ped Improvements to SH 82 through Glenwood Springs	-	2020				\$1.70
Relocation of SH 82 EIS - Traffic Model	-	2021		-		\$2.00
Midland Avenue Underpass	Vehicle and pedestrian underpass at Midland Avenue in Basalt	2023				\$20.00
Expand service to Aspen airport area	-	2449				-
SH 82 Pedestrian Overpass	-	2013				\$1.20

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 82 Glenwood Springs to Aspen (PIM7009) (Part 5/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Ride Glenwood On-Demand Service	Expansion of Ride Glenwood to include several electric on-demand vehicles and required routing/dispatching technology.	2450				\$7.95
El Jebell Road intersection	-	2453				\$4.00
Service Expansion	In general, RFTA plans to increase service, particularly during peak hours, to address increasing demand, and to provide more consistent BRT service between seasons. It is likely that demand on the I-70 corridor will increase. IF RFTA receives support from Garfield County, RFTA may increase frequency, coverage and span of service to address those needs. For planning purposes, assumes a doubling of service with an annual operational cost of \$3M per year with 6 expansion vehicles required over the next 20 years at a cost of \$1 million per vehicle.	2486				\$36.00
Town of Snowmass Village Senior Services	Begin Senior transit service to cover people outside of the fixed route service area.	2488				\$1.24
Glenwood Springs South Bridge	New off-system bridge over Roaring Fork River west of SH 82 near Glenwood Springs Airport	2696				\$60.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- Intersection Reconstruction SH 82/SH 133



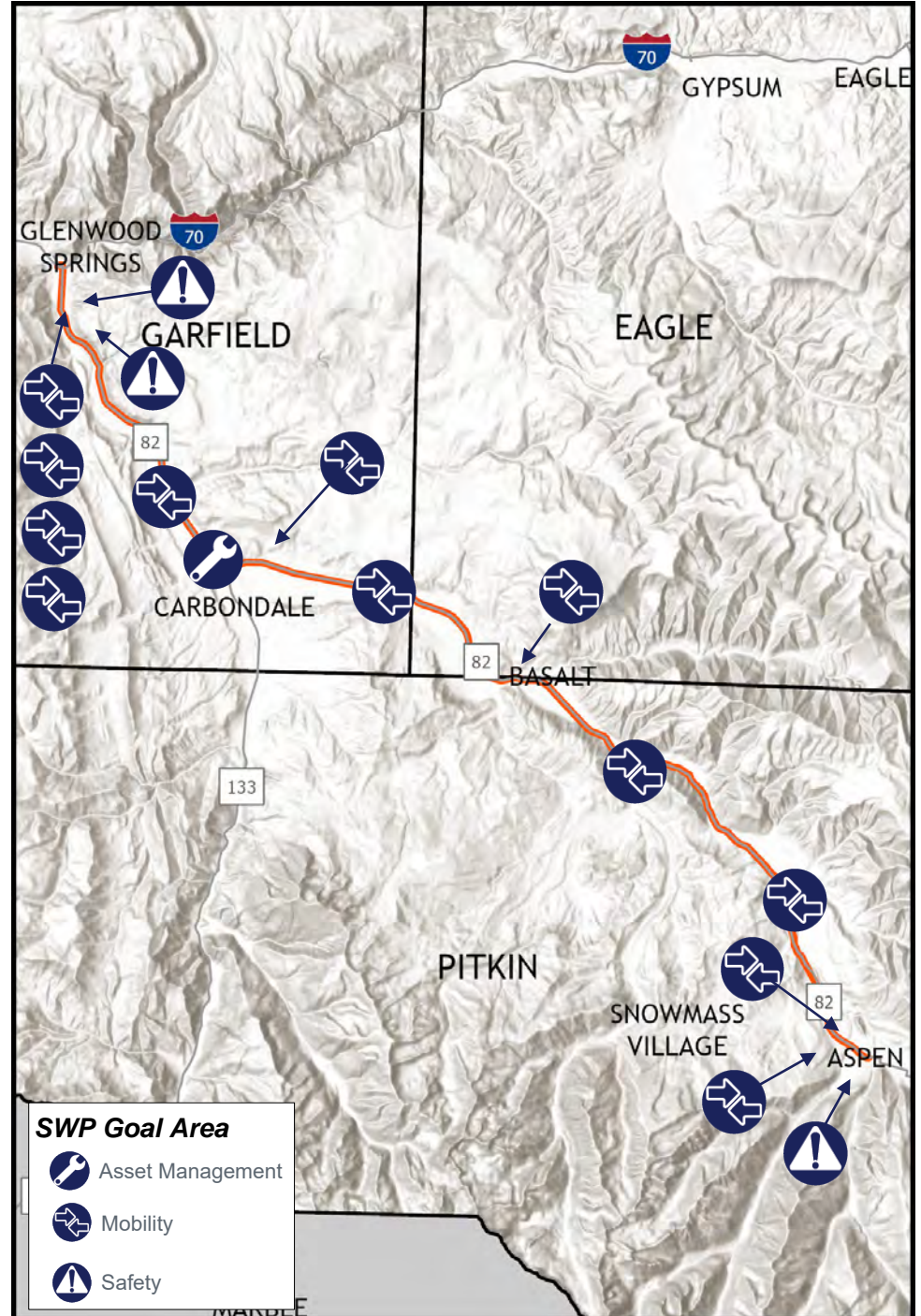
Mobility

- Basalt River Park Bus Station Improvements
- Basalt & El Jebel Bus Circulator
- Glenwood Springs Bus Maintenance Facility Expansion
- RFTA Fleet Expansion (CNG) to Support New Service
- RFTA 27th Street BRT Station Parking Expansion
- Willits Town Center Parking Expansion
- Carbondale BRT Station Parking Expansion
- Grand Avenue BRT Station Improvements
- New Transit Station in Glenwood Springs
- Aspen Maintenance Facility Phase 9: Replacement of Fuel Farm
- Aspen Maintenance Facility Phase 6: Parts Room and Storage
- Improvements to Mid Valley Highway 82 Bus Stations



Safety

- Aspen Buttermilk Pedestrian Underpass
- Glenwood Springs 27th Street and VelociRFTA BRT Pedestrian Crossing
- Glenwood Springs 23rd Street Pedestrian Crossing





Asset Management

- Structure # G-08-T SH 82 Upper Bypass Bridge Replacement



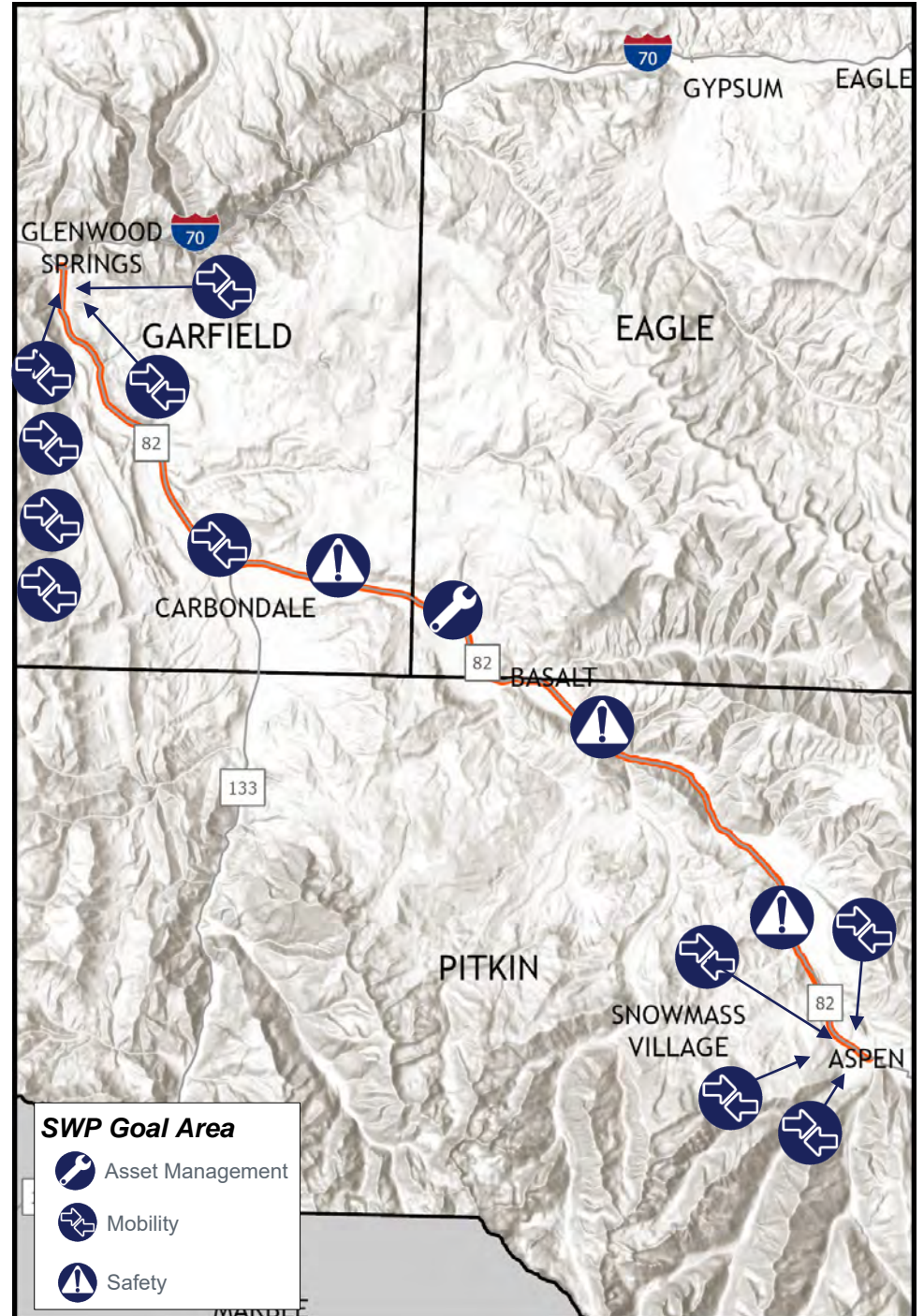
Mobility

- Aspen Junction (Basalt) Park-n-Ride Expansion
- RFTA Replacement of Employee Housing and Offices
- RFTA Expansion of Employee Housing and Office Space
- BRT Enhancements to Brush Creek Intercept Lot/Park-n-Ride
- Aspen Maintenance Facility Phase 7: Additional Indoor Bus Storage
- Aspen Maintenance Facility Phase 8: CNG Fueling
- RFTA Optimized BRT: Short Term Alternative
- New Vehicles to Provide Service Connection to ECO Transit
- Aspen Airport/BRT Connection
- RFTA UVMS BRT: Medium Term Alternative
- RFTA UVMS BRT Long Term Alternative: Retrofit Buses to Autonomous Control



Safety

- SH 82 Multimodal Safety Improvements
- SH 82 Pedestrian Overpass
- SH 82/Willits Lane Traffic Signal





Asset Management

- Reconstruct Red Canyon Road/SH 82 Intersection
- Reconstruct SH 82/CMC/Cattle Creek Road Intersections



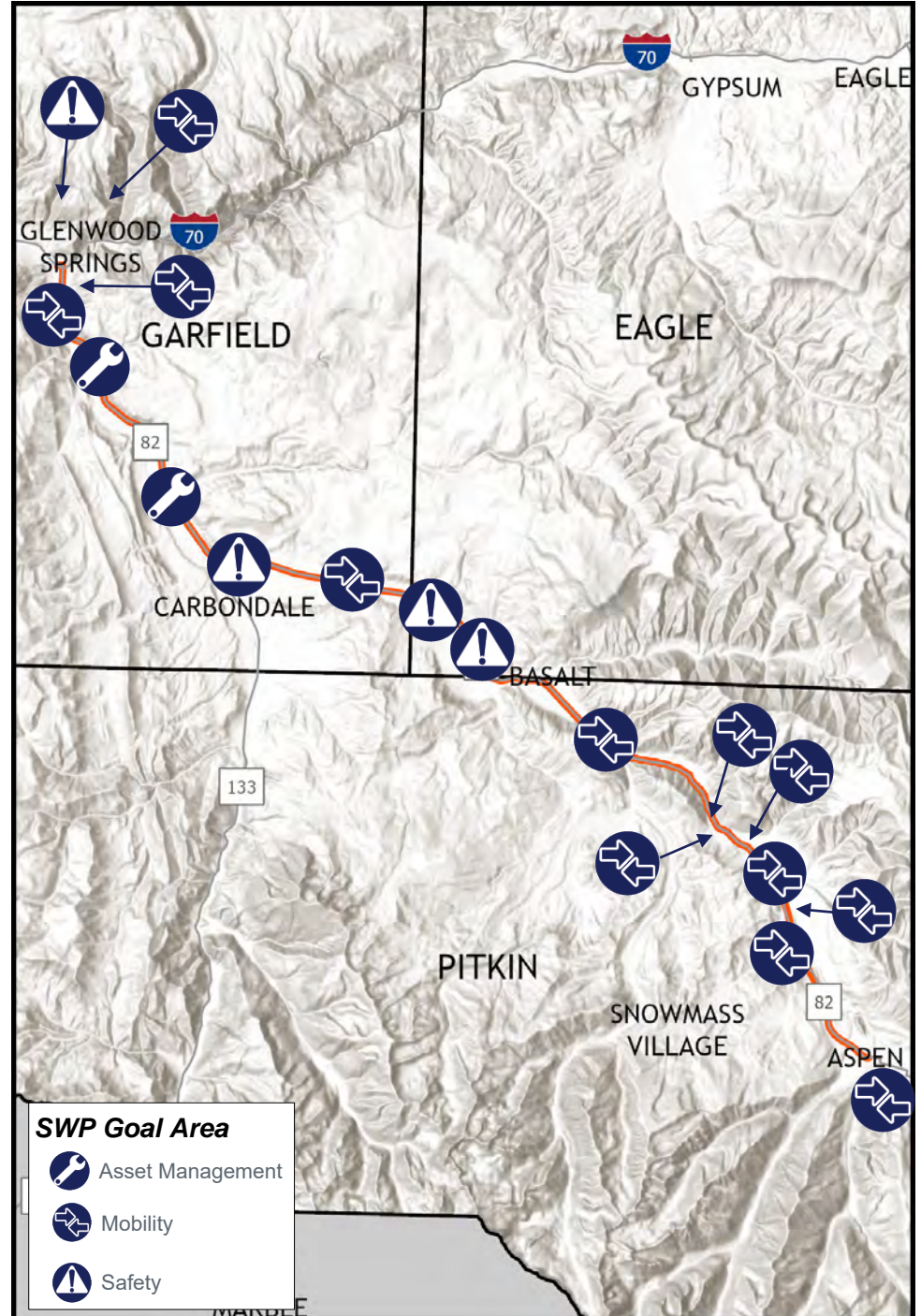
Mobility

- Snowmass Transit Center
- Snowmass Owl Creek Road Roundabout Bus Stops
- Snowmass Bus Stop Reconstruction at Meadow Ranch and Snowmass Chapel
- Snowmass Firehouse Bus Stop
- Snowmass Bus Storage Facility
- RFTA-Aspen Maintenance Facility Renovation
- Relocation of SH 82 EIS - Traffic Model
- Expand service to Aspen airport area
- Ride Glenwood On-Demand Service
- Service Expansion
- Town of Snowmass Village Senior Services
- Glenwood Springs South Bridge



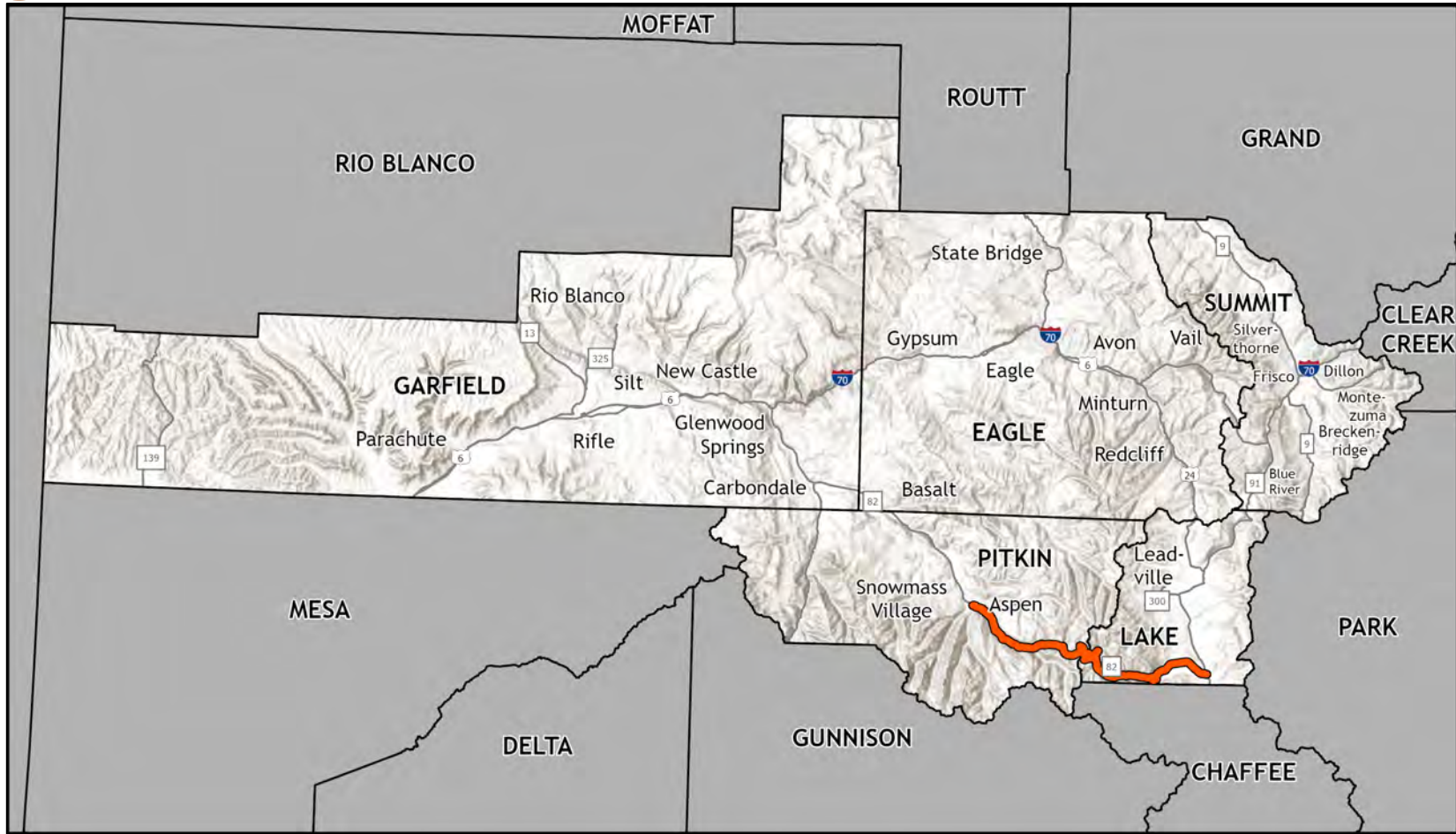
Safety

- SH 82 Improvements per Access Control Plan
- Bike/Ped Improvements to SH 82 through Glenwood Springs
- Midland Avenue Underpass
- El Jebell Road intersection





State Highway 82: Aspen to Twin Lakes (PIM7010)



Corridor Name

State Highway 82: Aspen to Twin Lakes

Corridor Vision

The Vision for the SH 82 corridor between Aspen and SH 24 is primarily to improve safety as well as to maintain system quality and to increase mobility

Corridor Description

This corridor serves as a multimodal local facility, connects to places outside the region, and makes east-west connections within the Arkansas River and Roaring Fork River valleys. The transportation system in the area primarily serves destinations outside of the corridor.

Corridor Designations

- High Demand Bicycle Corridor R3-6
- Scenic Byway (Twin Lakes)

What we heard about the Corridor

- 70 comments specifically about this corridor
- Concerns with growth and congestion
- Concerns about safety
- Desire for better bicycle facilities
- Desire for better pedestrian facilities
- Desire for transit
- Pavement condition is poor



Key Data Findings: State Highway 82: Aspen to Twin Lakes (PIM7010)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population	<i>Bicycling</i>	High-very high bicycle activity High stress for bicycling
<i>Safety</i>	Majority of corridor has shoulder <2'	<i>Pedestrian Economics</i>	Main Street through Twin Lakes
<i>Asset Management</i>	Low drivability life-one segment	<i>Resiliency</i>	Low redundancy
<i>Mobility Hub Transit</i>	Regional bus station in Aspen	<i>Economics</i>	Concentration of jobs in Aspen Provides access to recreational area



Corridor Needs

- Address safety concerns
- Improve access to recreation
- Address pavement condition where drivability life is poor
- Improve bicycle accommodation
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Accommodate travel needs of vulnerable populations



Corridor Projects: State Highway 82 Aspen to Twin Lakes (PIM7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2004				\$0.20
SH 82 Town of Aspen	Safety and intersection improvements within the Town of Aspen	2390				-
SH 82 Independence Pass	Safety, stabilization, and shoulder improvements	2391				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)

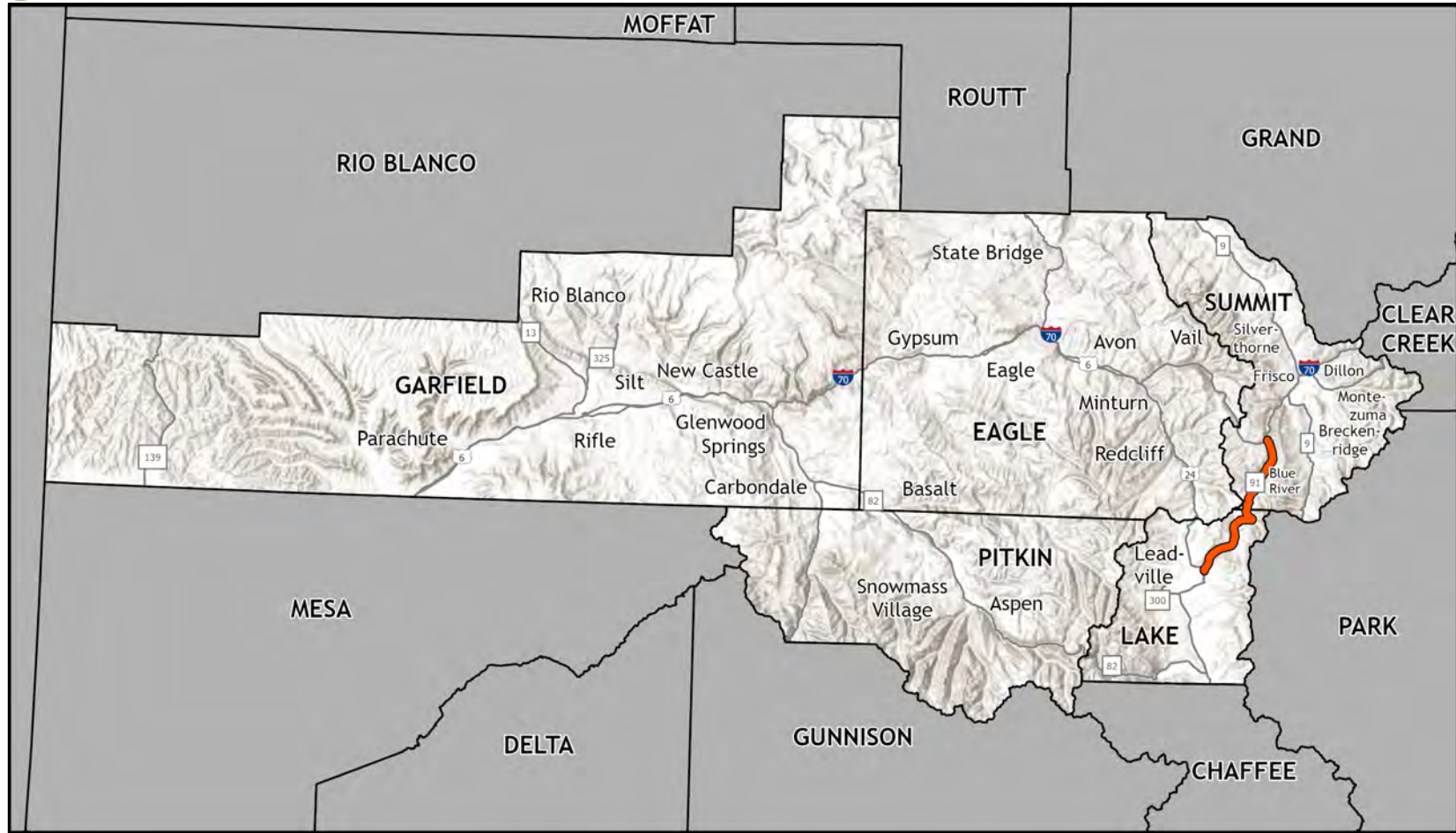


Safety

- SH 82 Town of Aspen
- SH 82 Independence Pass



State Highway 91: Leadville to Copper Mountain (PIM7011)



Corridor Name

State Highway 91: Leadville to Copper Mountain

Corridor Vision

The Vision for the SH 91 corridor is primarily to improve safety, maintain system quality and increase mobility.

Corridor Description

This corridor serves as a multimodal local facility, provides commuter access, and makes north-south connections within the Arkansas River Valley and Ten Mile Creek areas. The transportation system in the area primarily serves destinations outside of the corridor. This corridor serves as a critical alternate route during I-70 closures.

Corridor Designations

- Scenic Byway (Top of the Rockies)

What we heard about the Corridor

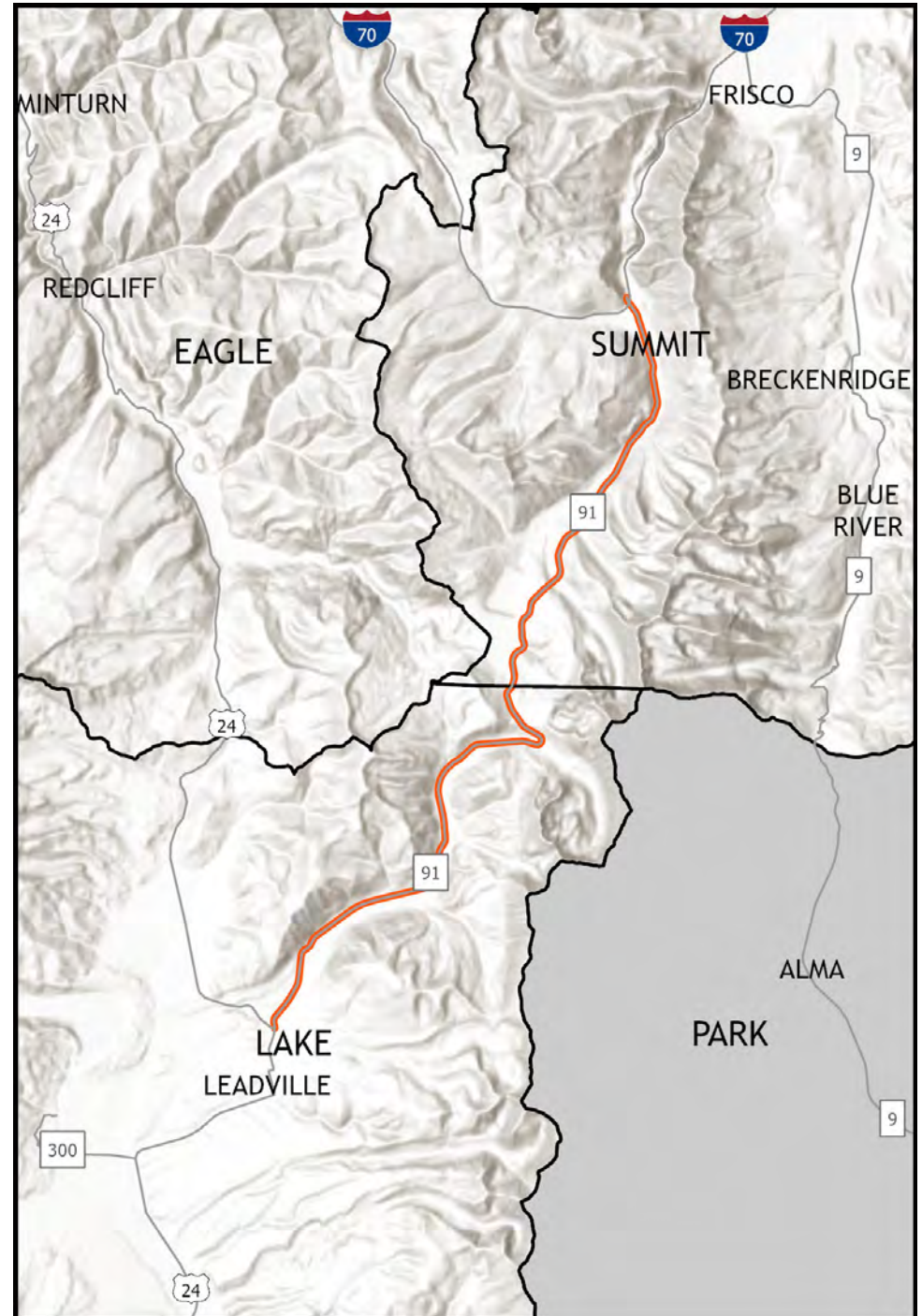
- 61 comments specifically about this corridor
- Concerns about safety
- Desire for transit improvements
- Desire for better bicycle facilities
- Desire for better pedestrian facilities
- Pavement condition is poor



Key Data Findings: State Highway 91: Leadville to Copper Mountain (PIM7011)

Key Data Findings:

<i>Safety</i>	Several segments with elevated crash patterns (LOSS 3 or 4)
<i>Safety</i>	Two segments with shoulders <2' Dense wildlife crashes Hazmat route
<i>Transit</i>	Summit Stage's Lake County Commuter Route operates on route with stop in Leadville Copper Mountain Resort Transit operates on corridor
<i>Bicycling</i>	Very high bicycle activity High stress for bicycling- segments
<i>Resiliency</i>	Low redundancy Avalanche path near Leadville
<i>Economics</i>	Provides access to recreational area



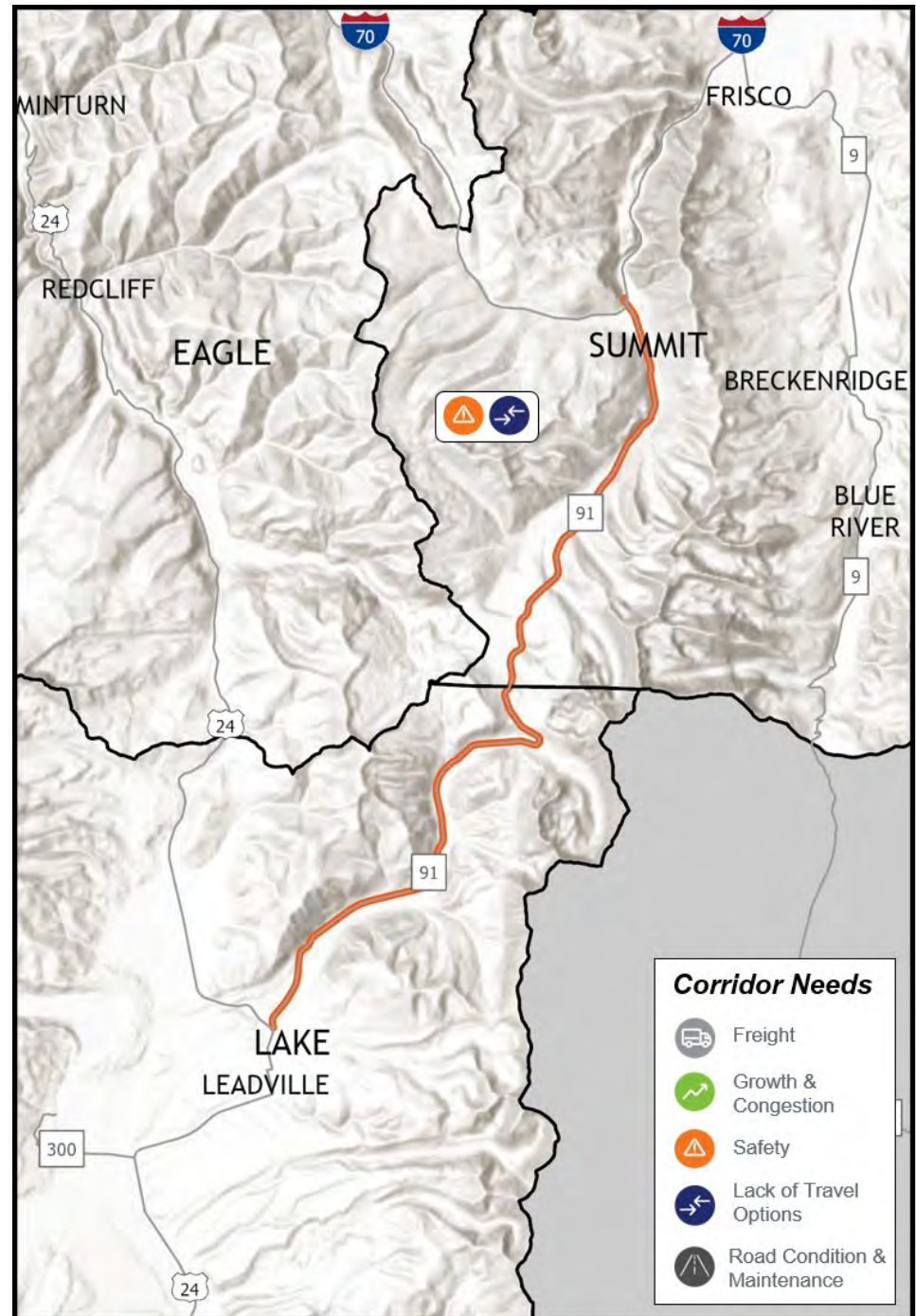


Corridor Needs: State Highway 91: Leadville to Copper Mountain (PIM7011)



Corridor Needs

- ⚠ Mitigate risk associated with natural disasters (avalanche)
- 🚲 Improve bicycle accommodation
- ⚠ Eliminate shoulder deficiencies
- ⚠ Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- 🚶 Provide additional travel options
- 🚶 Enhance walkability in areas with high pedestrian demand (bus stops)





Corridor Projects: State Highway 91 Leadville to Copper Mountain (PIM7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 91, Copper Mountain to Summit of Fremont Pass	-	2024				\$28.00
SH 91 improvements in Lake County	-	2025				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 91 Leadville to Copper Mountain (PIM7011)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



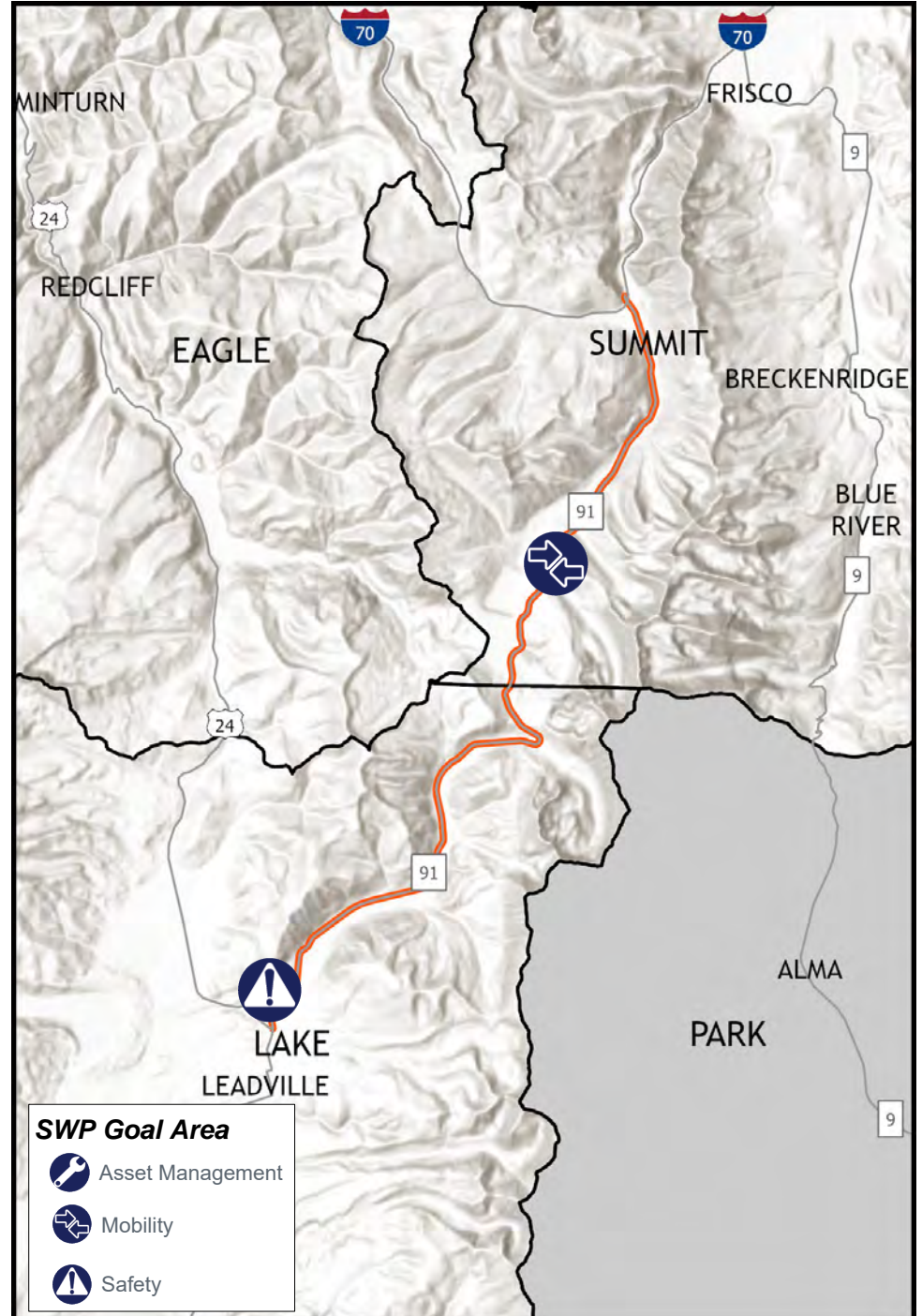
Mobility

- SH 91, Copper Mountain to Summit of Fremont Pass



Safety

- SH 91 improvements in Lake County





State Highway 131: Wolcott to Steamboat Springs (PIM7012)



Corridor Name

State Highway 131: Wolcott to Steamboat Springs

Corridor Vision

The Vision for the SH 131 corridor is primarily to improve safety, with maintaining system quality and increased mobility as secondary concerns.

Corridor Description

This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Upper Colorado River Valley area. The transportation system in the area primarily serves destinations outside of the corridor.

Corridor Designations

- None

What we heard about the Corridor

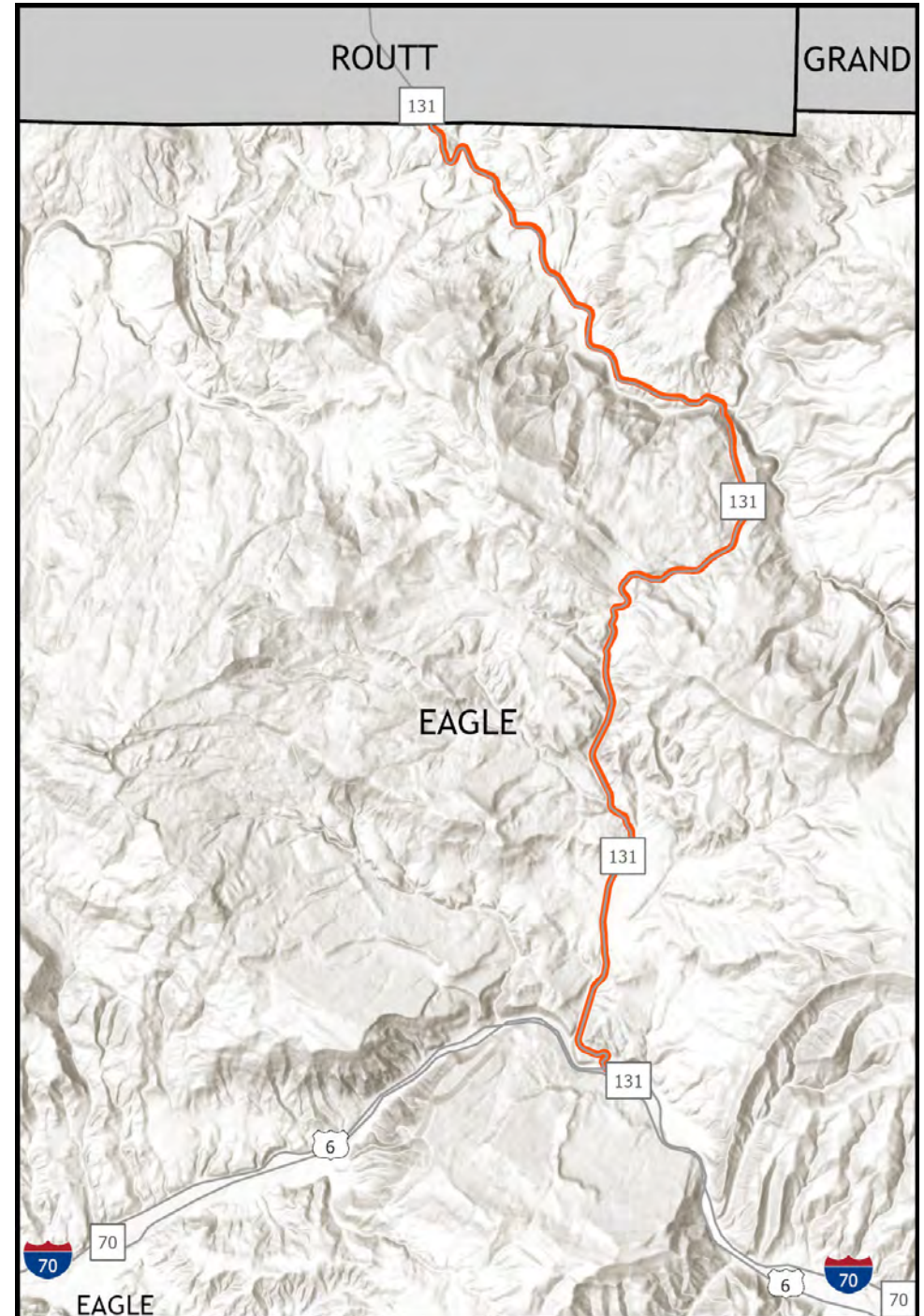
- 14 comments specifically about this corridor
- Concerns about safety
- Desire for better bicycle facilities



Key Data Findings: State Highway 131: Wolcott to Steamboat Springs (PIM7012)

Key Data Findings:

<i>Growth</i>	Moderate congestion near Wolcott (2045)
<i>Safety</i>	Two segments with elevated crash patterns (LOSS 3 or 4)
<i>Safety</i>	Majority of corridor has shoulders <2' Dense wildlife crashes
<i>Bicycling</i>	High bicycle activity near Wolcott High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area





Corridor Needs: State Highway 131: Wolcott to Steamboat Springs (PIM7012)

Corridor Needs

- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Improve bicycle accommodation
- Eliminate shoulder deficiencies
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation





Corridor Projects: State Highway 131 Wolcott to Steamboat Springs (PIM7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 131 Shoulder Widening, Wolcott to Routt County Line	-	2026				\$11.59
SH 131/State Bridge Acceleration/Deceleration lanes	-	2027		-		\$0.59
SH 131 Realignment from Wolcott north across Eagle River	-	2028		-		\$8.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



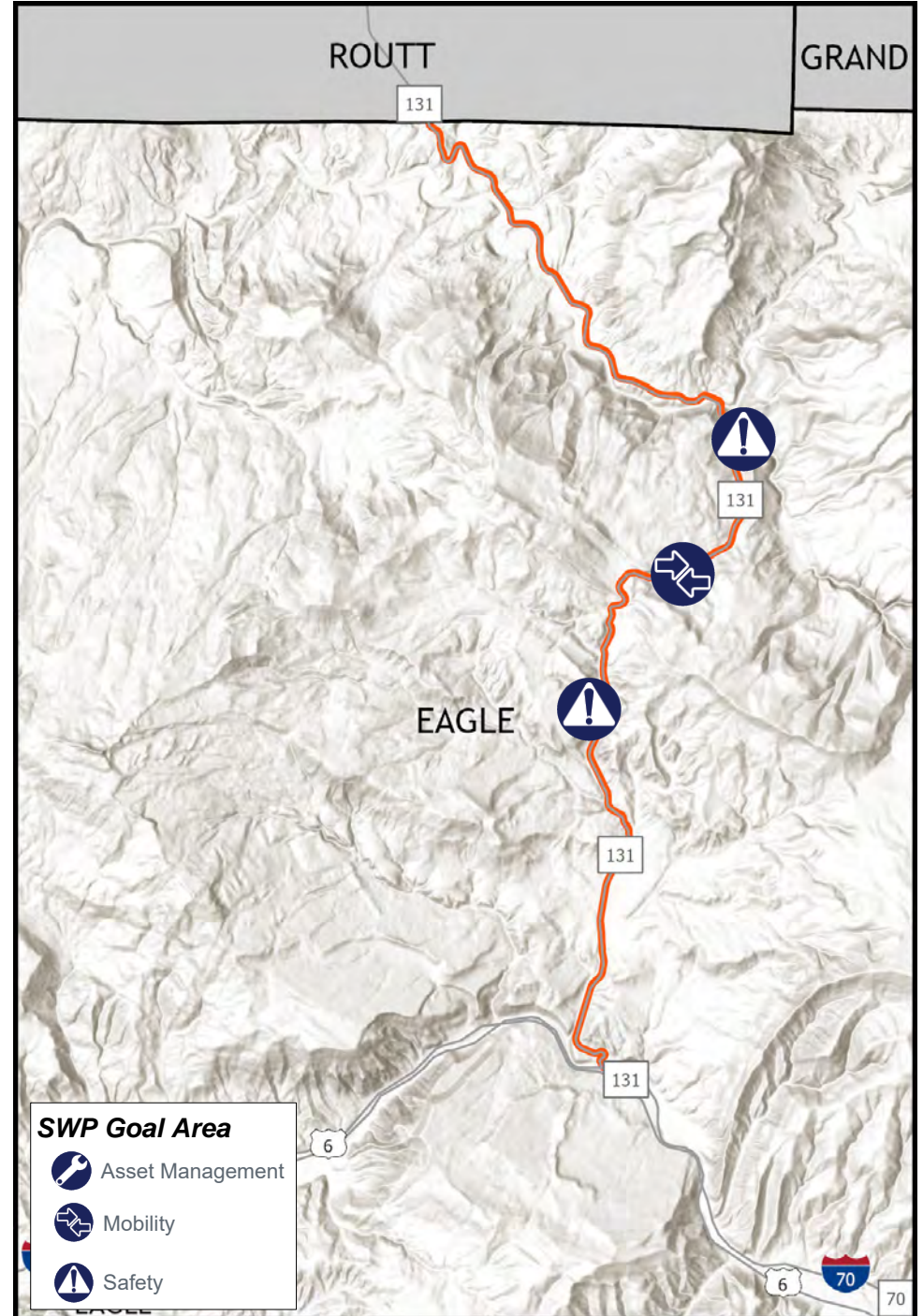
Mobility

- SH 131 Realignment from Wolcott north across Eagle River



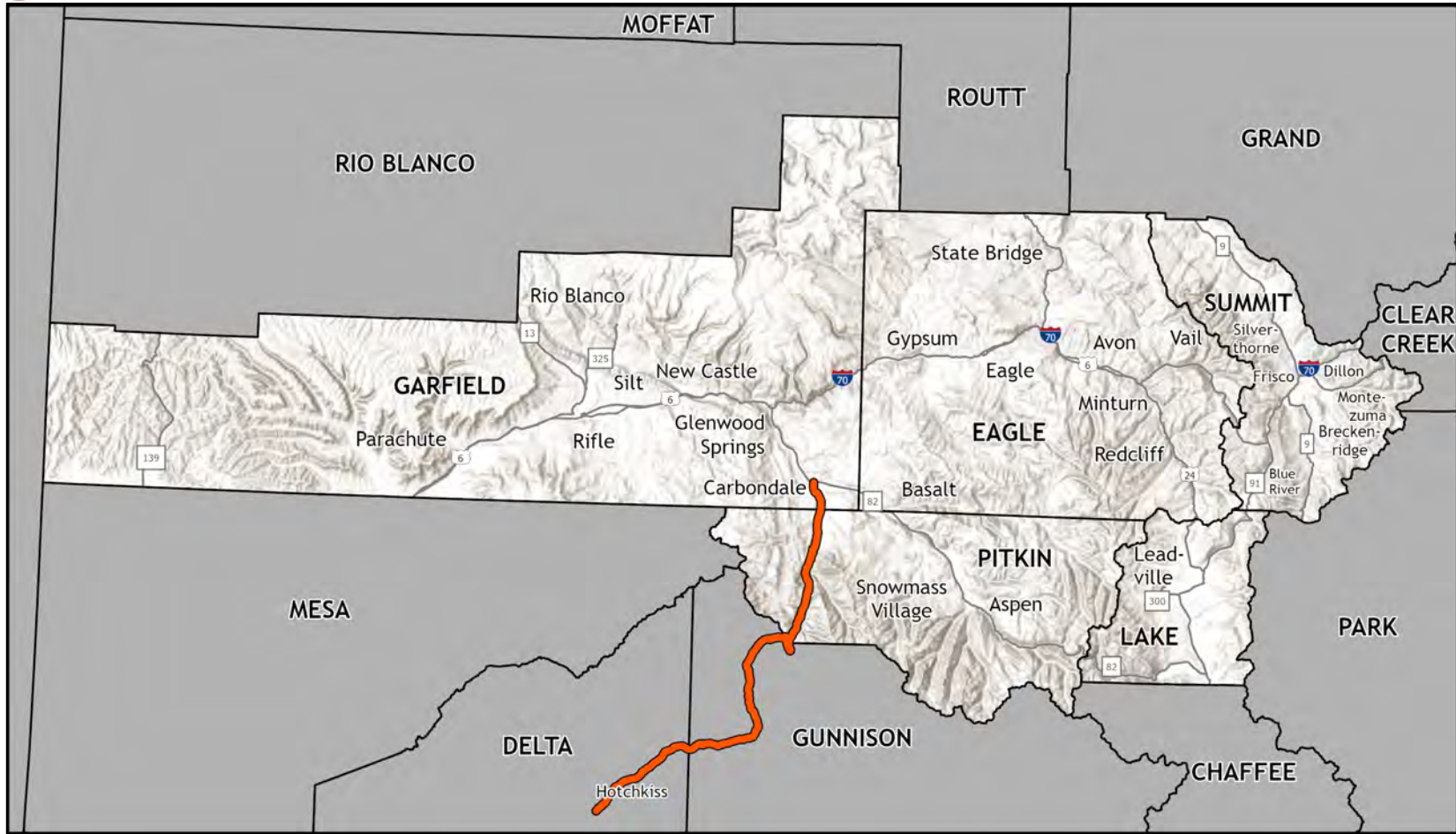
Safety

- SH 131 Shoulder Widening, Wolcott to Routt County Line
- SH 131/State Bridge Acceleration/Deceleration lanes





State Highway 133: Hotchkiss to SH 82 at Carbondale (PIM7013)



Corridor Name

State Highway 133: Hotchkiss to SH 82 at Carbondale

Corridor Vision

The Vision for the SH 133 corridor is primarily to improve safety, while maintaining system quality and increasing mobility.

Corridor Description

This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Crystal River Valley. The corridor also serves as an important access to I-70 corridor for the West Slope communities. The transportation system in the area primarily serves destinations outside of the corridor.

Corridor Designations

- High Demand Bicycle Corridor R3-5
- Scenic Byway (West Elk Loop)

What we heard about the Corridor

- 65 comments specifically about this corridor
- Concerns about safety
- Desire for better bicycle facilities
- Desire for better pedestrian facilities
- Desire for wider shoulders

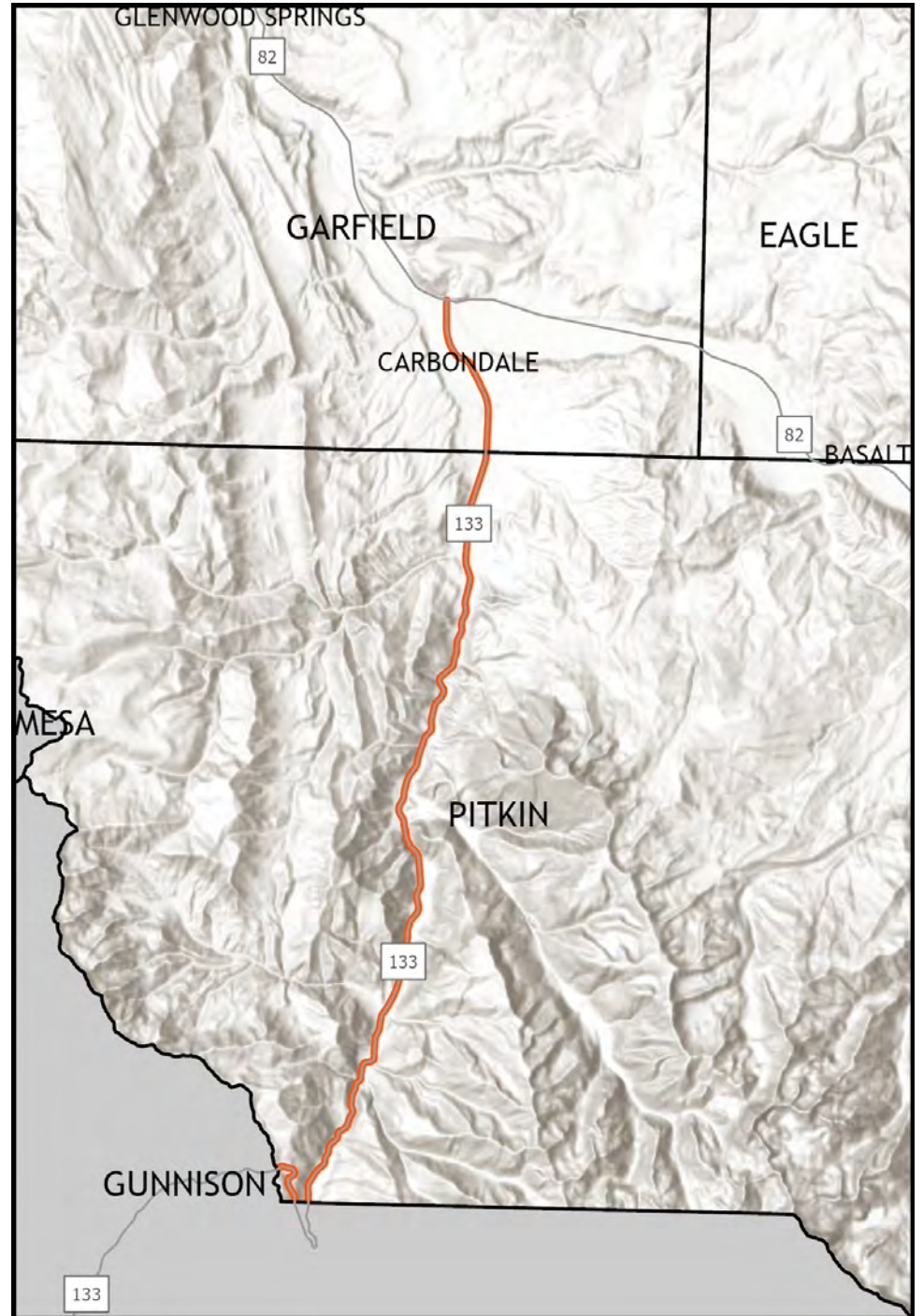


Key Data Findings: State Highway 133: Hotchkiss to SH 82 at Carbondale (PIM7013)



Key Data Findings:

Growth	Moderate congestion near Carbondale (2045)
Safety	One segment with elevated crash patterns (LOSS 3 or 4)
Safety	Several segments with shoulder <2' Dense wildlife crashes
Pedestrian Transit	Regional bus station in Carbondale
Bicycling	High bicycle activity near Carbondale High stress for bicycling (one segment)
Resiliency	Low redundancy Avalanche path near Redstone Road sloughs off toward reservoir (MM 20-MM 34)(rockfall)
Economics	Concentration of jobs in Carbondale Provides access to recreational area



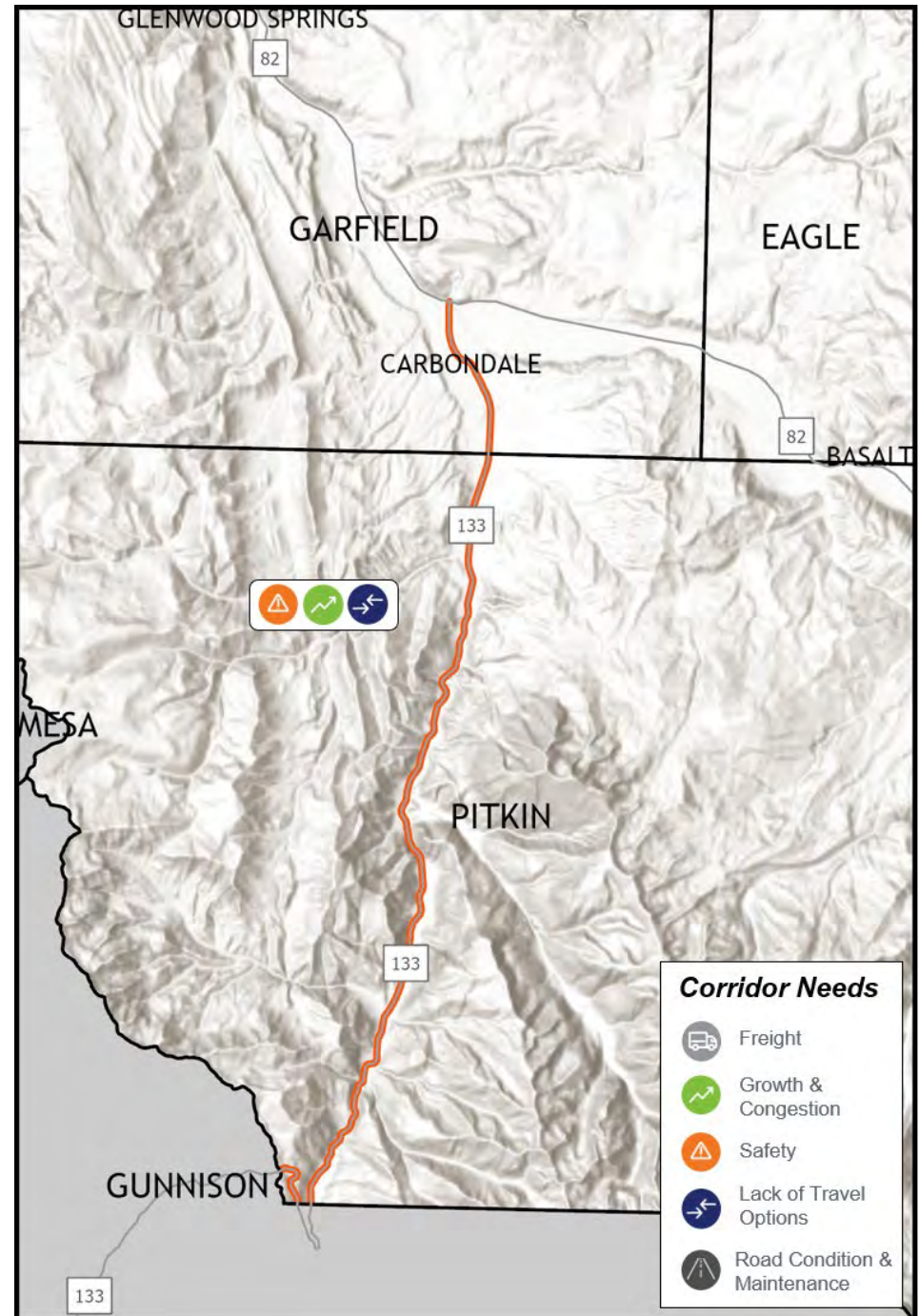


Corridor Needs: State Highway 133: Hotchkiss to SH 82 at Carbondale (PIM7013)



Corridor Needs

-  Mitigate risk associated with natural disasters (avalanche, rockfall)
-  Improve bicycle accommodation
-  Enhance walkability in areas with high pedestrian demand (bus stops)(Carbondale)
-  Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
-  Eliminate shoulder deficiencies
-  Provide additional travel options
-  Address increasing congestion to improve access to tourist destinations and recreation





Corridor Projects: State Highway 133 Hotchkiss to SH 82 at Carbondale (PIM7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
High congestion Narrow road	Queue Warning	1240				-
Rio Grande Trail (paved trail through Roaring Fork Valley)	-	2029				\$4.80
SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss	SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss. Additional operating cost of \$20,000/year.	2030				\$0.20
Reconstruction of SH 133 in Carbondale	-	2031				\$24.10
SH 133 Pitkin County	Safety and Shoulder improvements	2392				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 133 Hotchkiss to SH 82 at Carbondale (PIM7013)



Asset Management

- Reconstruction of SH 133 in Carbondale



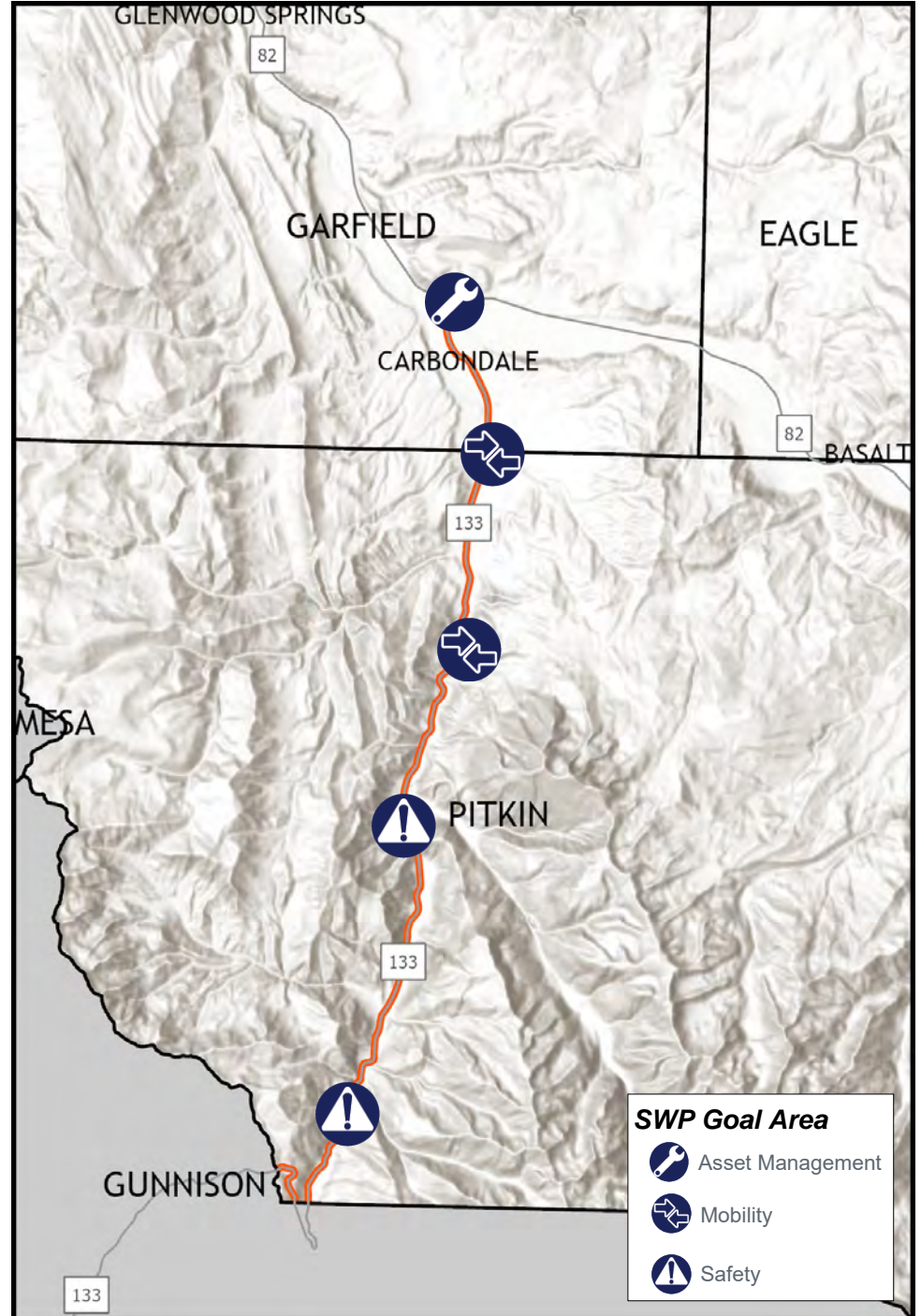
Mobility

- Rio Grande Trail (paved trail through Roaring Fork Valley)
- SH 133: Expand RFTA Commuter Service between Carbondale and Hotchkiss



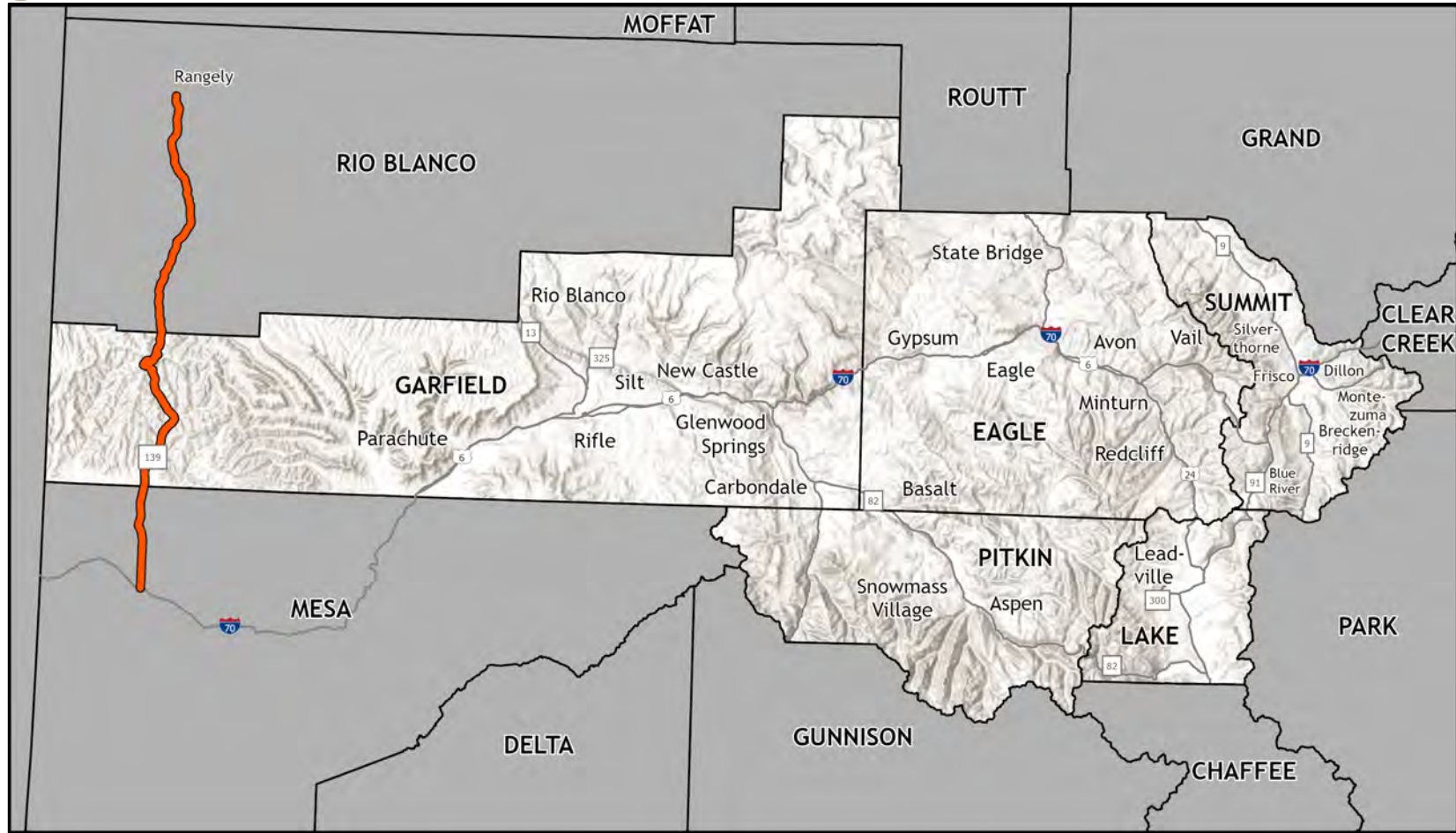
Safety

- High congestion Narrow road
- SH 133 Pitkin County





State Highway 139: I-70 to Rangely (PIM7014)



Corridor Name

State Highway 139: I-70 to Rangely

Corridor Description

This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within the Douglas Pass area. The transportation system in the area primarily serves destinations outside of the corridor.

Corridor Designations

- Scenic Byway (Dinosaur Diamond)

What we heard about the Corridor

- 10 comments specifically about this corridor
- Concerns about safety

Corridor Vision

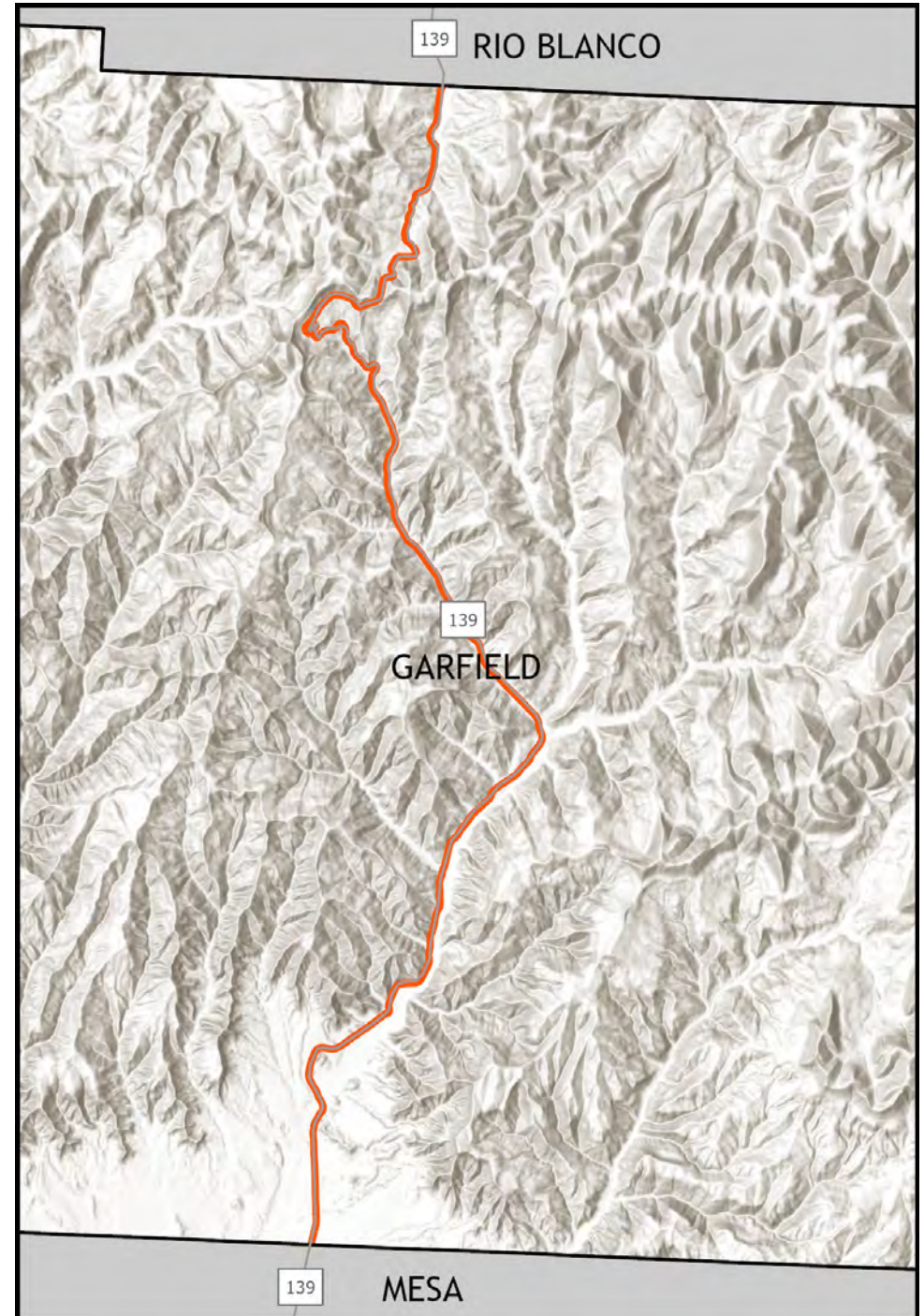
The Vision for the SH 139 corridor is primarily to improve safety with system quality and mobility improvements as secondary concerns.



Key Data Findings: State Highway 139: I-70 to Rangely (PIM7014)

Key Data Findings:

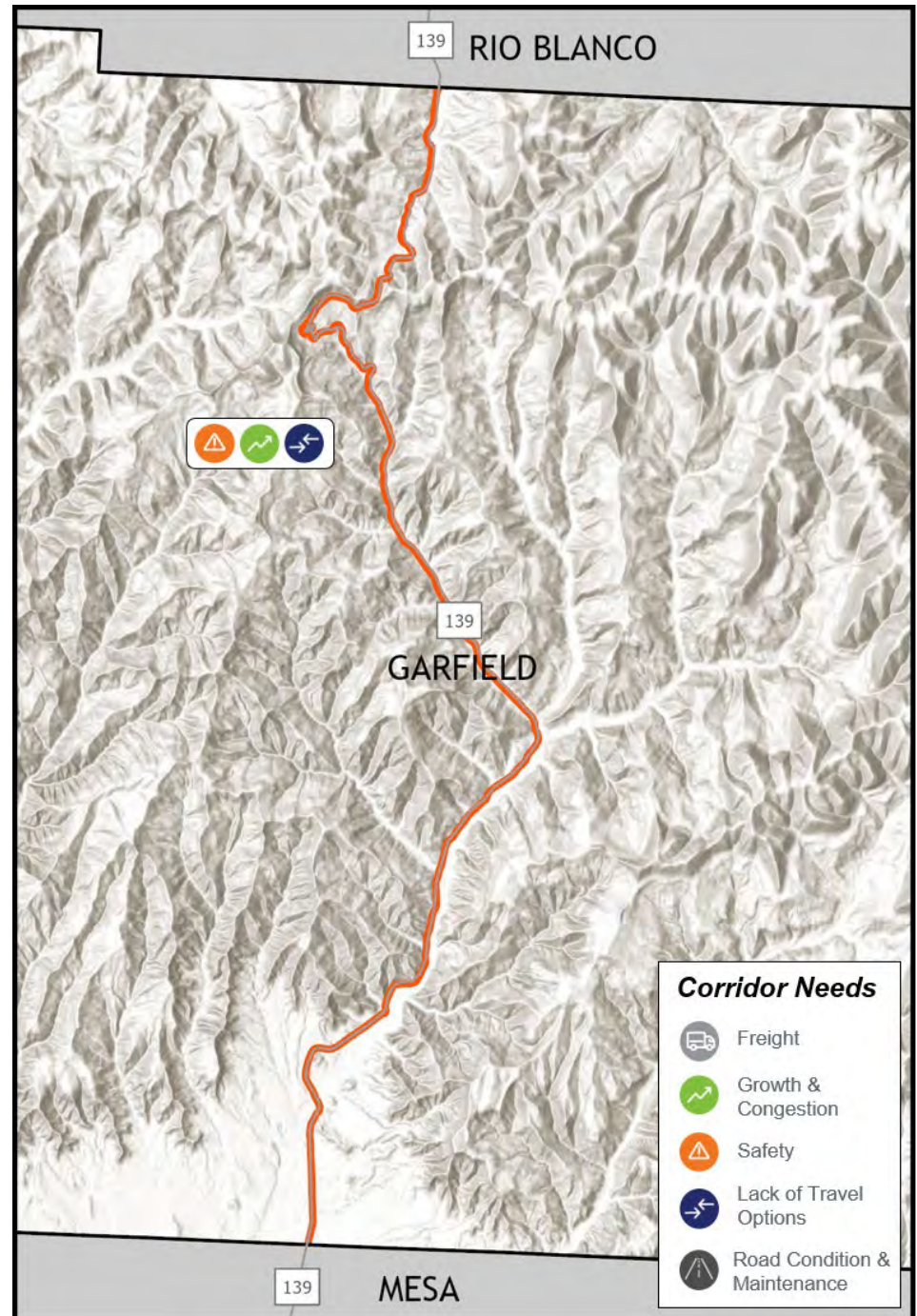
Demographics Transit	Passes through census tract with higher percentage of disabled population
Safety	Two segments with elevated crash patterns (LOSS 3 or 4)
Safety	One segments with shoulders <2' Hazmat route
Bicycling	High stress to bicycling-north section
Resiliency	Low redundancy Avalanche path up north
Economics	Concentration of oil and gas wells Provides access to recreational area





Corridor Needs

- △ Eliminate shoulder deficiencies
- △ Mitigate elevated crash patterns (LOSS 3 or 4)
- △ Mitigate risk associated with natural disasters (avalanche)
- ↩ Accommodate travel needs of vulnerable populations
- ↗ Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- △ Address safety concerns





Corridor Projects: State Highway 139 I-70 to Rangely (PIM7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2004				\$0.20
SH 139 Douglas Pass stabilization and reconstruction	This project will stabilize and reconstruct the roadway template on Douglas Pass in Garfield County. This is a potential \$7 million Federal FLAP project and will require a match	2032				-
SH 139 from MP 37.5 to MP 52.8 north of Douglas Pass	Rural road surface treatment	53				\$8.40
SH 139 from MP 15 to MP 19 near Dinosaur Diamond	Rural road surface treatment	54				\$2.20

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 139 from MP 37.5 to MP 52.8 north of Douglas Pass
- SH 139 from MP 15 to MP 19 near Dinosaur Diamond



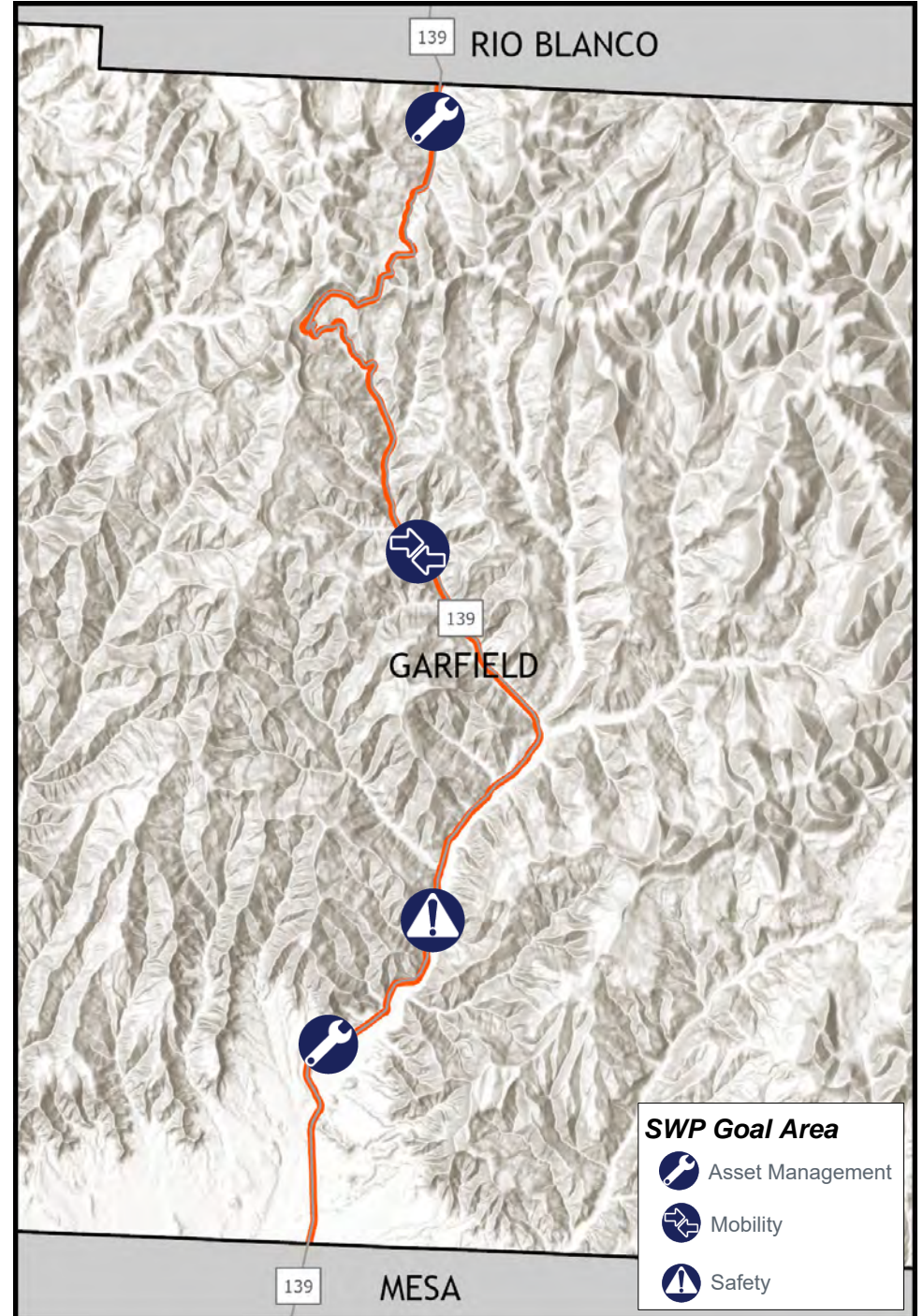
Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)



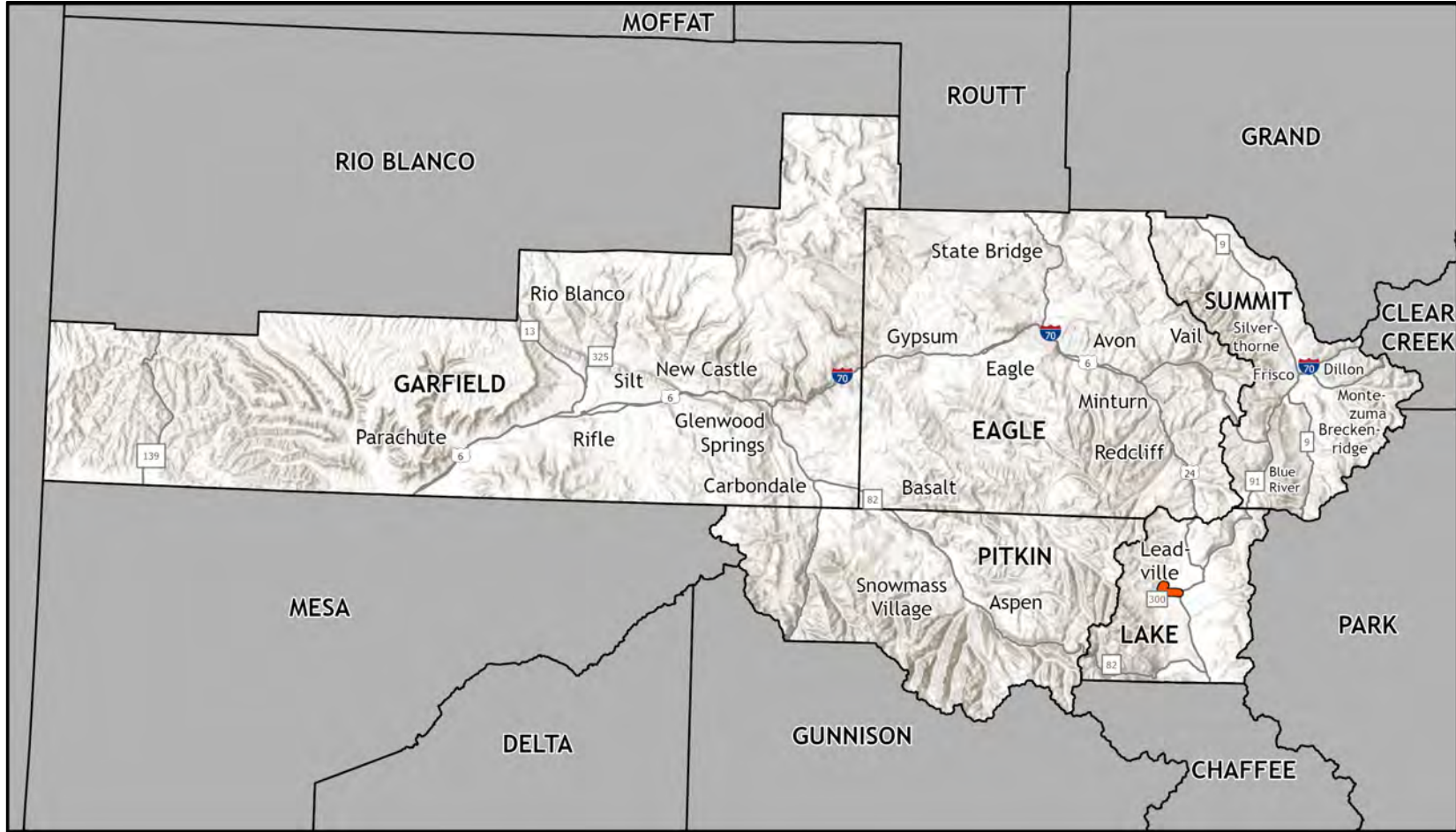
Safety

- SH 139 Douglas Pass stabilization and reconstruction





State Highway 300: SH 24 at Malta to End (PIM7015)



Corridor Name

State Highway 300: SH 24 at Malta to End

Corridor Description

This corridor serves as a multimodal local facility, provides local access to the National Fish Hatchery, and makes east-west connections within the Arkansas River Valley. The transportation system in the area primarily serves towns, cities, and destinations within the corridor.

Corridor Designations

- None

What we heard about the Corridor

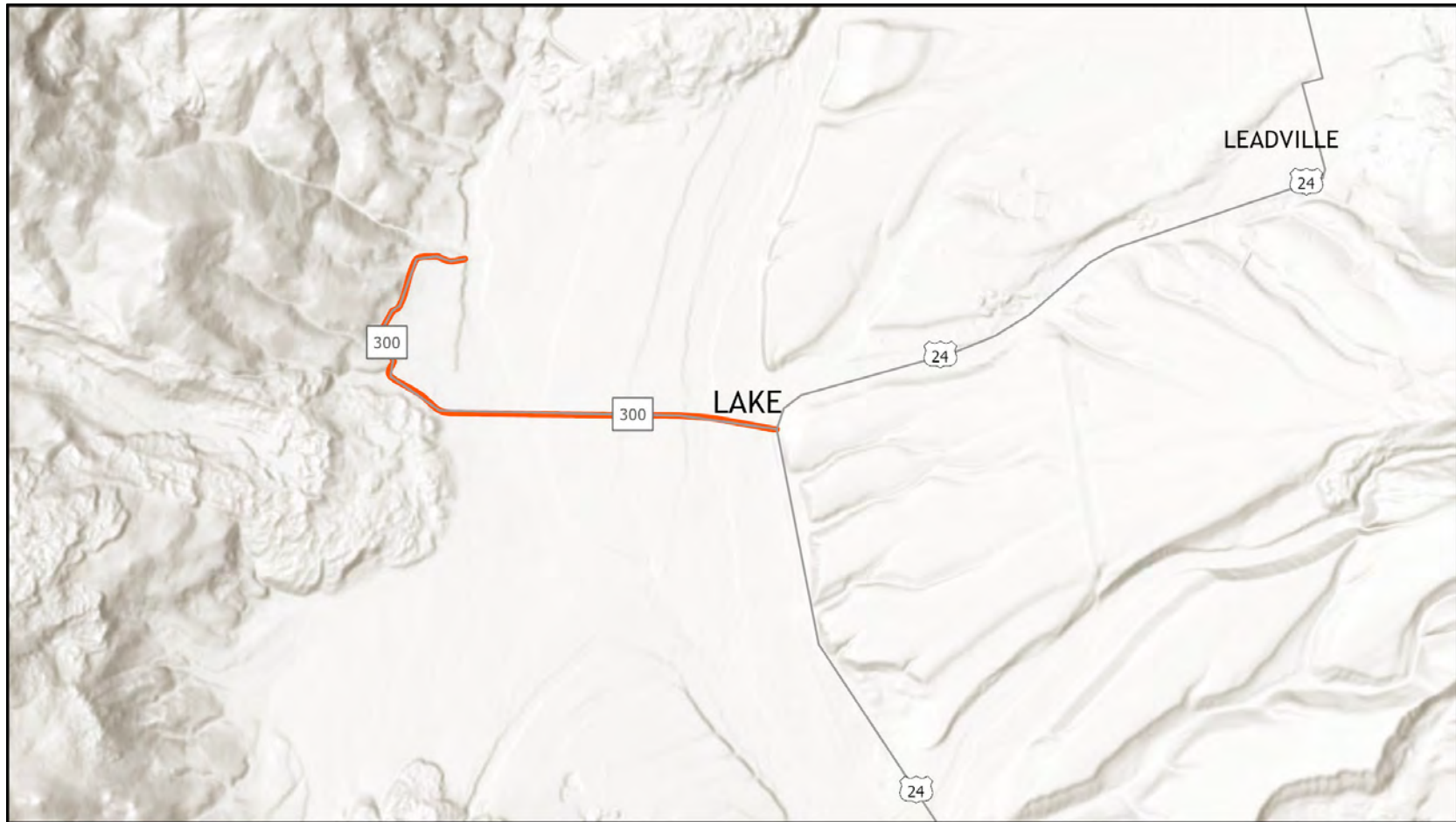
- 2 comments specifically about this corridor

Corridor Vision

The Vision for the SH 300 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.



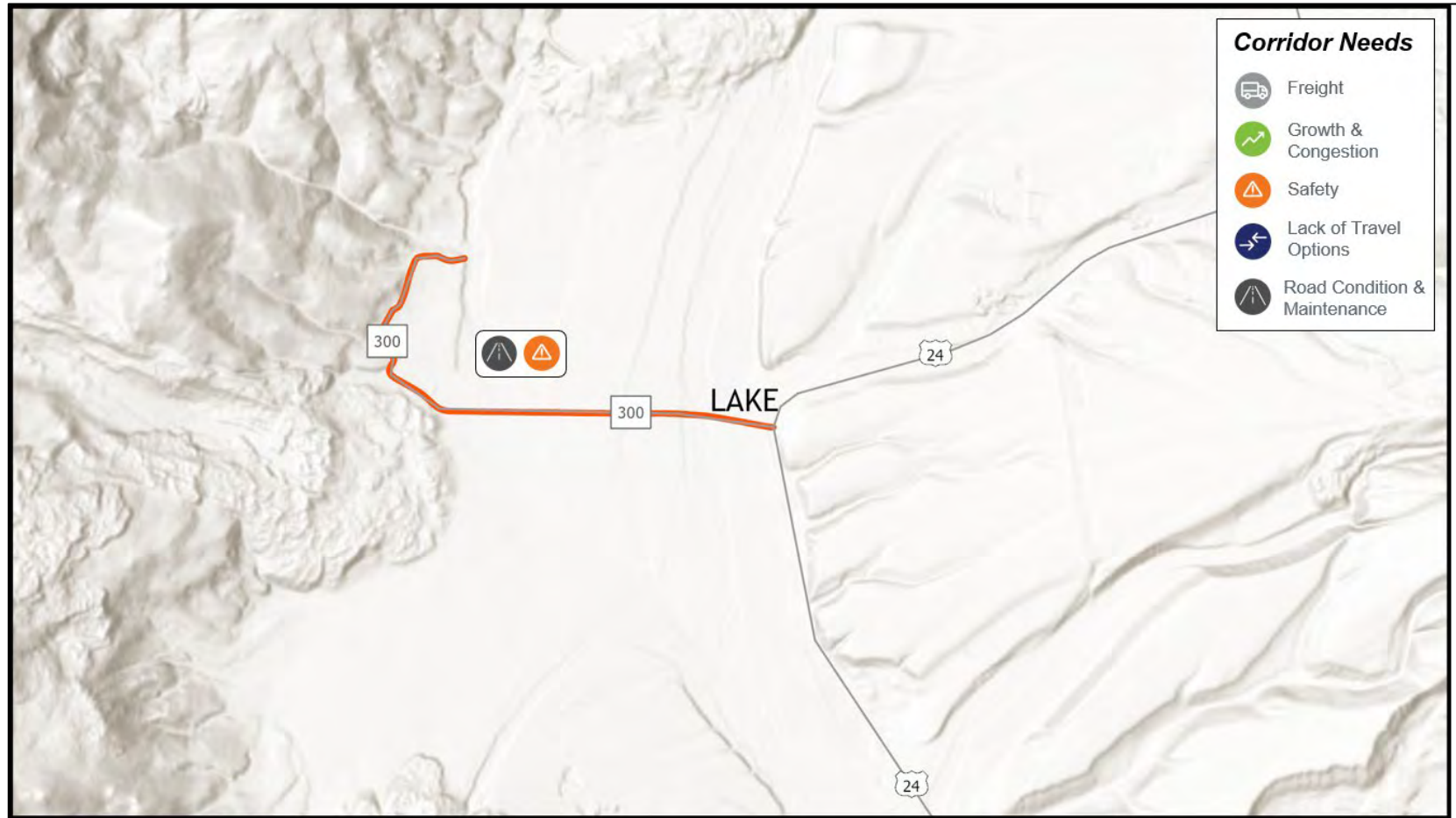
Key Data Findings: State Highway 300: SH 24 at Malta to End (PIM7015)






Key Data Findings:

<i>Safety</i>	Majority of corridor has shoulders <2'
<i>Asset Management</i>	One bridge in poor condition
<i>Asset Management</i>	Low drivability life

<i>Bicycling</i>	Very high bicycle activity High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Address bridge in poor condition
-  Eliminate shoulder deficiencies



Corridor Projects: State Highway 300 SH 24 at Malta to End (PIM7015)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 300 Bridge Replacement	-	2033				-
SH 300 Safety	Safety and Shoulder improvements (MP 0-3.3)	2393				-
SH 300 from MP 0 to MP 3.3 west of Leadville	Rural road surface treatment	49				\$2.50

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 300 SH 24 at Malta to End (PIM7015)



Asset Management

- SH 300 Bridge Replacement
- SH 300 from MP 0 to MP 3.3 west of Leadville



Mobility

- See project: SH 300 Safety

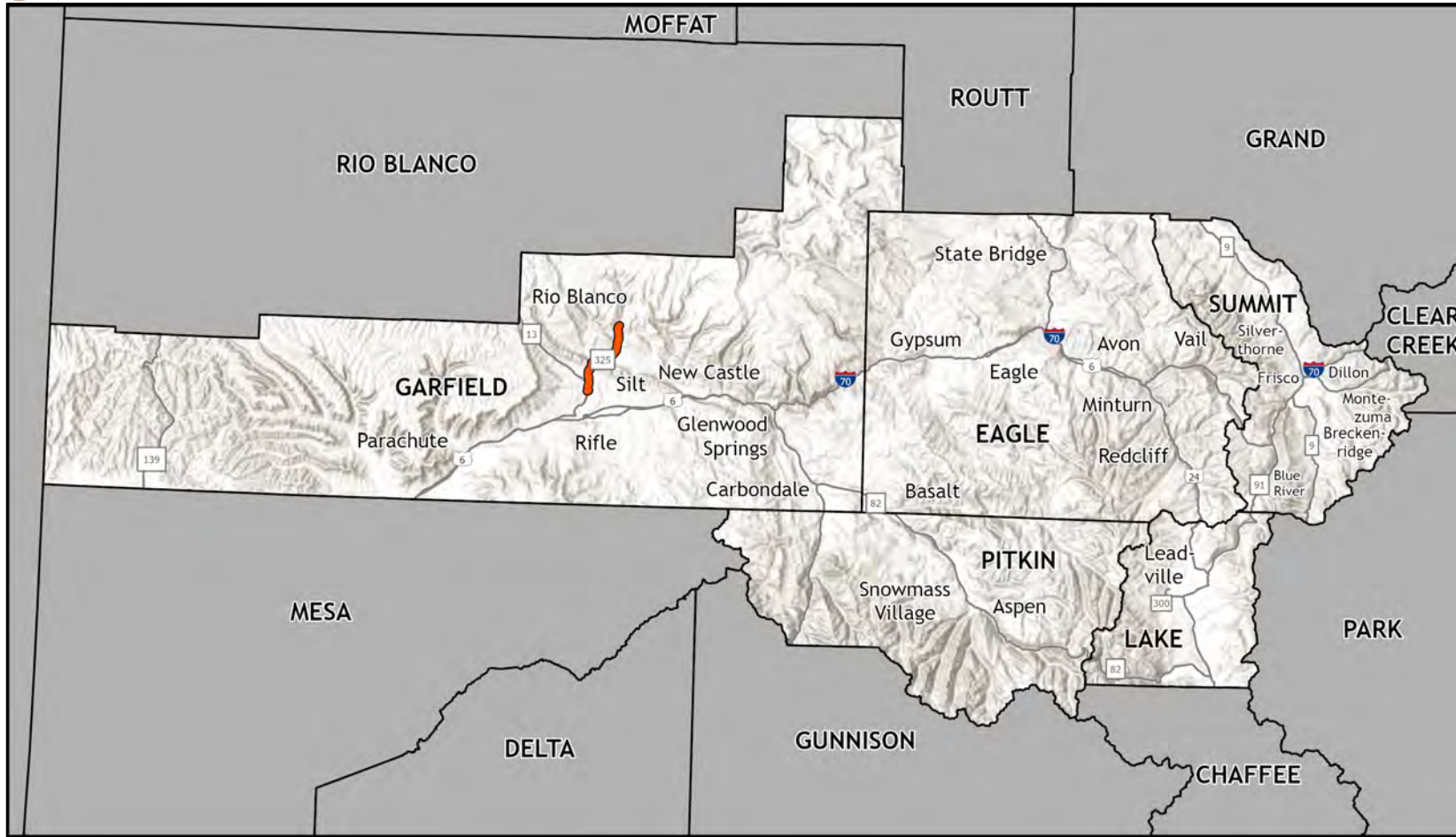


Safety

- SH 300 Safety



State Highway 325: SH 13 North of Rifle to End at County Road 217 (PIM7016)



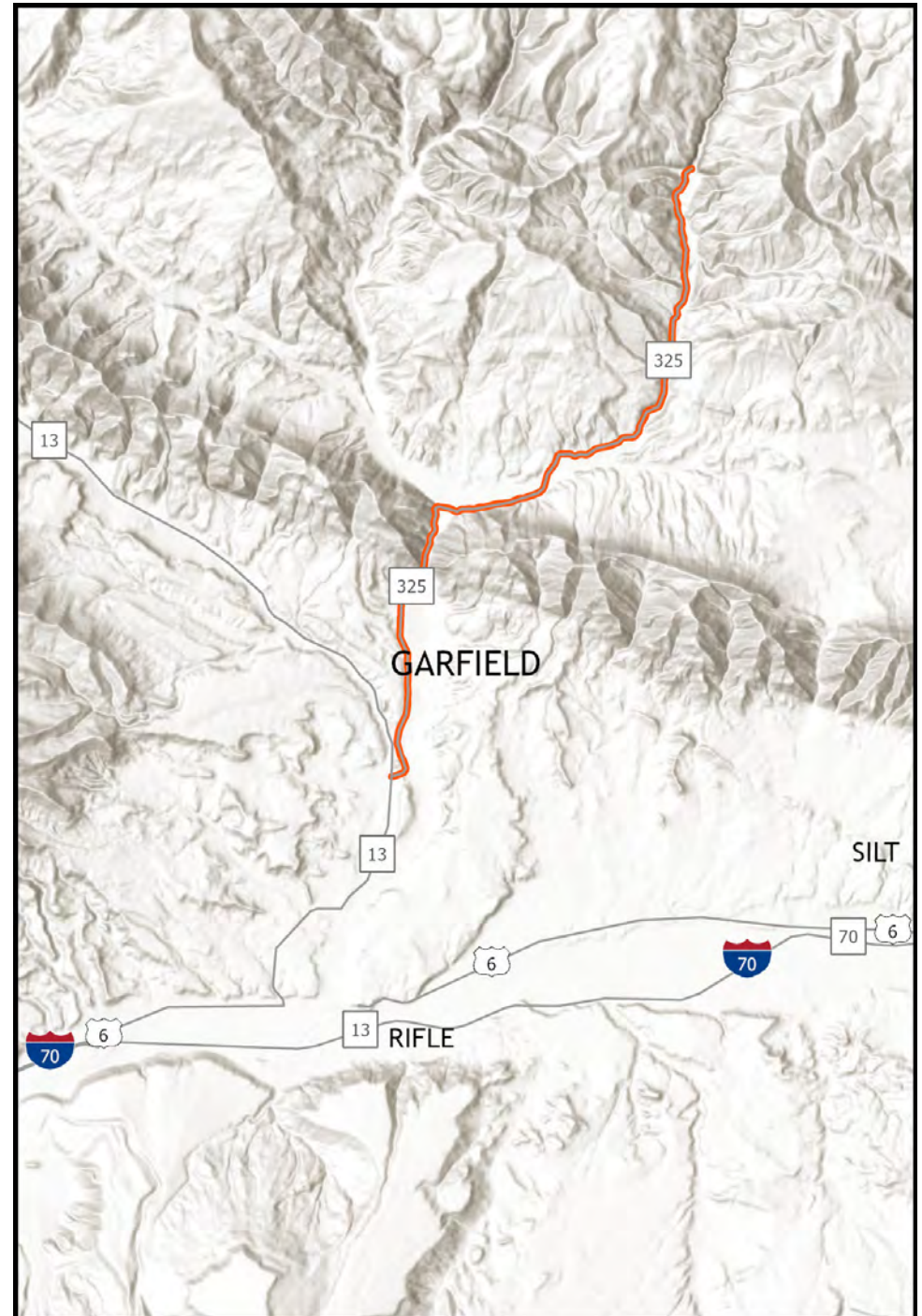
Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
<p>State Highway 325: SH 13 North of Rifle to End at County Road 217</p>	<p>This corridor serves as a multimodal local facility, provides local access, and makes north-south connections within the Rifle Gap area. The transportation system in the area primarily serves towns, cities, and destinations within the corridor.</p>	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • 4 comments specifically about this corridor • Desire for transit
Corridor Vision			
<p>The Vision for the SH 325 corridor is primarily to maintain system quality, with safety and mobility improvements as secondary concerns.</p>			



Key Data Findings: State Highway 325: SH 13 North of Rifle to End at County Road 217 (PIM7016)

Key Data Findings:






<i>Demographics Transit</i>	Passes through census tract with high poverty levels and higher percentage of minority population
<i>Safety</i>	Entire corridor has shoulder <2'
<i>Pedestrian Transit</i>	Bustang West line station in Rifle Regional bus station in Rifle
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area (BLM)

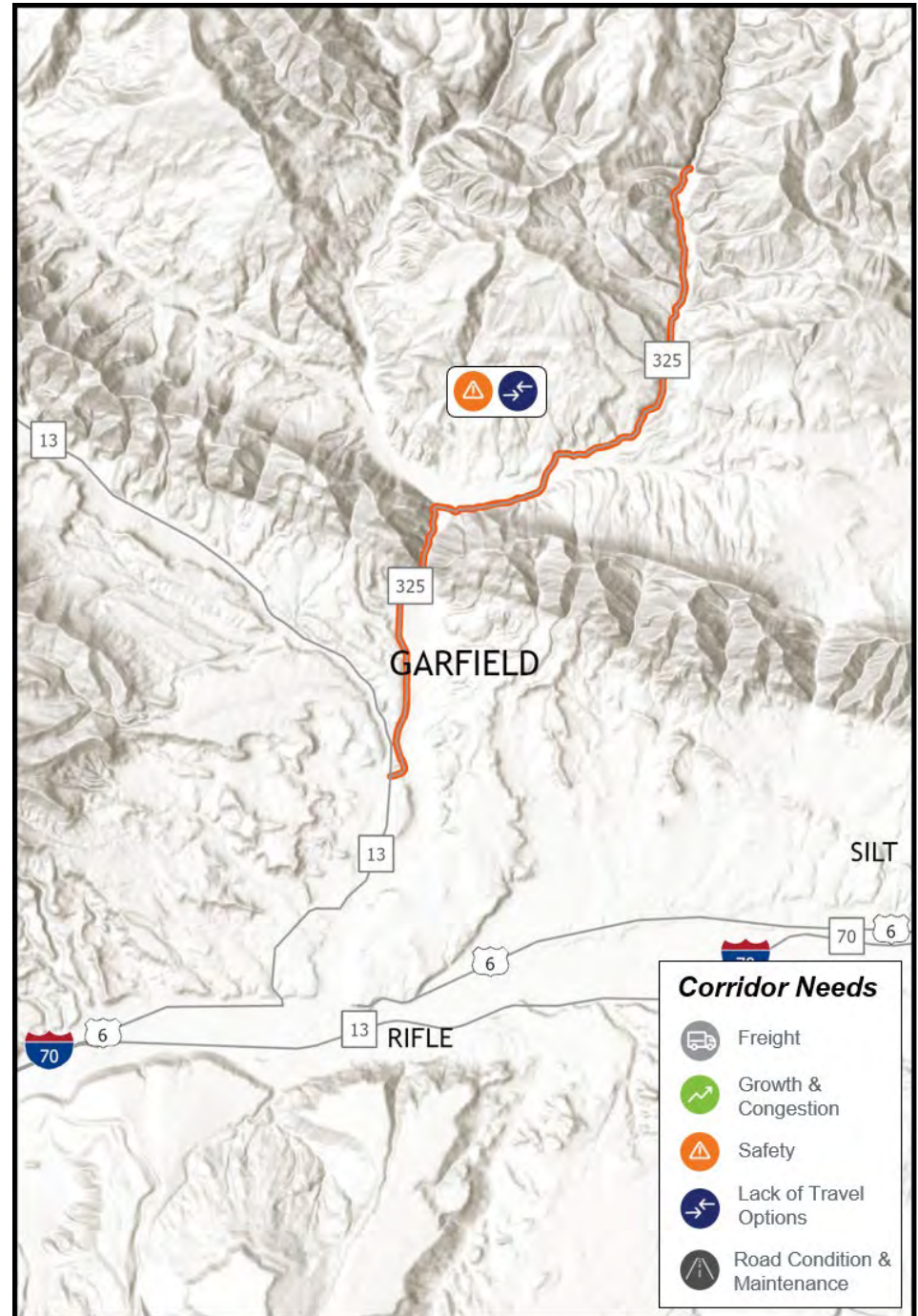




Corridor Needs: State Highway 325: SH 13 North of Rifle to End at County Road 217 (PIM7016)

Corridor Needs

-  Improve access to recreation
-  Eliminate shoulder deficiencies
-  Accommodate travel needs of vulnerable populations
-  Improve bicycle accommodations
-  Enhance walkability in areas with high pedestrian demand
(bus stops)





Corridor Projects: State Highway 325 SH 13 North of Rifle to End at County Road 217 (PIM7016)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2004				\$0.20
Reconstruct SH 325 Rifle Gap Road (safety & geometric improvements)	-	2034		-		\$2.00
SH 325 Safety	Safety and Shoulder Improvements (MP 0-12)	2394				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 325 SH 13 North of Rifle to End at County Road 217 (PIM7016)



Asset Management

- Reconstruct SH 325 Rifle Gap Road (safety & geometric improvements)



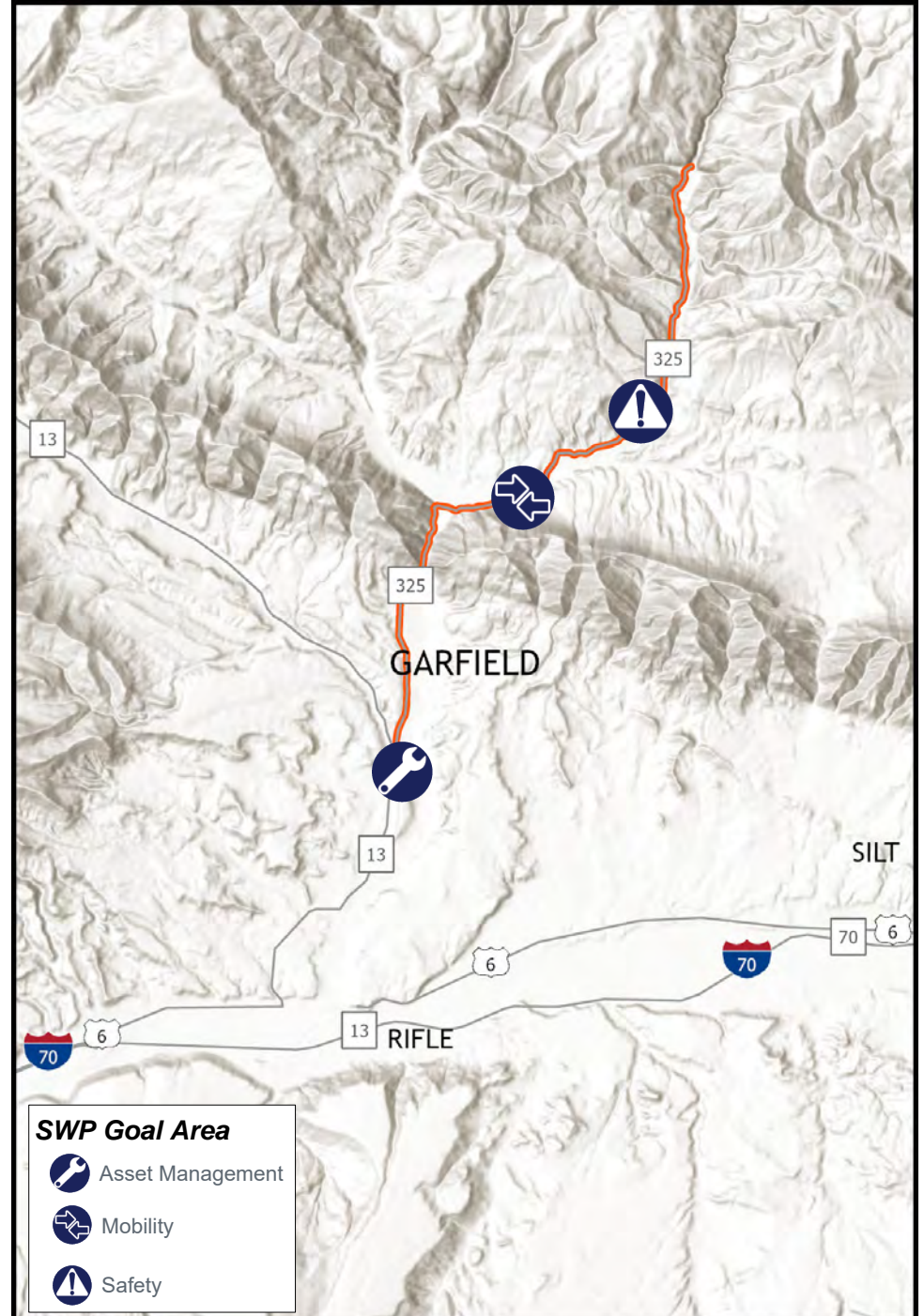
Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)



Safety

- SH 325 Safety





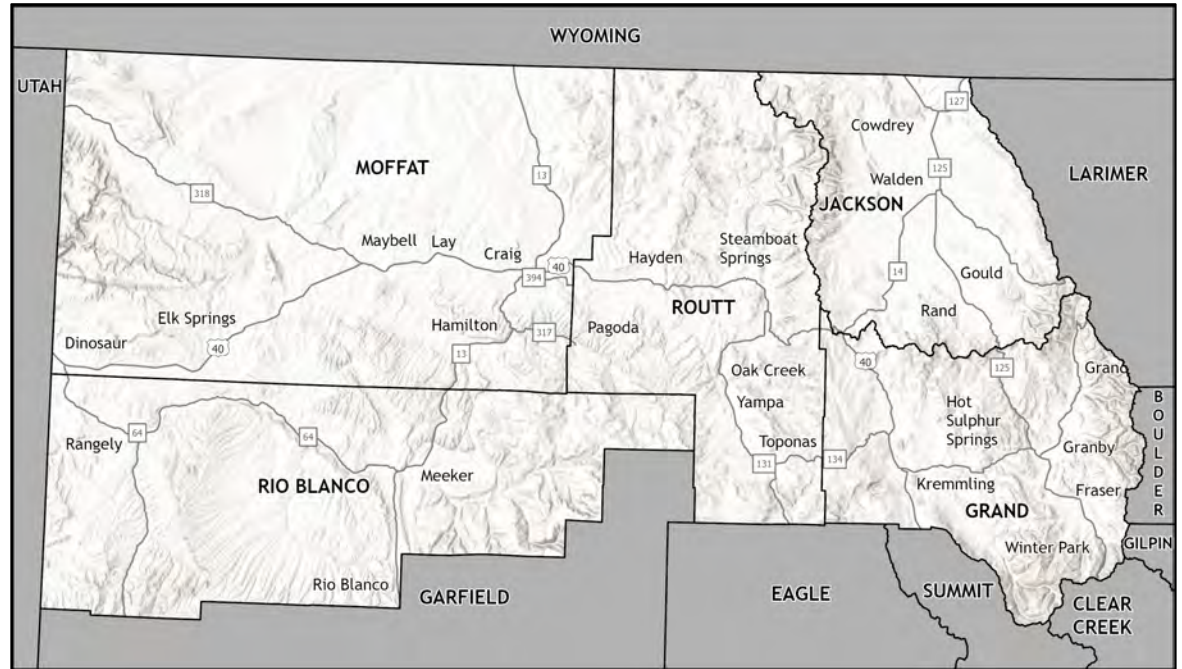
Northwest TPR Corridor Profiles - Final

CDOT Region 3

Counties:

Grand, Jackson, Moffat, Rio Blanco, Routt

“ The vision for the Northwest TPR is to establish and maintain a realistic, balanced multimodal transportation system that consists of a cohesive network of transit options and effectively addresses current and future needs while at the same time protecting the quality of life and the safety of the Northwest region’s diverse population and visitors. ”



Non-Corridor Specific Needs

- Provide additional travel options
- Accommodate travel needs of vulnerable populations

* Corridor needs are listed in order of importance based on TPR and public feedback

What We’ve Heard about the Northwest TPR

- 2146 public and stakeholder comments specifically about the NW TPR
- 155 surveys completed by residents with a zip code in the Northwest TPR
- When asked, “What trends and issues do you think have the biggest impact on your daily life today and in the future?” public survey respondents in the NW TPR, combined with stakeholder input selected:
 - Road Condition and Safety
 - Lack of Travel Options
 - Growth and Congestion
- The highest frequency topics for location-specific comments in the Northwest TPR (in order of frequency) include: safety, road condition, bus/transit service, shoulders, and bike/ped connectivity

Key Data Findings:

Demographics	2015 Population: 58,929 2045 Forecasted Population: 82,201
Economics	2015 Jobs: 39,374 2045 Forecasted Jobs: 53,049
Economics	Top Industries: Tourism and Outdoor Recreation, Health and Wellness
Growth	2015 Vehicle Miles of Travel (VMT): 1.6 Million 2045 Vehicle Miles of Travel (VMT): 2.6 Million
Asset Management	102 miles of highway with high drivability life 454 miles of highway with moderate drivability life 248 miles of highway with low drivability life



State Highway 9: I-70 North to Kremmling (PNW7001)



Corridor Name

State Highway 9: I-70 North to Kremmling

Corridor Vision

The Vision for the State Highway 9 corridor is primarily to improve safety, maintain system quality and to increase mobility.

Corridor Description

This corridor serves as an inter/intra-regional facility and is becoming a commuter corridor to bedroom communities that connects to places outside the region as well as communities within the Blue River Valley, and to Summit and Grand Counties. Safety is a substantial concern for this corridor; in several areas passing lanes and intersection improvements are needed.

Corridor Designations

- High Demand Bicycle Corridor (R3-10)

What we heard about the Corridor

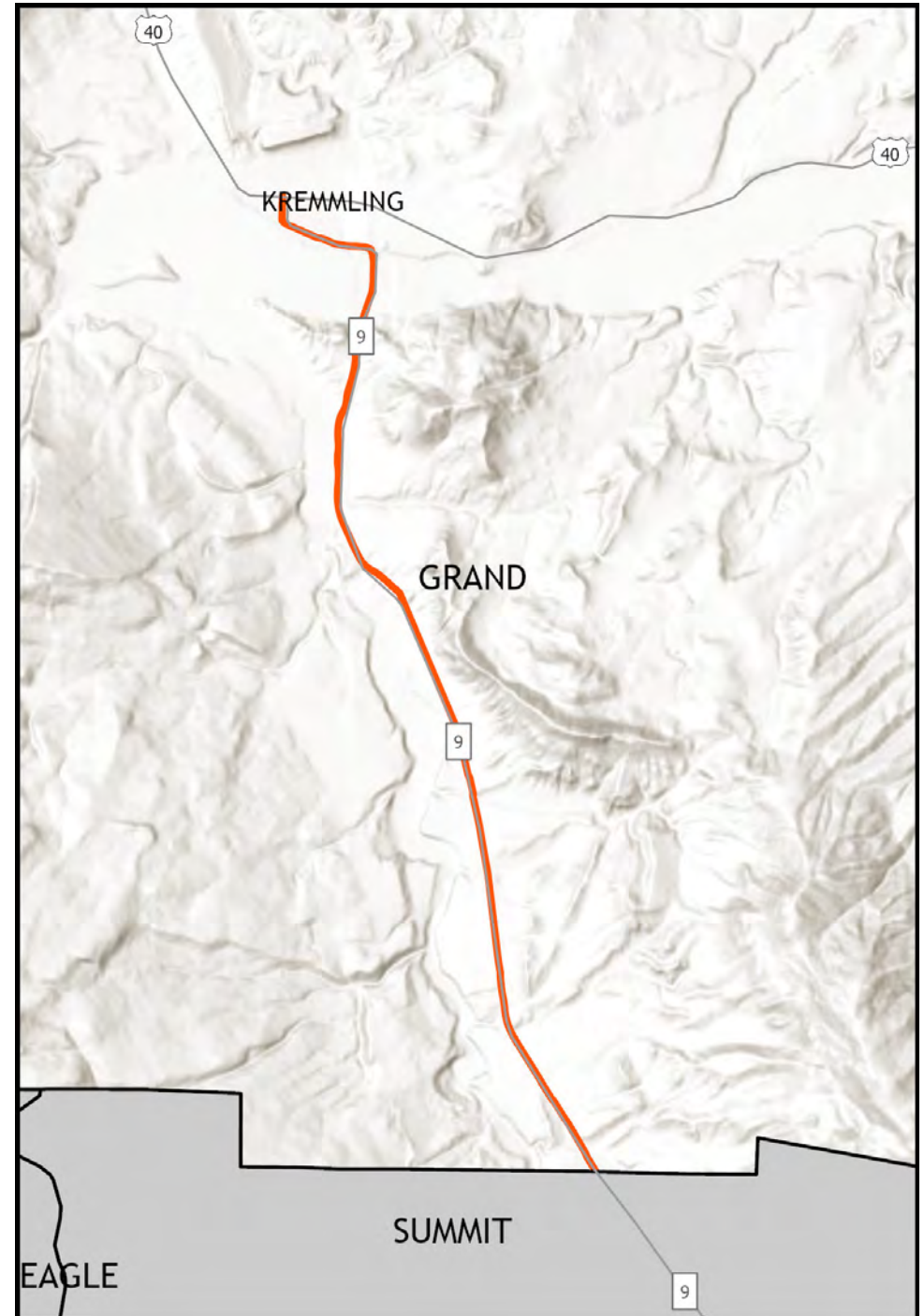
- 21 comments specifically about this corridor
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for wider shoulders
- Need for truck/freight rest stops
- Safety concerns related to wildlife management



Key Data Findings: State Highway 9: I-70 North to Kremmling (PNW7001)

Key Data Findings:







<i>Demographics Transit</i>	Passes through census tract with high poverty levels
<i>Safety</i>	Majority of corridor has elevated crash patterns (LOSS 3 or 4)
<i>Safety</i>	Dense wildlife crashes Hazmat Route
<i>Pedestrian Transit Mobility Hub</i>	Greyhound route through Kremmling Amtrak station in Kremmling Inter-city bus station in Kremmling
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area (BLM) Concentration of jobs in Kremmling





Corridor Needs: State Highway 9: I-70 North to Kremmling (PNW7001)

Corridor Needs

-  Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
-  Accommodate travel needs of vulnerable populations
-  Improve bicycle accommodation
-  Improve access to recreation
-  Enhance walkability in areas with high pedestrian demand (bus stops)
-  Address unsafe passing conditions





Corridor Projects: State Highway 9: I-70 North to Kremmling (PNW7001)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 9 - Widening along Green Mountain Reservoir MP 126-119	-	1680				\$45.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



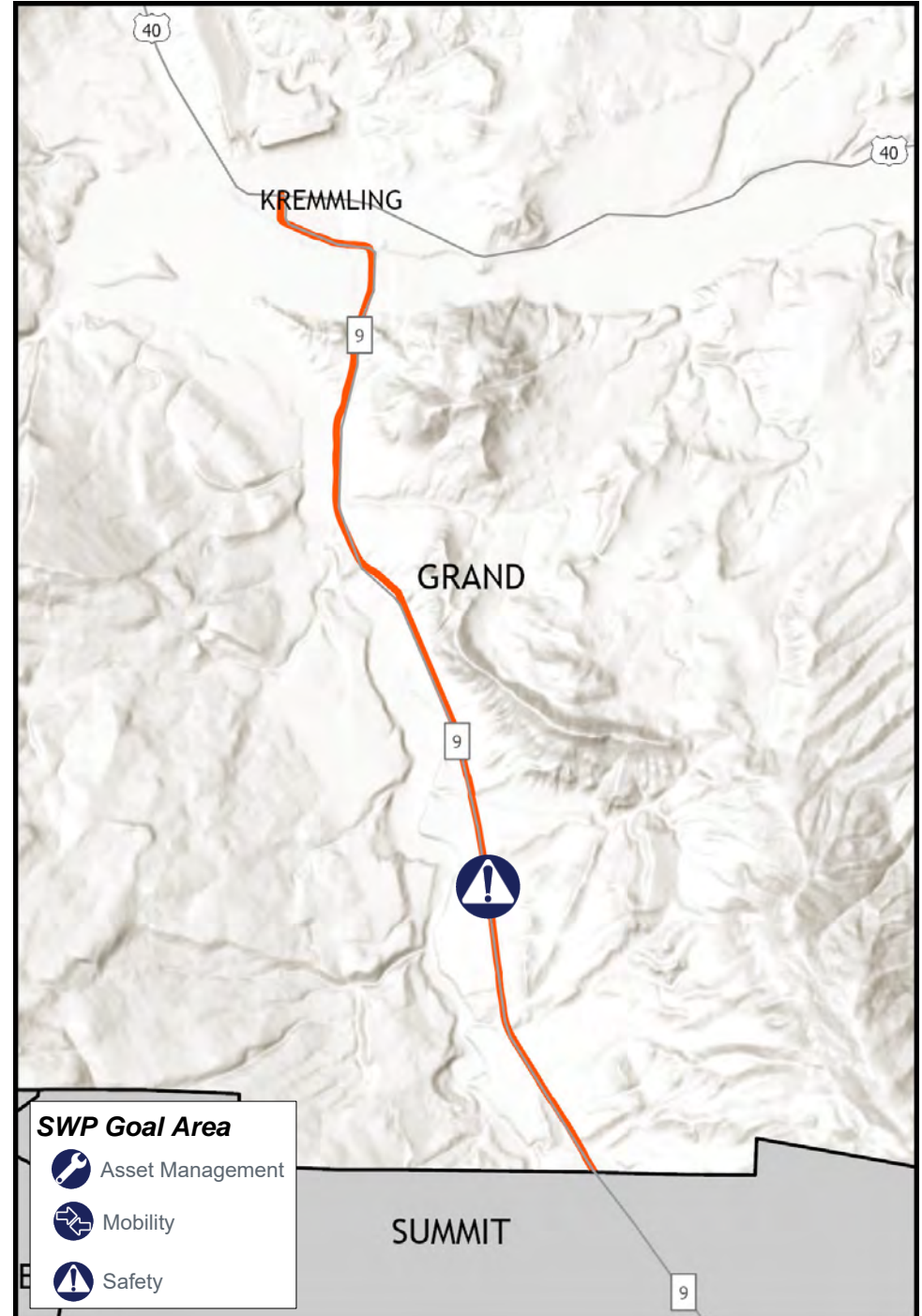
Mobility

- See project: SH 9 - Widening along Green Mountain Reservoir MP 126-119



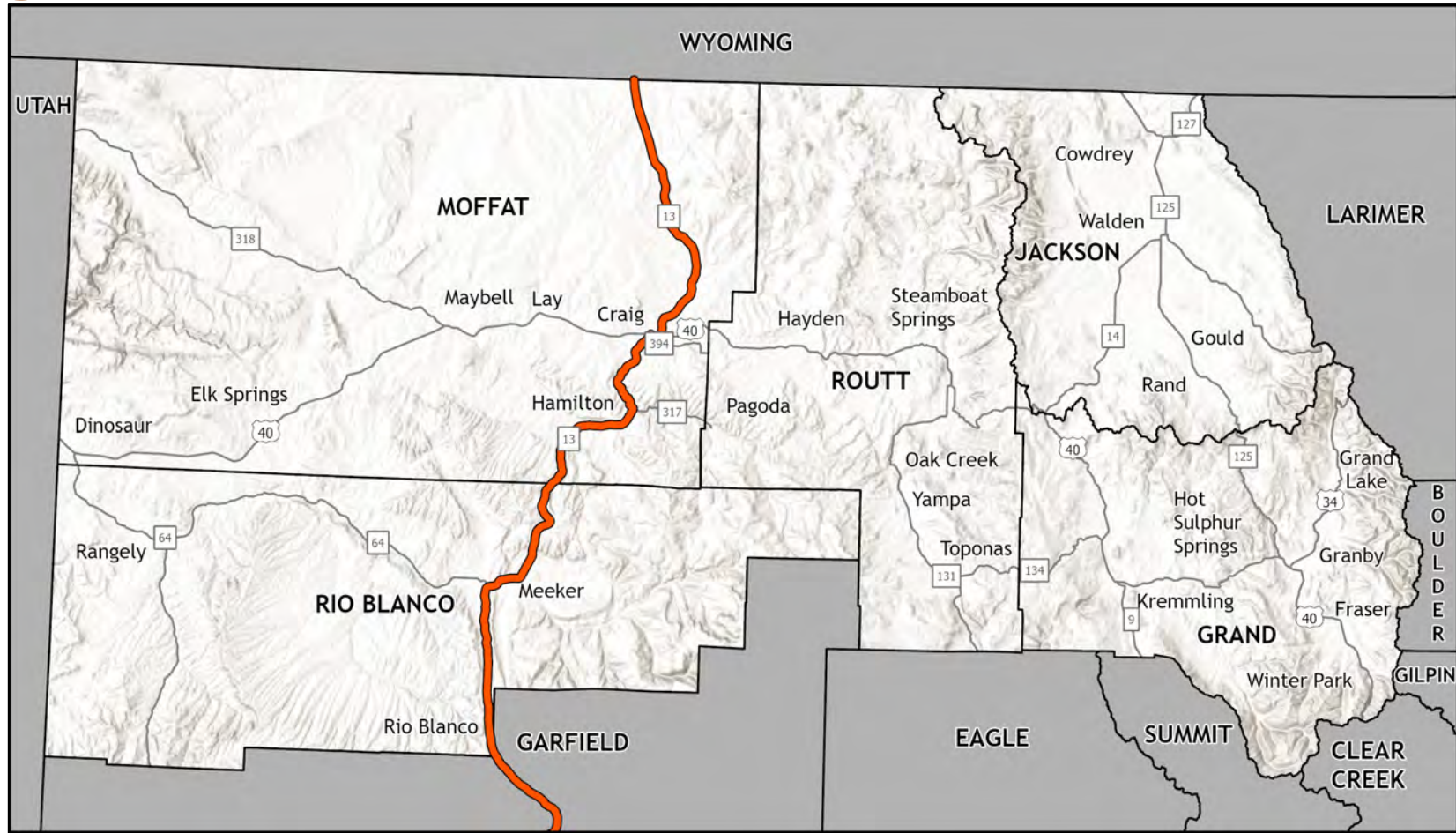
Safety

- SH 9 - Widening along Green Mountain Reservoir MP 126-119





State Highway 13: Rifle North to Wyoming Border (PNW7002)



Corridor Name

State Highway 13: Rifle North to Wyoming Border

Corridor Description

This corridor serves as an inter/intra-regional facility that provides local access as well as a north-south connection linking the communities from Rifle north to the Wyoming border area. Additionally, this corridor serves as an alternate route when I-70 closes. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry.

Corridor Designations

- National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 51 comments specifically about this corridor
- Pavement condition is poor
- Frustration with lack of maintenance
- Concerns for safety due to wildlife management
- Desire improvements for freight and truck movement
- Desire for rest stops/ truck parking
- Concerns about economic vitality
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for wider shoulders
- Desire for passing lanes

Corridor Vision

The Vision for the State Highway 13 corridor is primarily to improve safety and to maintain system quality.

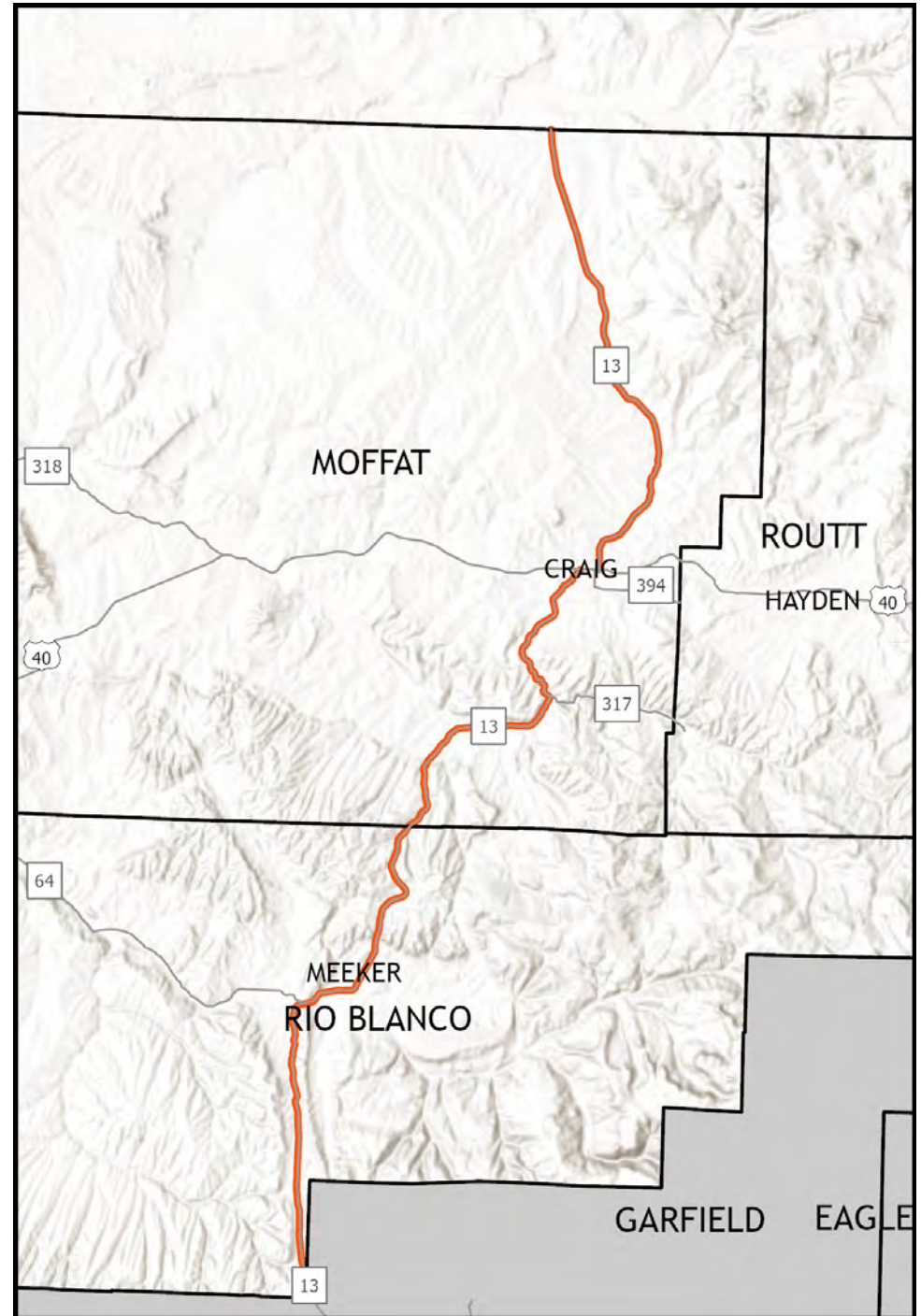


Key Data Findings: State Highway 13: Rifle North to Wyoming Border (PNW7002)










Key Data Findings:

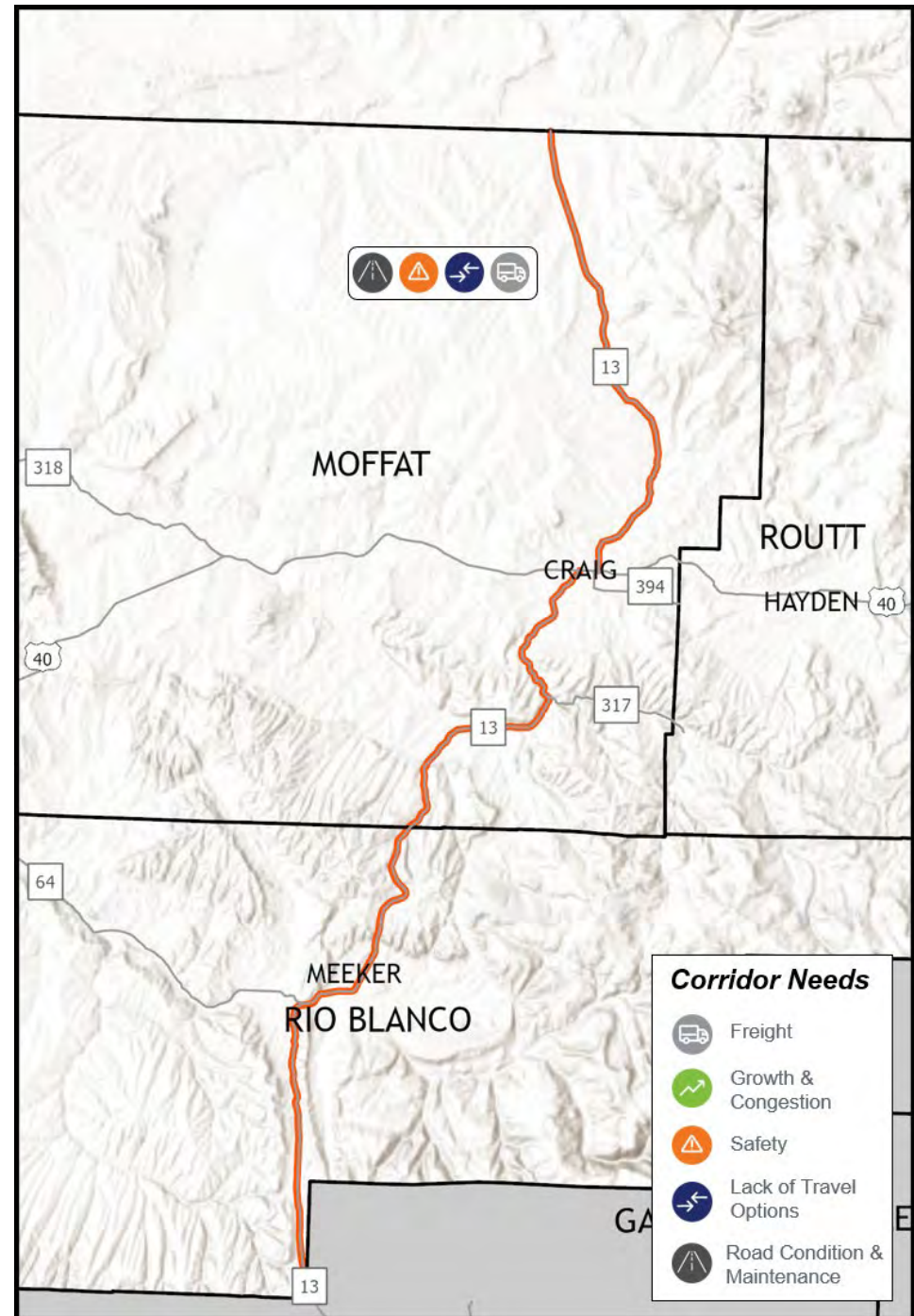
Demographics Transit	Passes through census tract with higher percentage of disabled population
Safety	Several segments with elevated crash patterns (LOSS 3 or 4)
Freight Safety	Several segments with shoulders < 2' Dense wildlife crashes Hazmat Route
Freight Asset Management	Low drivability life, most of the segment from Hamilton to Meeker and north of Craig
Pedestrian Transit	Inter-city bus station in Craig
Bicycling	Medium high and high stress for bicycling
Economics Pedestrian	DOLA affiliated Main Street through Meeker and Craig
Freight Resiliency	Low redundancy
Economics	High concentration of jobs in Meeker and Craig Concentration of oil and gas wells near Hamilton, Craig, and north to the Wyoming border Active coal mining Provides access to recreational area (BLM)





Corridor Needs

-  Eliminate shoulder deficiencies
-  Address pavement condition where drivability life is poor
-  Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
-  Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
-  Accommodate travel needs of vulnerable populations
-  Improve access to recreation
-  Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)





Corridor Projects: State Highway 13: Rifle North to Wyoming Border (PNW7002) (Part 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 40 and SH 13	Add fiber network on US 40 and SH 13	1035				-
SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	This project will reconstruct CO 13 between Rio Blanco South and County Line to straighten out curves, add 8-foot-wide shoulders and construct uphill passing lanes between mile markers 16.5 and 17.2	1241				\$24.69
SH 13: Wyoming South	Reconstruction of National Highway System and high-volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	1242				\$48.30
SH 13 from I-70 to Craig - Freight Route	Freight-Specific Dynamic Travel Planning and Performance	1243		-		-
SH 13 Fortification Creek	The project reconstructs SH 13 to meet current design standards including wider shoulders, drainage improvements, and a wildlife underpass.	38				\$25.00
2019/2020 - SH 13 to CR 5 North & South MM 15.6-21.2 RBC - Alternate Bid - Concrete and HMA option, Full Reconstruction w/ shoulder widening	-	1682				-
STIP & Project Priority/SH 13 WY-S. Construction - MP123.03-110.83 - Design Fully Funded - Phase from above	-	1683				\$30.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 13: Rifle North to Wyoming Border (PNW7002) (Part 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
2019-SH 13 to CR 3 South MM 115.6-120.8 - Full HMA reconstruction w/ shoulder widening	-	1684				\$12.00
Nordic Trail Widening-Howelsen Hill	-	1685				\$7.20
2020-SH 13 Oak Creek Canyon - MM52-56 - Project is in early design. Widen shoulders & HMA overlay. Slide repair/mitigation	-	1686				-
Roadway Widening (Perch Pond to Hamilton), seven miles	-	1687				\$39.00
SH 13 MM 90- 120 Wildlife mitigation	-	1688				\$45.00
2021-SH 13 Hamilton South Phase 2 - SH 13 MM 63-71 - Project is in early design. Widen shoulders if possible. HMA overlay.	-	1689				-
SH 13 Hamilton South Wildlife mitigation	-	1690				\$21.00
Downtown Meeker pedestrian crossing across Highway 13	-	1691				\$1.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 13: Rifle North to Wyoming Border (PNW7002) (Part 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Market Street Sidewalk Project (South Side)	-	1692				\$1.37
Bus Garage	-	1693				\$2.50
Multi Gov Fleet Station	-	1694				\$0.80
Essential Bus Service between Craig and Grand Junction (Proposed Outrider Service)	Essential Regional Bus Service from Craig to Grand Junction; one roundtrip/day 365 days/year. Two vehicles at \$425,000 each	2125				\$3.16
SH 13 Rio Blanco South	MP 18 to MP 16	2376				\$2.00
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2377				\$0.20
2020-SH 13 Hamilton South - MM 69.5 - 76.5 - Project is in early design. Looking to widen shoulders if possible without purchasing ROW. HMA overlay. Slide repair/mitigation	-	2512				\$7.20
SH 13 Shoulder widening Hamilton South	-	2513				\$48.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes
- SH 13: Wyoming South
- 2019/2020 - SH 13 to CR 5 North & South MM 15.6-21.2 RBC - Alternate Bid - Concrete and HMA option, Full Reconstruction w/ shoulder widening



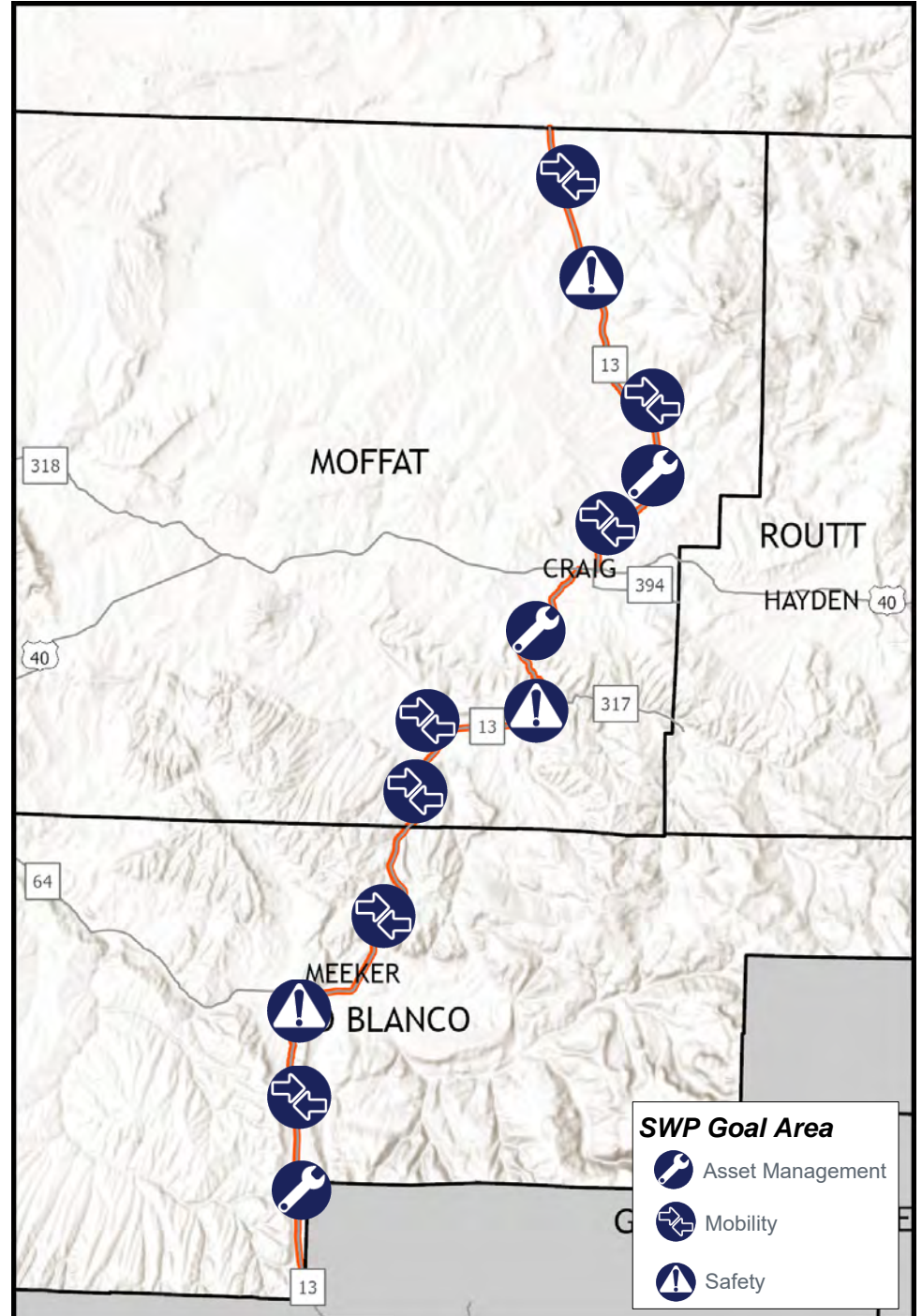
Mobility

- SH 13 from I-70 to Craig - Freight Route
- SH 13 Fortification Creek
- Nordic Trail Widening-Howelsen Hill
- 2020-SH 13 Oak Creek Canyon - MM52-56 - Project is in early design. Widen shoulders & HMA overlay. Slide repair/mitigation
- Roadway Widening (Perch Pond to Hamilton), seven miles
- SH 13 MM 90- 120 Wildlife mitigation
- 2021-SH 13 Hamilton South Phase 2 - SH 13 MM 63-71 - Project is in early design. Widen shoulders if possible. HMA overlay.



Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 40 and SH 13
- SH 13 Hamilton South Wildlife mitigation
- Downtown Meeker pedestrian crossing across Highway 13





Asset Management

- STIP & Project Priority/SH 13 WY-S. Construction - MP123.03-110.83 - Design Fully Funded - Phase from above
- 2019-SH 13 to CR 3 South MM 115.6-120.8 - Full HMA reconstruction w/ shoulder widening
- SH 13 Rio Blanco South



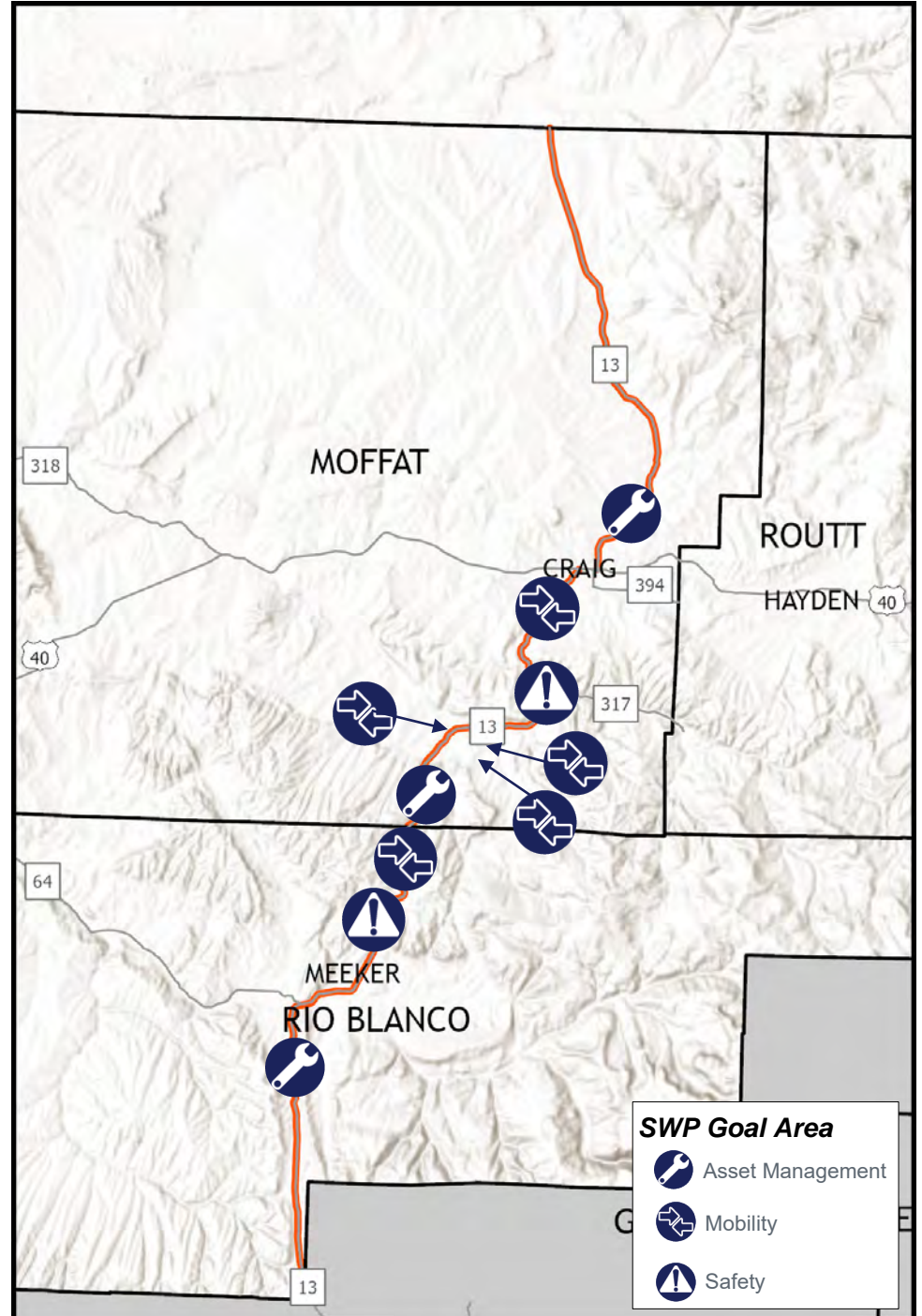
Mobility

- Bus Garage
- Multi Gov Fleet Station
- Essential Bus Service between Craig and Grand Junction (Proposed Outrider Service)
- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)
- 2020-SH 13 Hamilton South - MM 69.5 - 76.5 - Project is in early design. Looking to widen shoulders if possible without purchasing ROW. HMA overlay. Slide repair/mitigation



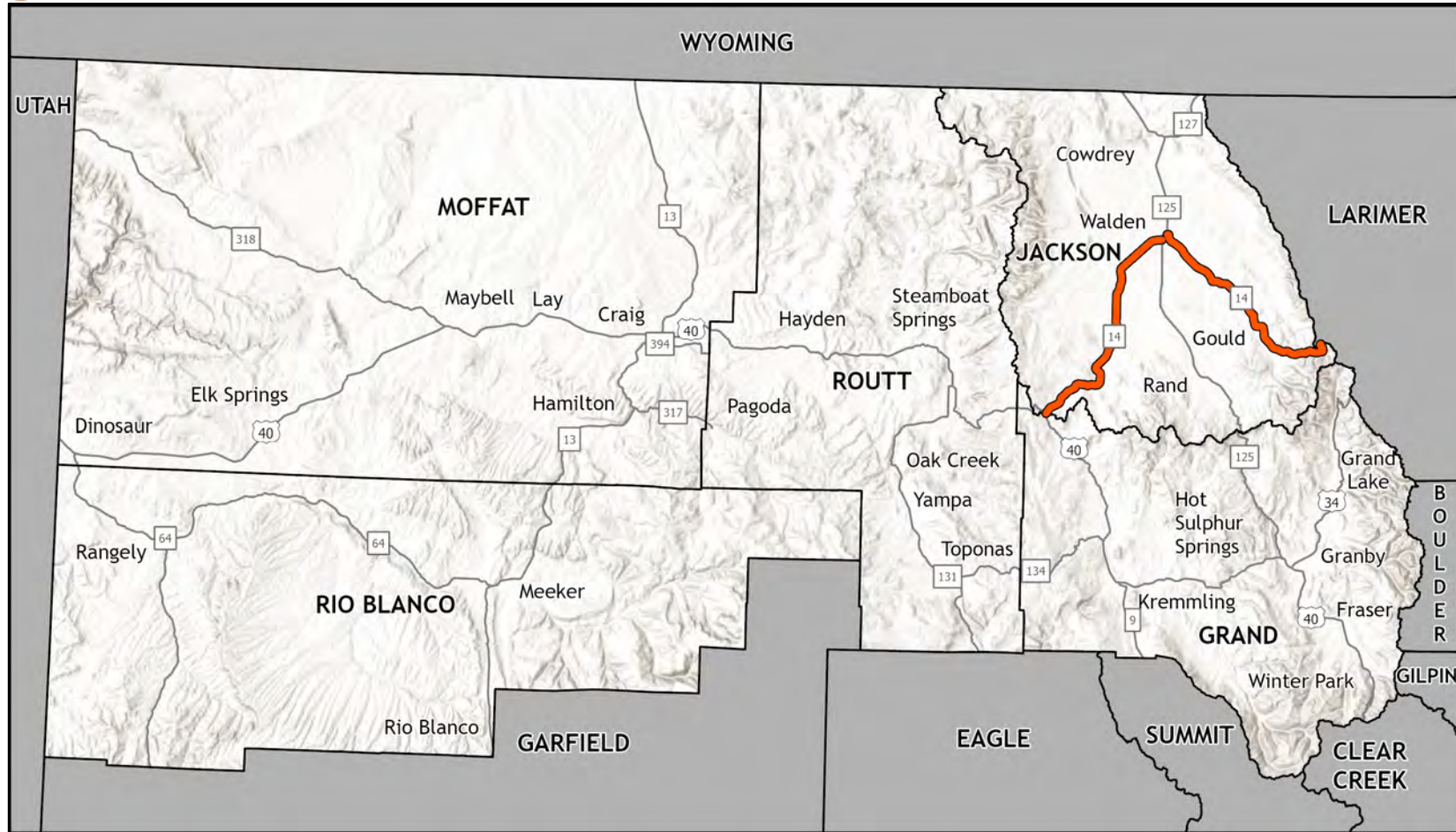
Safety

- Market Street Sidewalk Project (South Side)
- SH 13 Shoulder widening Hamilton South





State Highway 14: US 40 to County Line (PNW7003)



Corridor Name

State Highway 14: US 40 to County Line

Corridor Description

This corridor serves as an inter/intra-regional facility that provides local, recreational and tourist access to and within North Park.

Corridor Designations

- Scenic Byway (Cache La Poudre-North Park)

What we heard about the Corridor

- 16 comments specifically about this corridor
- Concerns about safety
- Desire for wider shoulders
- Desire for rest stops/ truck parking

Corridor Vision

The Vision for the State Highway 14 corridor is primarily to improve safety and maintain system quality.



Key Data Findings: State Highway 14: US 40 to County Line (PNW7003)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population	<i>Asset Management</i>	One segment of low drivability life nearing Walden
<i>Safety</i>	One segment with elevated crash patterns (LOSS 3 or 4)	<i>Bicycling</i>	High stress for bicycling
<i>Safety</i>	Several segments with shoulders < 2' Dense wildlife crashes Hazmat Route	<i>Resiliency</i>	Low redundancy
		<i>Economics</i>	Concentration of jobs in Walden Provides access to recreational area (BLM)



Corridor Needs

- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Improve travel conditions for trucks and heavy vehicles
- Address pavement condition where drivability life is poor
- Accommodate travel needs of vulnerable populations
- Improve access to recreation



Corridor Projects: State Highway 14: US 40 to County Line (PNW7003)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 14 from MP 12 to MP 18 north of Grizzly Ranch	Rural road surface treatment	52				\$7.00
Expand Jackson County Council on Aging Service	Expand service from Senior Center in Jackson County to provide service to more populations	2378				\$1.05

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 14: US 40 to County Line (PNW7003)



Asset Management

- SH 14 from MP 12 to MP 18 north of Grizzly Ranch



Mobility

- Expand Jackson County Council on Aging Service

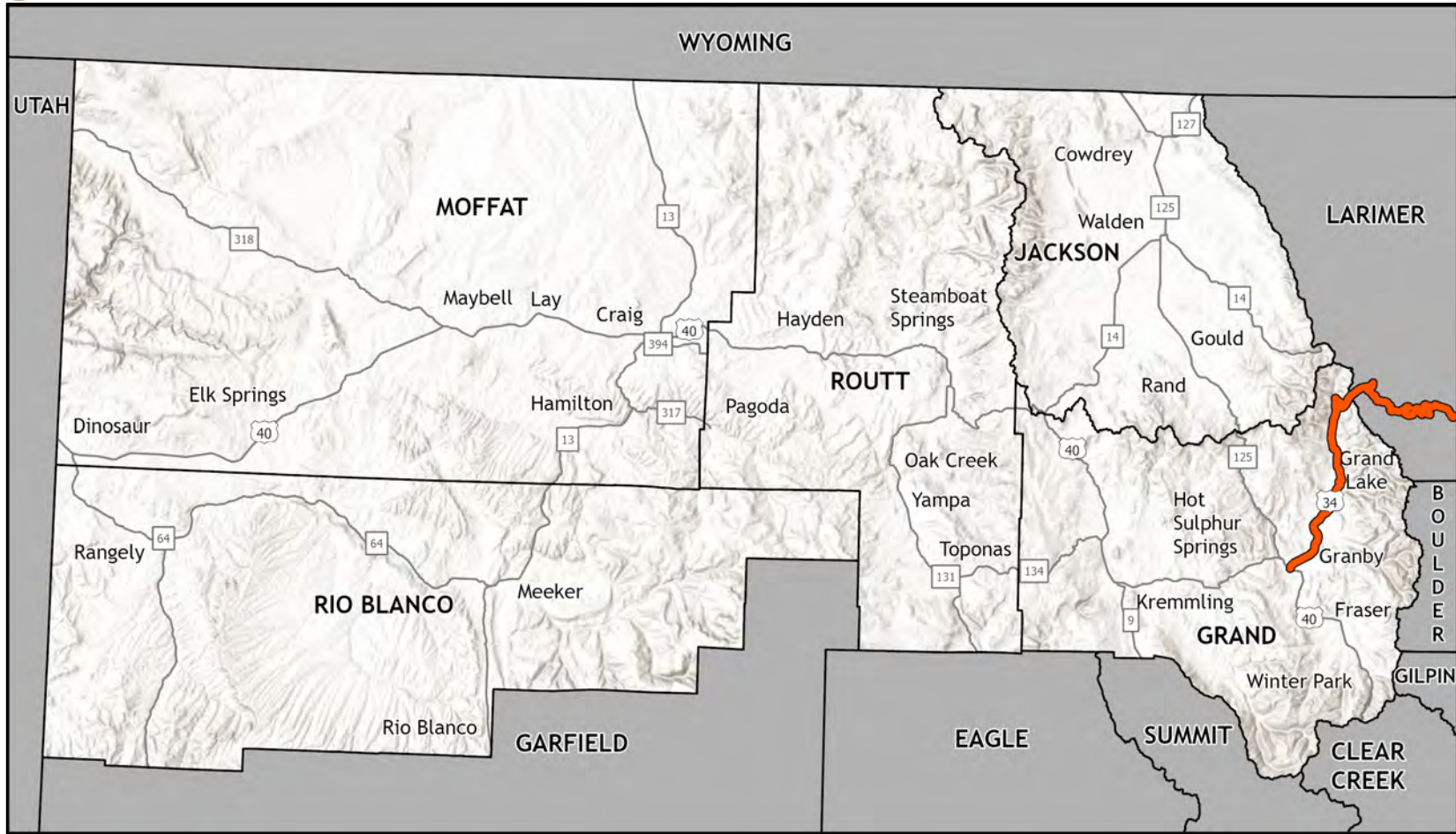


Safety

- No projects have been identified for this goal area



US Highway 34: North of Granby to Estes Park (PNW7004)



Corridor Name

US Highway 34: North of Granby to Estes Park

Corridor Vision

The Vision for the U.S. 34 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

This corridor, while a component of the National Highway System, also provides local and intra-regional access as well as a direct connection to Rocky Mountain National Park. Currently the corridor is being used by heavy trucks for transporting trees killed by the recent beetle infestation in addition to heavy summer tourism traffic.

Corridor Designations

- National Highway System (North of Granby to Grand Lake)
- High Demand Bicycle Corridor (R3-14)
- Scenic Byway (Colorado River Headwaters)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 21 comments specifically about this corridor
- Concerns with growth and congestion
- Desire for wider shoulders
- Concerns about safety
- Desire for better bicycle facilities

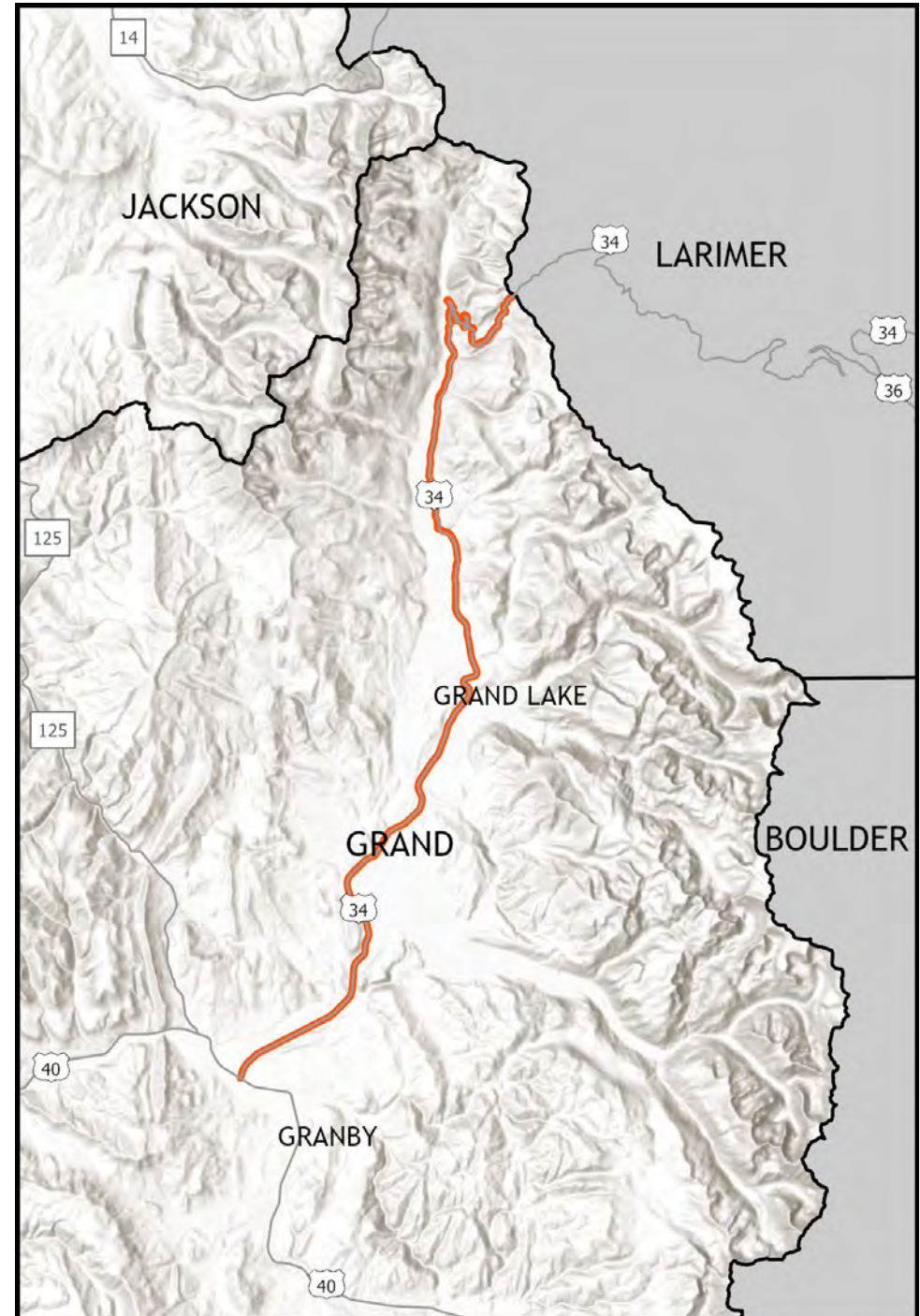


Key Data Findings: US Highway 34: North of Granby to Estes Park (PNW7004)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population
Safety	Several segments with shoulder < 2' Dense wildlife crashes
Asset Management	One segment of low drivability life near Grand Lake One bridge in poor condition near Grand Lake
Pedestrian Transit	Amtrak stop in Granby Inter-city bus station in Granby
Bicycling	High stress for bicycling
Resiliency	Low redundancy
Economics	Concentration of jobs in Grand Lake Provides access to recreational area

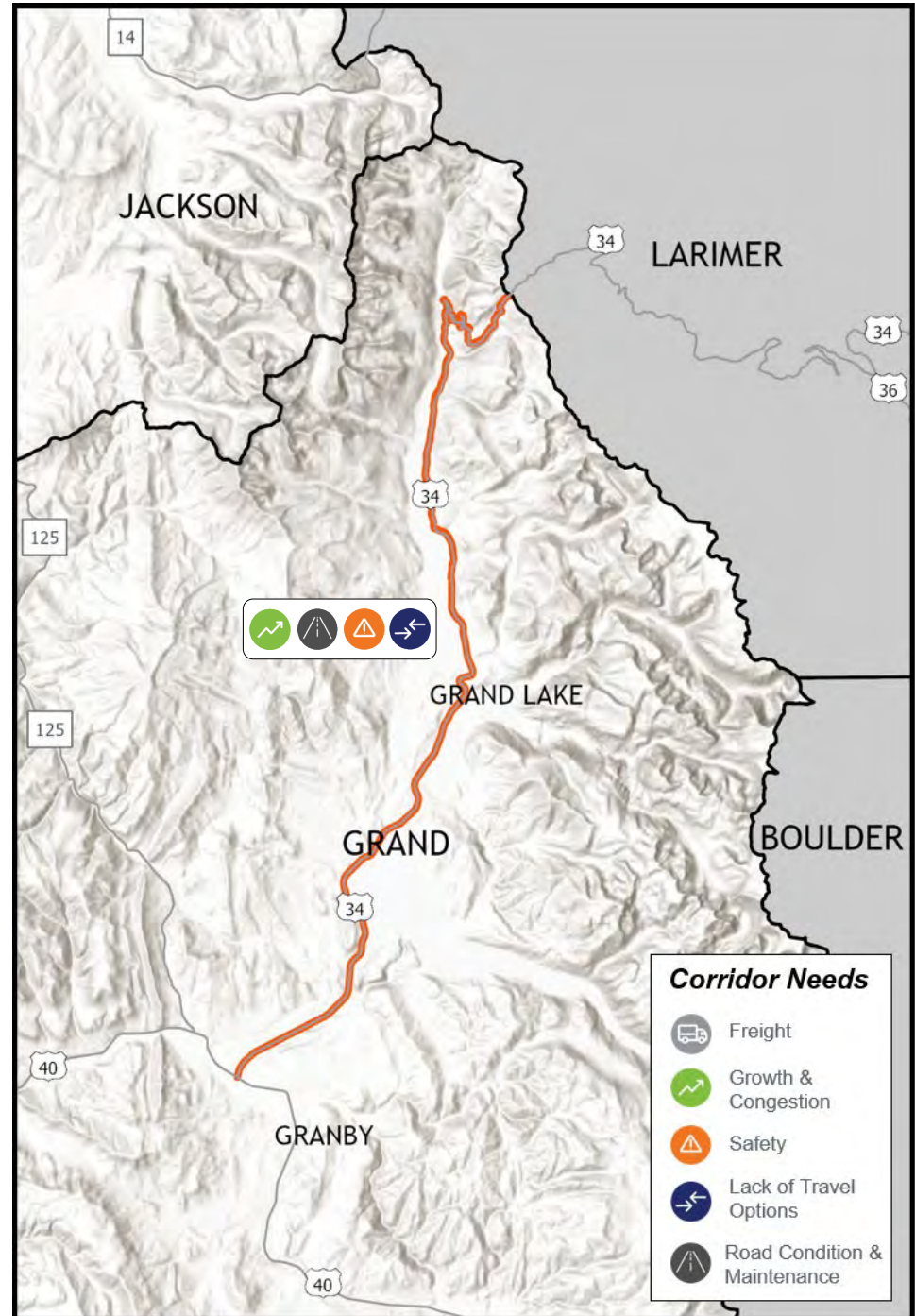




Corridor Needs: US Highway 34: North of Granby to Estes Park (PNW7004)

Corridor Needs

- ⬆️ Address pavement condition where drivability life is poor
- 📈 Improve access to recreation
- ⚠️ Improve bicycle accommodation
- ⚠️ Eliminate shoulder deficiencies
- ⚠️ Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- ↔️ Accommodate travel needs of vulnerable populations





Corridor Projects: US Highway 34:North of Granby to Estes Park (PNW7004)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 34 from MP 6 to MP 15 near Grand Lake	Rural road surface treatment	47				\$11.50
Hwy 34 and Hwy 40.	Roundabout	1697				\$5.00
New US 34 Fixed-Route Lift Service from Granby to Grand Lake	Expand Winter Park service (The Lift) from Granby to Grand Lake; Estimate of 1 new fixed route diesel bus at \$450,000 and operating cost of \$150,000/year	2379				\$1.95

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Mobility Options
- Public Health
- Bicycle
- Asset Management
- Resilience
- Environmental
- Pedestrian
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 34:North of Granby to Estes Park (PNW7004)



Asset Management

- Hwy 34 and Hwy 40.
- US 34 from MP 6 to MP 15 near Grand Lake



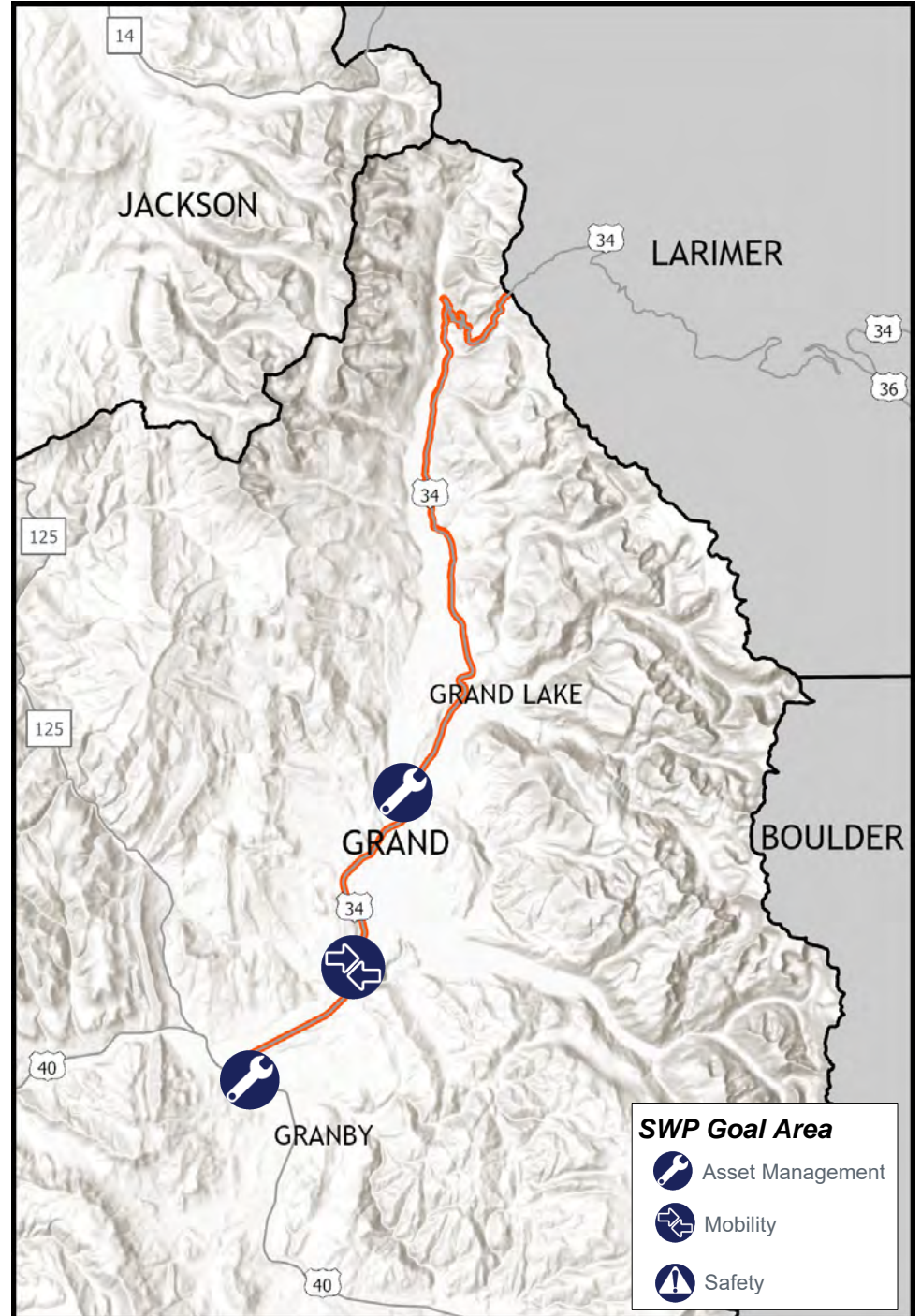
Mobility

- New US 34 Fixed-Route Lift Service from Granby to Grand Lake



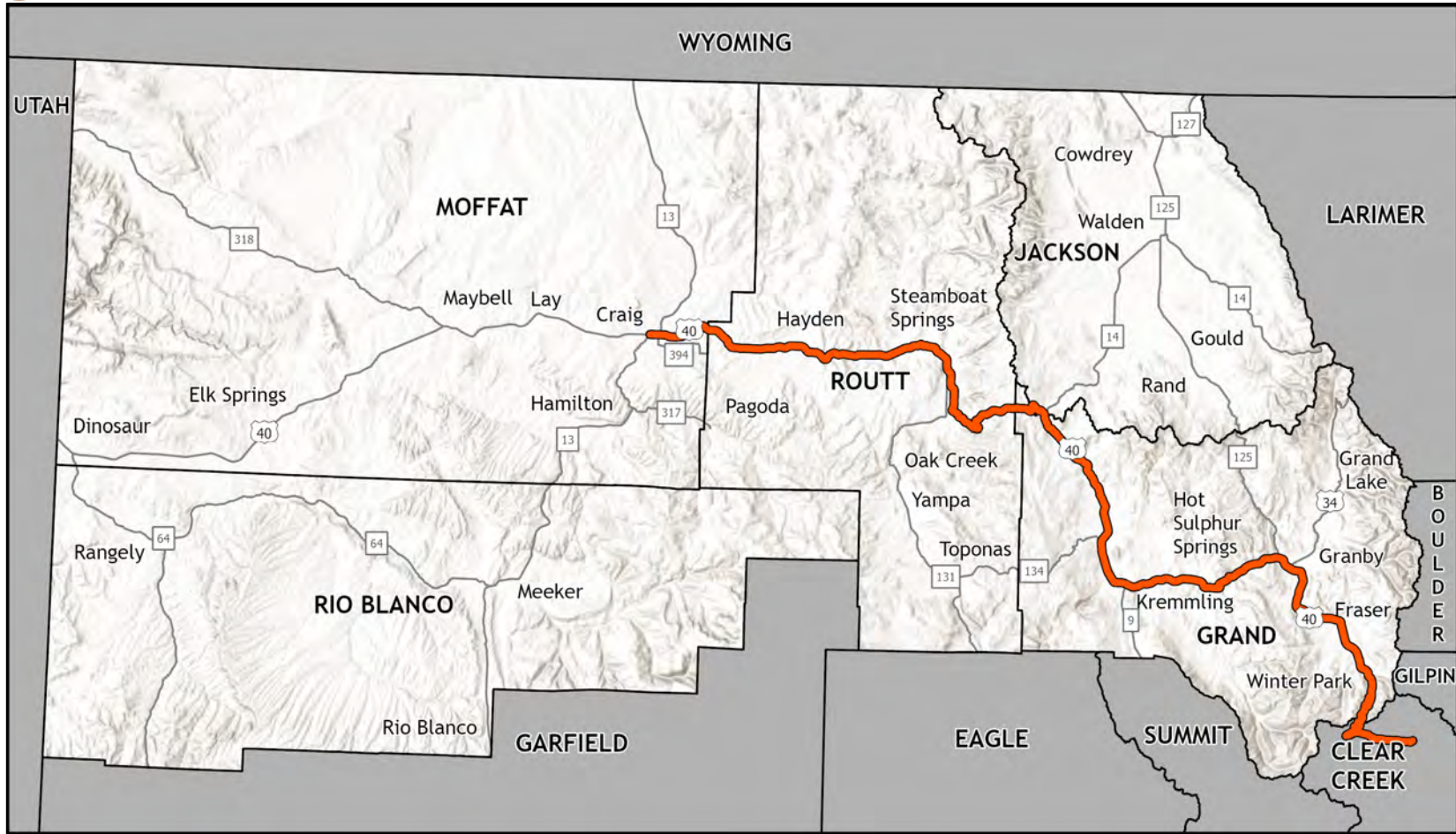
Safety

- No projects have been identified for this goal area





US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005)



Corridor Name

US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005)

Corridor Vision

The Vision for the U.S. 40 corridor (Segment 2) is primarily to maintain system quality, improve safety and increase mobility.

Corridor Description

This corridor serves as a multi-modal National Highway System facility that connects to places outside the region as well as linking communities, recreation sites and agricultural operations within the Corridor. US 40 between Craig and Steamboat is a commuter link and US 40 from the Front Range to Steamboat Springs serves tourism and recreational traffic.

Corridor Designations

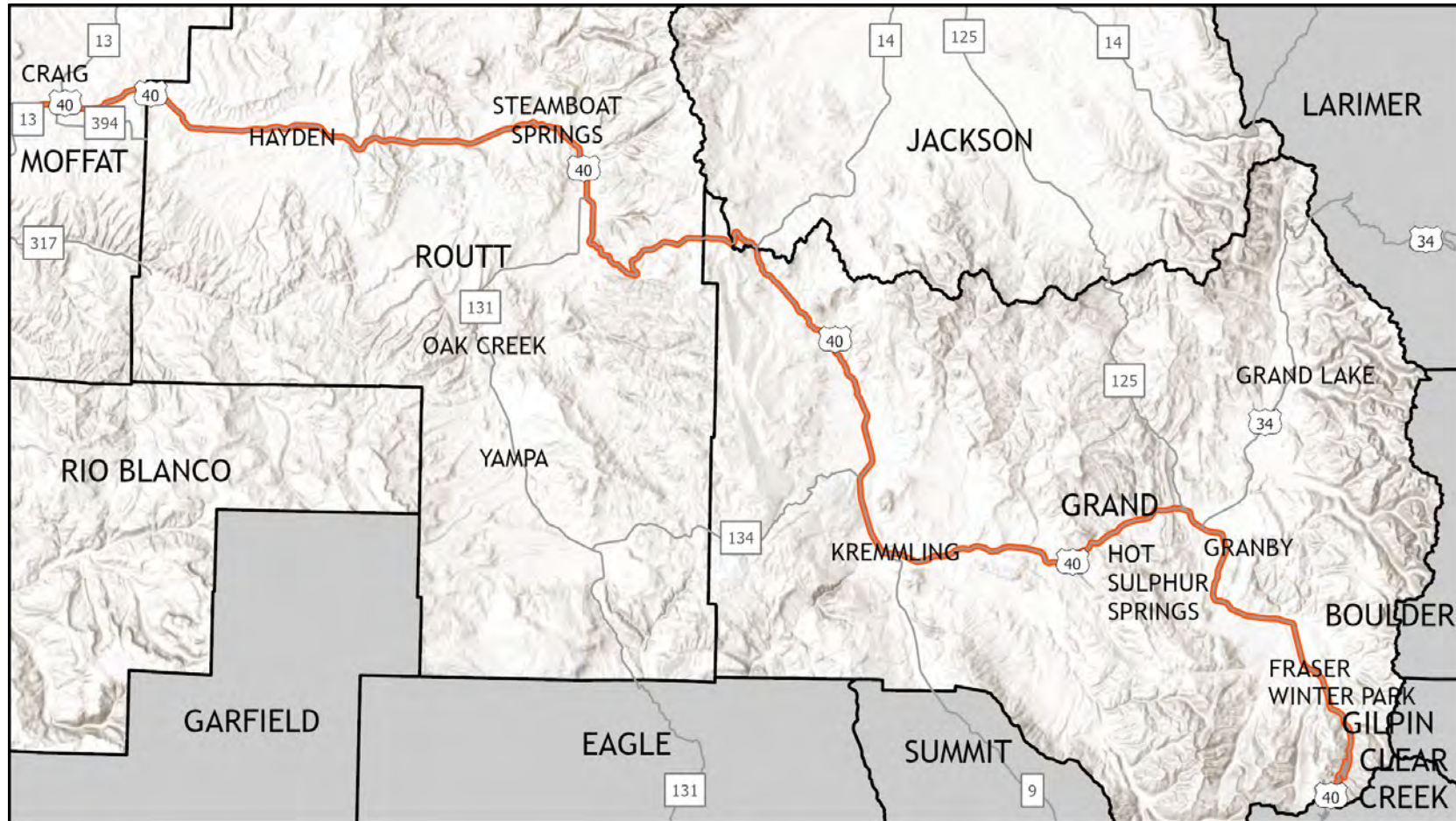
- National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor R3-13 (Kremmling to I-70) and R3-12
- Scenic Byway (Kremmling to Granby) (Colorado River Headwaters)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 225 comments specifically about this corridor
- Concerns about safety
- Pavement condition is poor
- Desire for transit
- Desire for better pedestrian facilities
- Desire for better bicycle facilities
- Desire for wider shoulders
- Frustration with congestion
- Desire improvements for freight and truck movement
- Concerns about weather and natural incidents



Key Data Findings: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005)

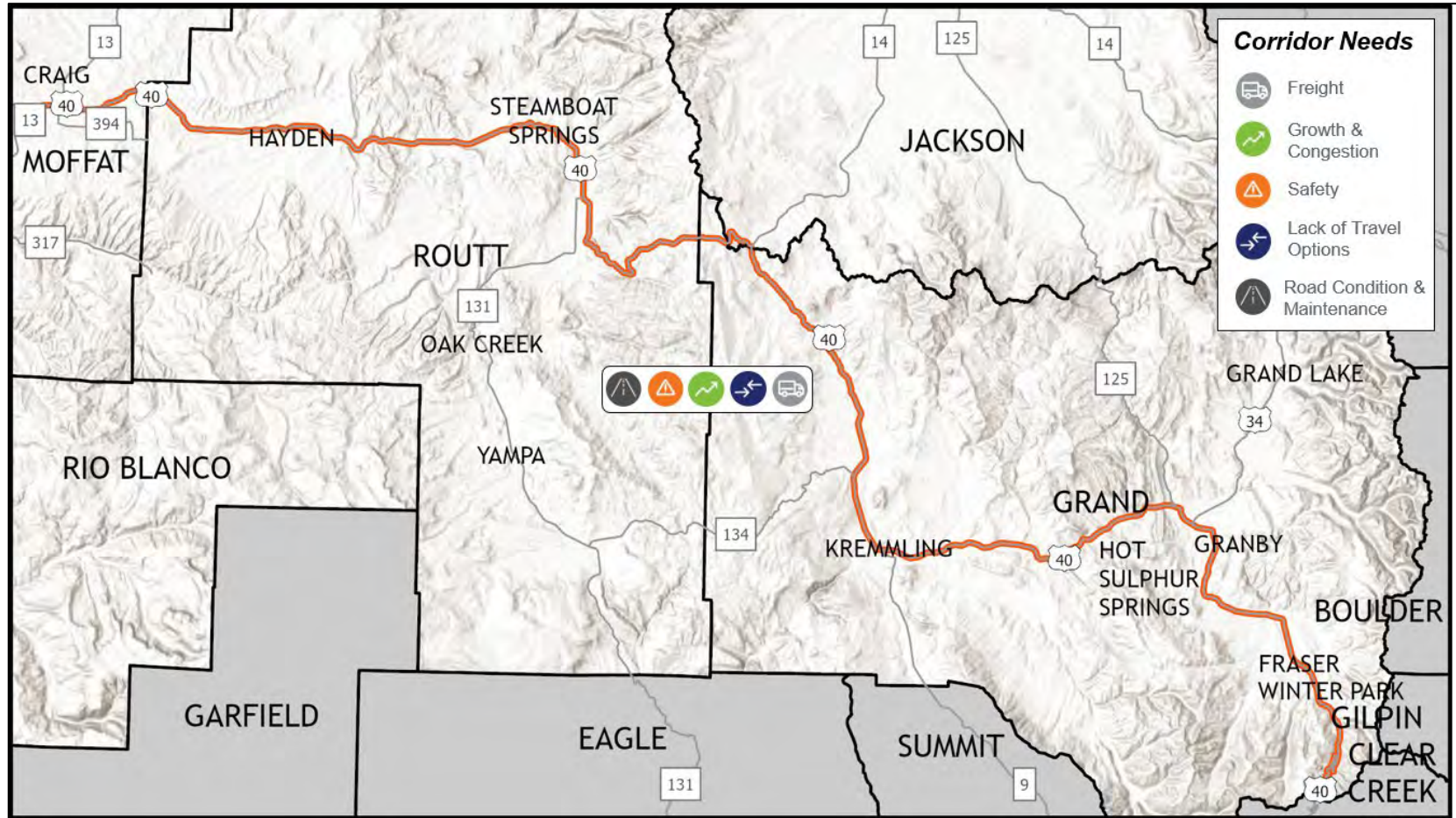


Key Data Findings:

Demographics Transit	Passes through census tract with high poverty levels and higher percentage of minority population	Bicycling Economics Pedestrian	High to very high bicycle activity near Steamboat Springs and Winter Park; High Stress for bicycling from Kremmling to SH 14 Main Street through Empire, Fraser, Kremmling, DOLA designated Main Street through Granby and Steamboat Springs, DOLA affiliated Main Street through Craig
Growth	Moderate congestion (2030); moderate to high congestion (2045)	Transit Mobility Hub Pedestrian	Greyhound Bus operates on the corridor from Denver- Steamboat Inter-city bus stations in Craig, Hayden, Miner, Steamboat, Kremmling, Hot Sulphur Springs, and Winter Park Amtrak Route from Kremmling to Denver Steamboat Springs Transit operates along corridor Lift Transit Services operate on corridor
Safety	Majority of corridor has elevated crash patterns (LOSS 3 or 4)	Freight Resiliency	Low redundancy; High criticality between Craig and Steamboat springs; Crosses 100-year floodplain
Freight Safety	Several segments with shoulders <2' Dense wildlife crashes Hazmat Route		
Freight Asset Management	Two segments of low drivability life near Kremmling and Granby		
Economics	Concentration of jobs; Concentration of oil and gas wells in Hayden; Active coal mining permit in Hayden; Provides access to recreational area; Hayden-Yampa Valley Regional Airport		



Corridor Needs: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005)



Corridor Needs

- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Eliminate shoulder deficiencies for safety, freight, and bicycles
- Address pavement condition where drivability life is poor
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Increase connectivity and improve reliability to intermodal facility (airport)
- Mitigate risk associated with natural disasters



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 1/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Craig and Frisco (Proposed Outrider Service)	Outrider bus service between Craig and Frisco. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1032				\$3.06
Essential Bus Service between Craig and Vail (Proposed Outrider Service)	Outrider bus service between Craig and Vail. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1033				\$2.66
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 40 and SH 13	Add fiber network on US 40 and SH 13	1035				-
Winter Park Transit Maintenance & Storage Facility	Build a facility in Winter Park area for transit vehicle maintenance, storage and operations	1244				\$20.50
Steamboat Springs Transit Fleet Expansion	Expand Steamboat Springs Transit Fleet with 4 Diesel/Electric Hybrid Buses	1245				\$2.40
Steamboat Springs Transportation Center Redesign and Build (Phase I)	Design entire SSTC and build shore side saw-tooth transit bays between SSTC and Ski Time Square.	1246				\$2.30
Grand County Paratransit Van for Seniors Program	Purchase additional vehicle to add to existing fleets	1247				\$0.50
Winter Park Cooper Creek Square Transit Center	Purchase new building for use at a Transit Center where our current transit hub is located in Downtown Winter Park	1248				\$0.56
Middle Park Park-n-Ride	Create regional transportation hub and Park-n-Ride facility that is centrally located in East Grand County; 50 spaces	1249				\$0.75

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 2/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Steamboat Springs Transportation Center Build (Phase II)	Improve pedestrian connections, transit/shuttle access and improve safety in the GTC	1250		 		\$15.70
Steamboat Springs Transit Facility Improvements	Remodel existing transit facilities to increase storage, improve efficiency and add housing	1251		 		\$4.45
Hayden Park-n-Ride	Create regional transportation hub and Park-n-Ride facility that is located in Hayden	1252		 		\$1.65
New Local Transit Service in Craig	Create and implement transit system that serves the City of Craig	1253		 		\$6.13
Steamboat Springs Transit Planning Study: Develop BRT Routes to Remove Traffic and Service Remote Parking Lots	Develop bus rapid transit routes to incorporate remote parking lots with high traffic areas	1254				\$0.25
Western Steamboat Springs Transit Service	Expand Steamboat Springs into western Steamboat Springs	1255		 		\$11.60
Essential Bus Service between Craig and Idaho Springs (Proposed Outrider Service)	Outrider bus service from Craig to Idaho Springs. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1256		 		\$3.38
US 40 East of Kremling Shoulder Impv	Reconstruction and additional paved shoulder widening and passing lanes East of Kremmling.	1257	 	 	 	\$20.50
US 40 West. of Kremling Shoulder Impv.	Reconstruction and additional paved shoulder widening and passing lanes West of Kremmling.	1258	 	 	 	\$21.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

SWP Goal Area

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 3/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 40: Fraser to Winter Park and US 40/CR 804	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility and intersection improvements at US 40/CR 804	1259				\$20.00
US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	1260				\$28.00
US 40: Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and Intelligent Transportation Systems devices between I-70 and Kremmling	1261				\$30.00
Head on collisions	Do Not Pass Warning (DNPW)	1262				-
Winter Park Maintenance Facility	New, Design of new maintenance facility	1263				\$0.20
Steamboat Springs Transit Center Renovation	Reconstruct a major transit center	1264				\$18.00
Shoulder/Island Improvement - 8th Ave to CR 7	-	1698				\$0.10
US 40/CR 804 Roundabout	-	1699				-
4-lane widening Slate Creek to Downhill Drive	-	1700				\$18.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 4/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US40 -12th Street to 13th Street Improvements	-	1701		-		\$3.90
4-lane widening Downhill Drive to Elk River Road	-	1702				\$3.00
Indian Trails/US40 Intersection	-	1703				\$1.20
EB US40 Off Ramp/Mount Werner Roundabout and Drainage	-	1704				\$1.70
Traffic Light Improvement - Green St and US 40	-	1705				\$0.56
Roundabout on Hwy 40 - Downtown Winter Park	-	1706				\$3.50
Hwy 40 widening from Fraser to County Road 8	-	1707				-
Mm 227 to + 229 Between Fraser and Winter Park and Tabernash MM224 to 227	Roadway widening	1708				-
US40 Passing Lanes - East of Rabbit Ears - MP 160-162	-	1709				\$2.00

Project Types

- Safety
- Capacity
- Operations
- Bicycle
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 5/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 40 Passing Lanes W. of Kremling	Widening of roadway and addition of passing lanes where possible.	1710		 	 	\$8.70
US40 Passing Lanes - West of Hayden - MP 103-105	-	1711		 	 	\$2.00
US 40 Passing Lanes Craig to Stmbt	Widening of roadway and addition of passing lanes where possible.	1712		 	 	\$8.00
4-lane widening Elk River Road to Dream Island	-	1713		 	 	\$22.50
US 40 passing lanes between Hayden and Craig	-	1714		 	 	\$20.00
2022-US 40 Craig - US 40 MM 80.7-92 - Minor rehab - 1.5"-2.0" HMA with milling to match curb & gutter	-	1715		 	 	-
US 40 Wildlife mitigation 90 - 120 - East of Craig	-	1716		 		\$45.00
MM 190 to MM 201 (Rock Scaling safety improvements in Byers Canyon	-	1717		 		-
Jersey Barrier Replacement - W 4th St / US 40 to Ranney St	-	1718		 	 	-
Jersey Barrier Replacement - E 4th St / US 40 to Lincoln St	-	1719		 	 	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 6/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 40 and CR 54 (Red Dirt Hill or YMCA)	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	1720				-
STIP & Project Priority/US 40 East - US 40 E from SH 13 to Empire Jct	-	1721				-
MM 206 (Entrance to Drowsy Water Ranch)	Sight improvements	1722		-		-
US40 Curve Mitigation and Truck Ramp Improvements - MP 140.5 - 142.5	-	1723				\$15.00
2019-Craig Residency ADA Project - Constructing and/or modifying ADA ramps in Craig, Hayden & Rangely	-	1724				\$1.20
Pedestrian/Sidewalks along Highway 40 between Steamboat Springs and Hayden	-	1725				-
Brandon Circle Pedestrian Underpass	-	1726				\$3.00
US40 Pedestrian Improvements - Pine Grove Road to Walmart	-	1727				\$0.40
Downtown Winter Park Streetscape Improvement (bike/ped improvements)	-	1728				-
Downhill Drive/US40 Intersection	-	1729				\$6.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 7/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 40 Rockfall Mitigation in Byer's Canyon	-	1730				-
Rabbit Ears Pass Traction Sand Mitigation	-	1731				\$1.00
Berthoud Pass Erosion Control	-	1732				-
2019-US 40 Craig East BPM - 5 Bridges in Moffat & Routt Counties - 3 in/close to Craig, 2 near Hayden - Preventative Maintenance and scour mitigation	-	1733				-
Shelton Ditch Bridge	-	1734				\$4.00
2019-US 40 Elk Springs - MM 31-37 - 1.5" HMA Overlay	-	1735				-
Surface Treatment (Dinosaur to Craig), 90 miles	-	1736				\$40.00
US40 West Pedestrian Connection and Underpass	-	1737				\$4.00
US 40 Craig to Empire Jct	-	2380		-		\$0.50
Truck Parking	Increase Truck Parking (Granby). Most likely through private investment.	2381		-		\$0.93

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 8/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Truck Parking, Kremmling	Add Truck Parking in this area	2382		-		\$1.18
Truck Parking	Increase Truck Parking (Steamboat). Most likely through private investment.	2383		-		\$1.18
Truck Parking	Increase Truck Parking CDOT's Hayden rest area.	2384		-		\$0.12
Grand Seniors Parking Lot Renovation for Mountain Family Center Campus	-	2483			 	\$0.05
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 4 locations: Fraser, Granby, Kremmling, and Hot Sulfur Springs	2494		 		\$0.30
Mt. Harris Canyon	-	2515		 	 	-
Left Turn at Finley Lane and 40	-	2516		 	 	-
Banners over HWY 40	-	2517		-		-
Shared Use Path (Concrete) - US 40 from Wicks Ave. to CR 7	-	2518	 	 	 	\$0.93
US 40 Shoulders - MP 163.5-171.5	-	2519		 	 	\$20.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 9/9)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
North of Kremmling MM178 to MM184 (Kremmling to Hwy 134)	-	2520		-		-
North of Kremmling MM157 to MM176 (Just north of Wolford to Hwy 14)	-	2521		-		-
US 40 / SH 14 Park and Ride	-	2546				\$2.25
US 40 East of Hayden Ph 1	Rural road surface treatment	2643				\$5.72
US 40 East of Hayden Ph 2	Rural road surface treatment	2646				\$4.86
US 40 Tabernash West	Rural road surface treatment	2653				\$7.15
Winter Park Bus lane/parking improvements	Bus lane and parking improvements - Cooper Creek Way in Winter Park	2710				\$0.52

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

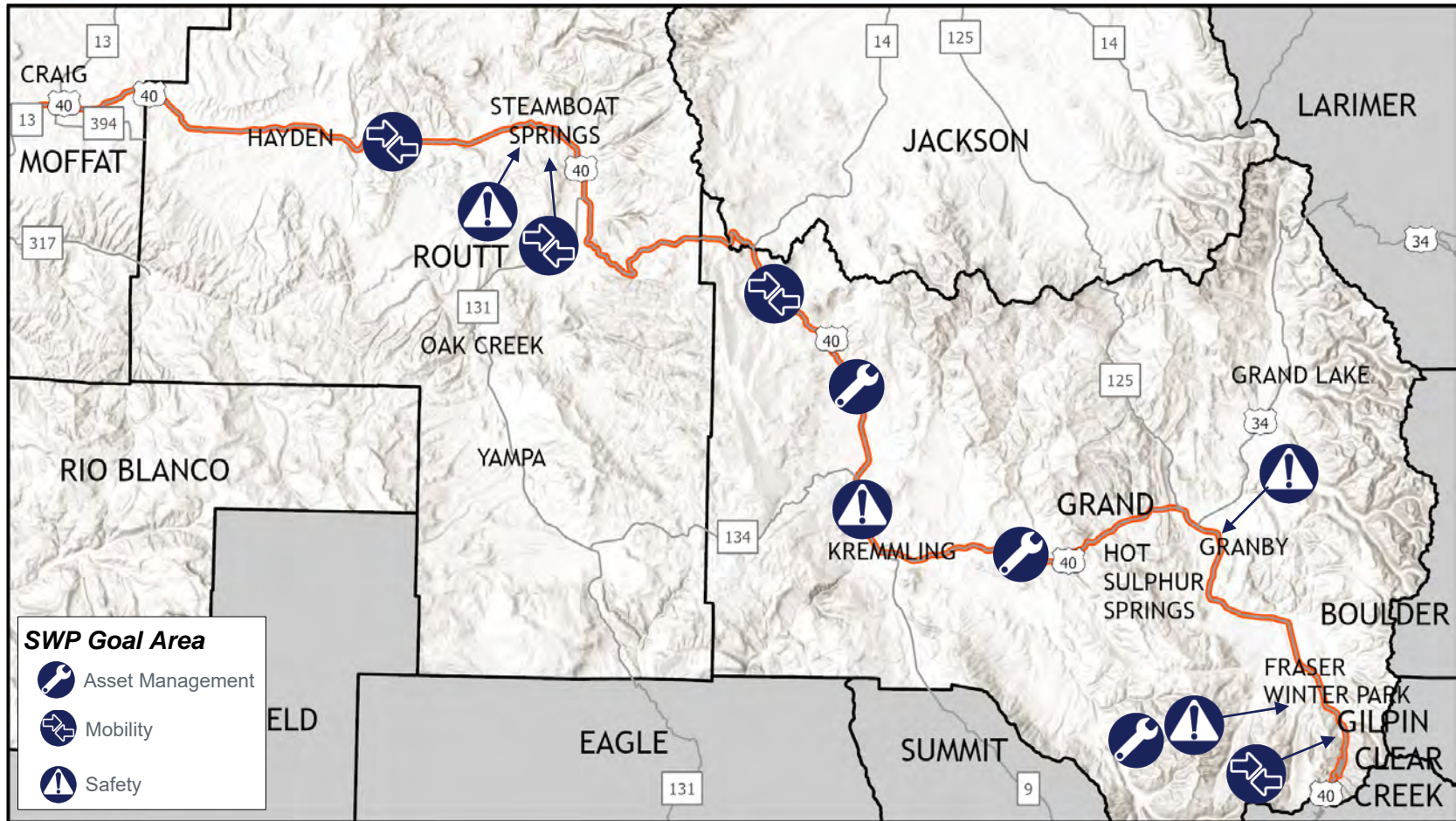
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 1/8)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- US 40 East of Kremling Shoulder Impv
- US 40 West. of Kremling Shoulder Impv.
- Winter Park Bus lane/parking improvements

Mobility

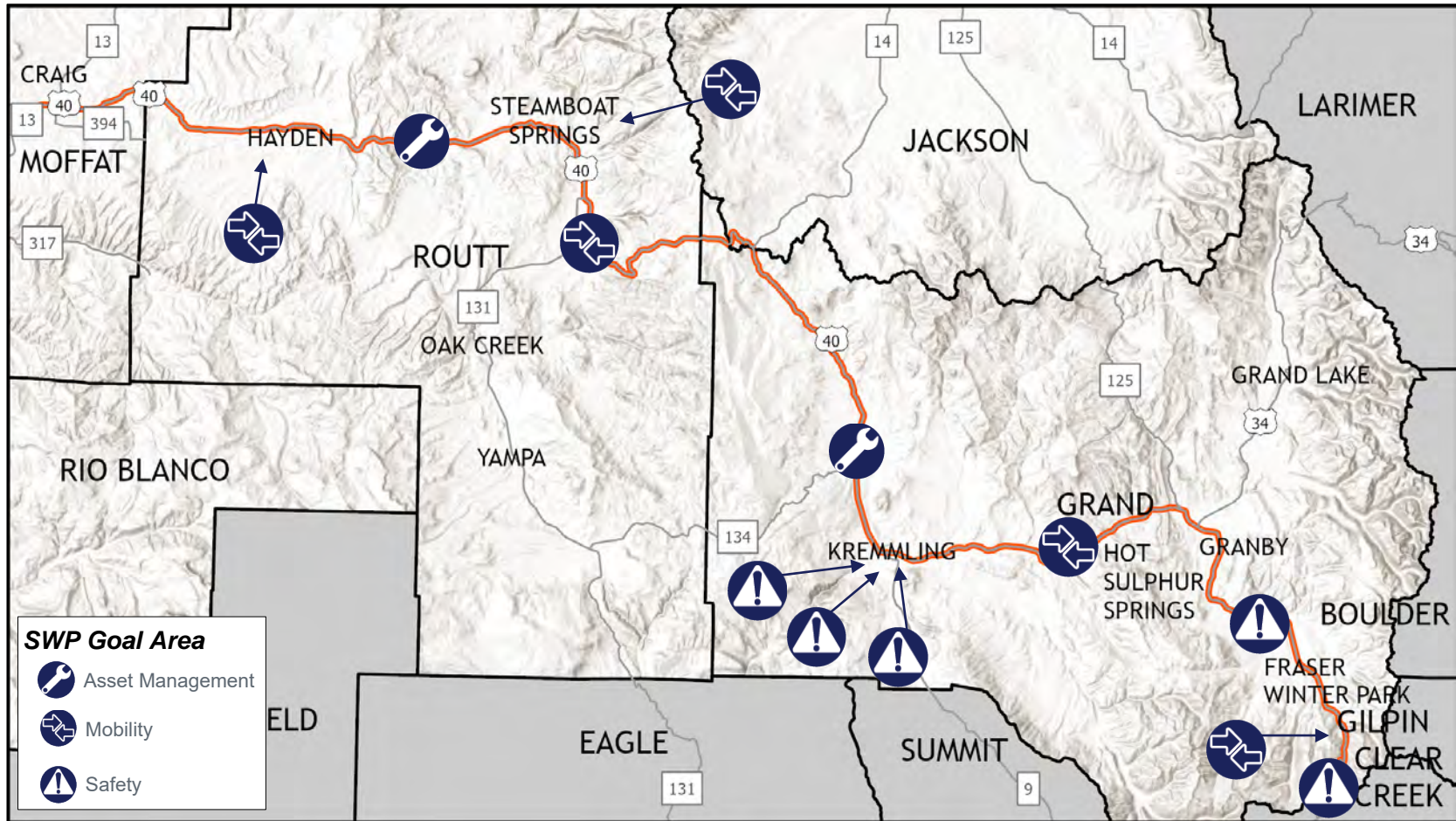
- Essential Bus Service between Craig and Frisco (Proposed Outrider Service)
- Essential Bus Service between Craig and Vail (Proposed Outrider Service)
- Winter Park Transit Maintenance & Storage Facility
- Steamboat Springs Transit Fleet Expansion

Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 40 and SH 13
- US 40: Fraser to Winter Park and US 40/CR 804
- US 40: Steamboat Springs to Steamboat II
- US 40: Intelligent Transportation Systems Infrastructure



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 2/8)



Asset Management

- US 40 Passing Lanes W. of Kremmling
- US 40 Passing Lanes Craig to Stmbt



Mobility

- Steamboat Springs Transportation Center Redesign and Build (Phase I)
- Grand County Paratransit Van for Seniors Program
- Winter Park Cooper Creek Square Transit Center
- Middle Park Park-n-Ride
- Hayden Park-n-Ride

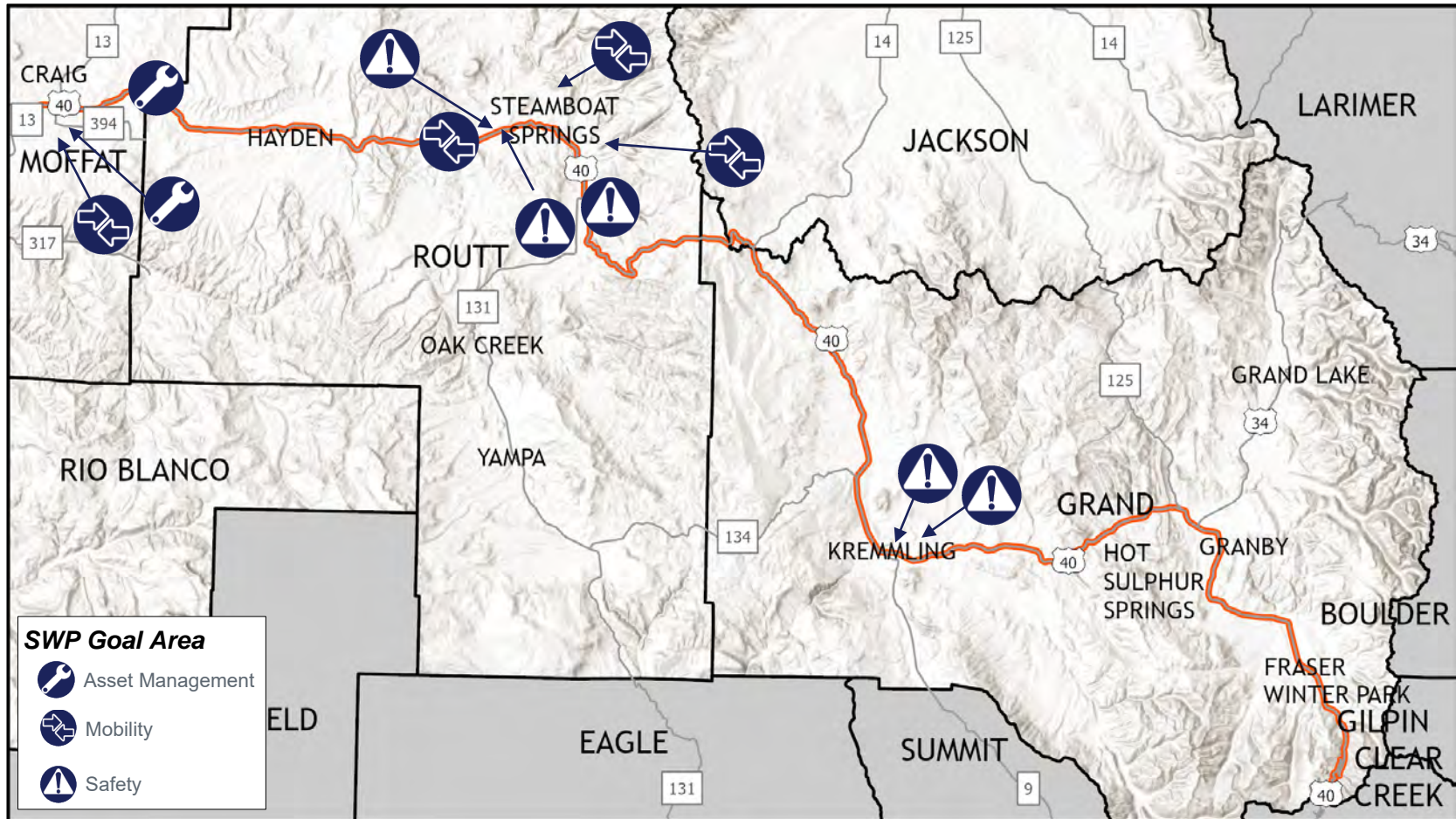


Safety

- Head on collisions
- Shoulder/Island Improvement - 8th Ave to CR 7
- US 40/CR 804 Roundabout
- 4-lane widening Slate Creek to Downhill Drive
- US40 -12th Street to 13th Street Improvements



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 3/8)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- 2022-US 40 Craig - US 40 MM 80.7-92 - Minor rehab - 1.5"-2.0" HMA with milling to match curb & gutter
- Jersey Barrier Replacement - W 4th St / US 40 to Ranney St

Mobility

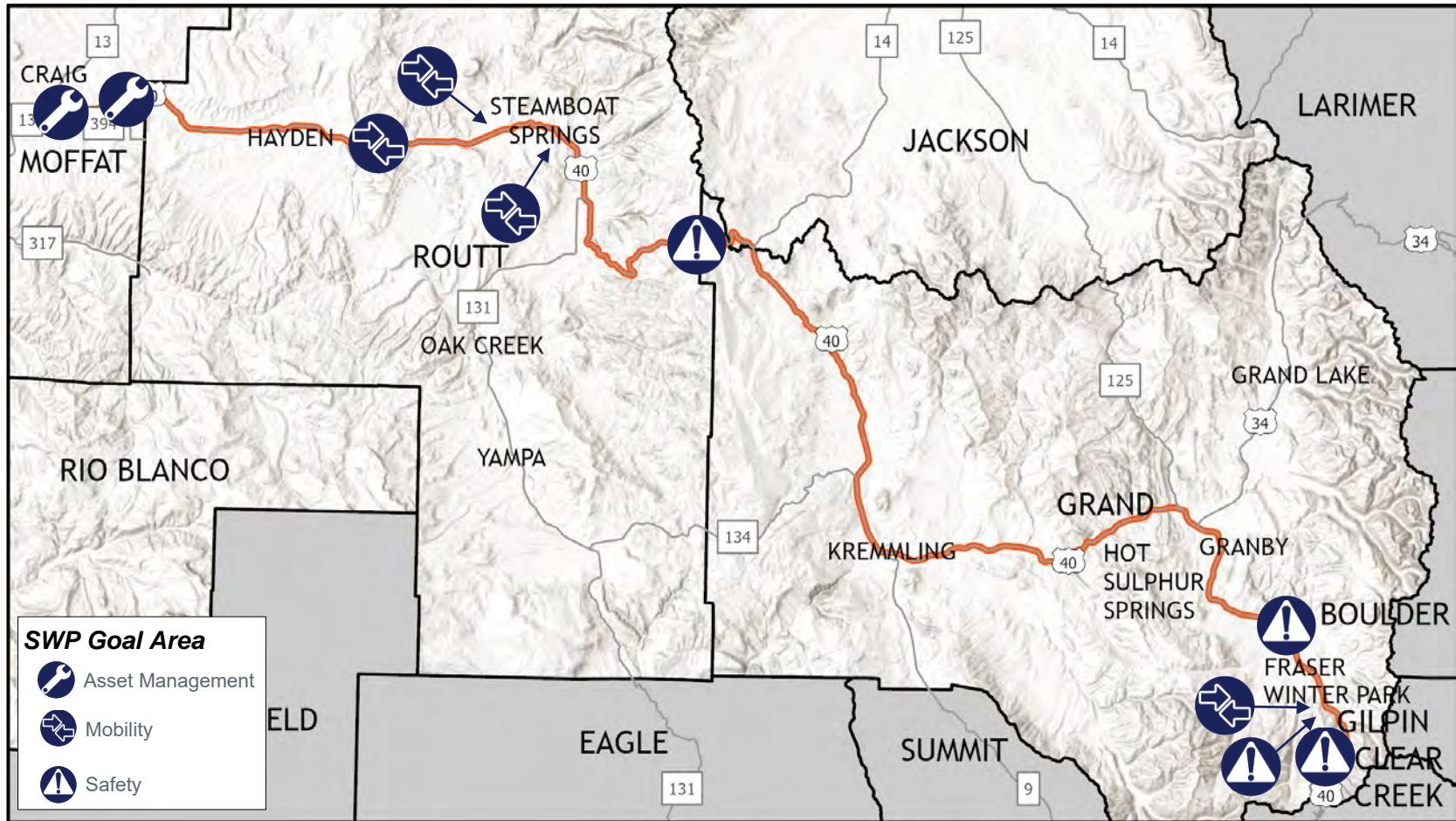
- Steamboat Springs Transportation Center Build (Phase II)
- Steamboat Springs Transit Facility Improvements.
- New Local Transit Service in Craig
- Steamboat Springs Transit Planning Study: Develop BRT Routes to Remove Traffic and Service Remote Parking Lots

Safety

- 4-lane widening Downhill Drive to Elk River Road
- Indian Trails/US40 Intersection
- EB US40 Off Ramp/Mount Werner Roundabout and Drainage
- Traffic Light Improvement - Green St and US 40
- US 40 and CR 54 (Red Dirt Hill or YMCA)



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 4/8)



Asset Management

- Jersey Barrier Replacement - E 4th St / US 40 to Lincoln St
- Downhill Drive/US40 Intersection



Mobility

- Western Steamboat Springs Transit Service
- Essential Bus Service between Craig and Idaho Springs (Proposed Outrider Service)
- Winter Park Maintenance Facility
- Steamboat Springs Transit Center Renovation

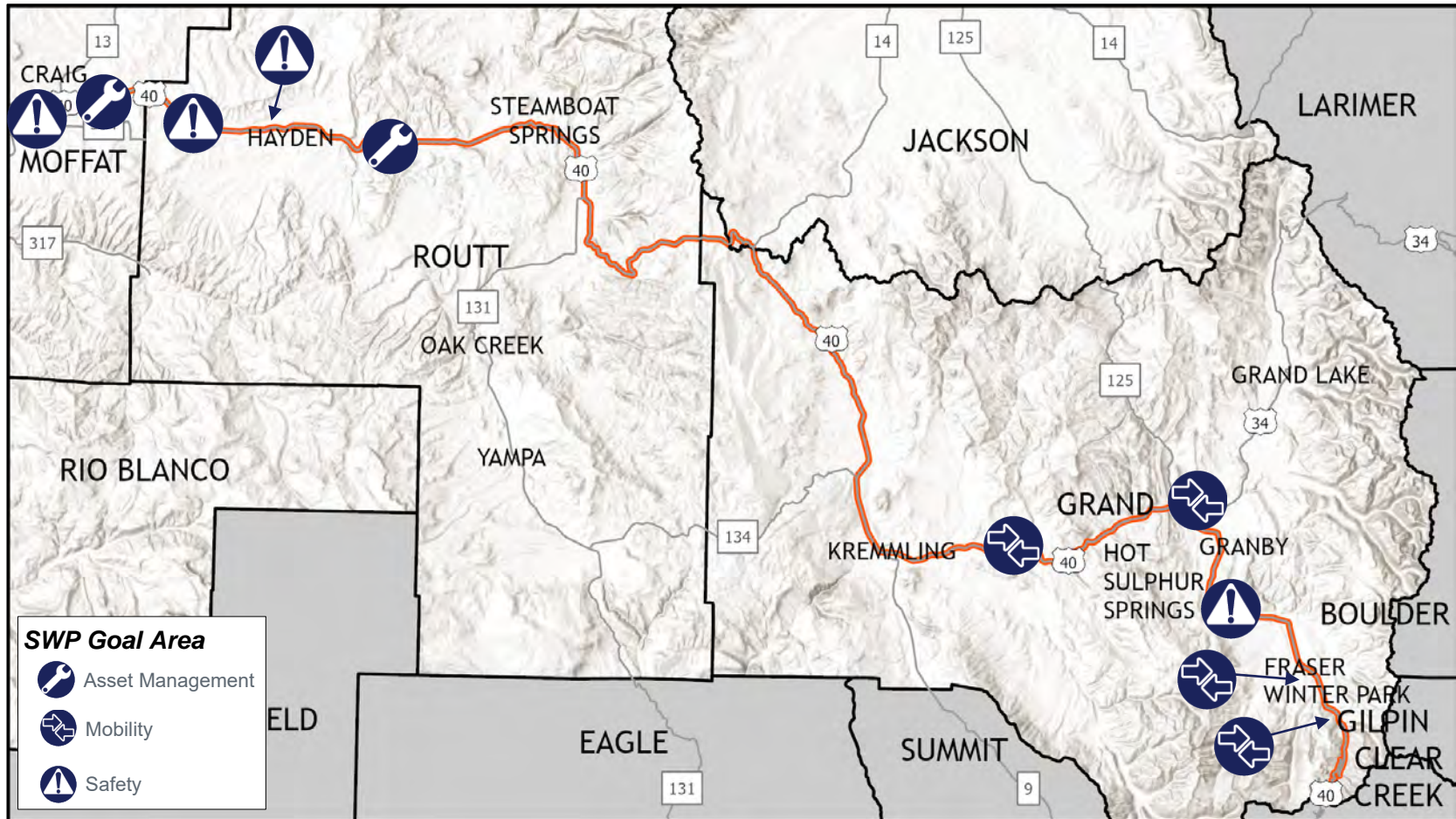


Safety

- Roundabout on Hwy 40 - Downtown Winter Park
- Hwy 40 widening from Fraser to County Road 8
- Mm 227 to + 229 Between Fraser and Winter Park and Tabernash MM224 to 227
- US40 Passing Lanes - East of Rabbit Ears - MP 160-162



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 5/8)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- Shelton Ditch Bridge
- 2019-US 40 Elk Springs - MM 31-37 - 1.5" HMA Overlay

Mobility

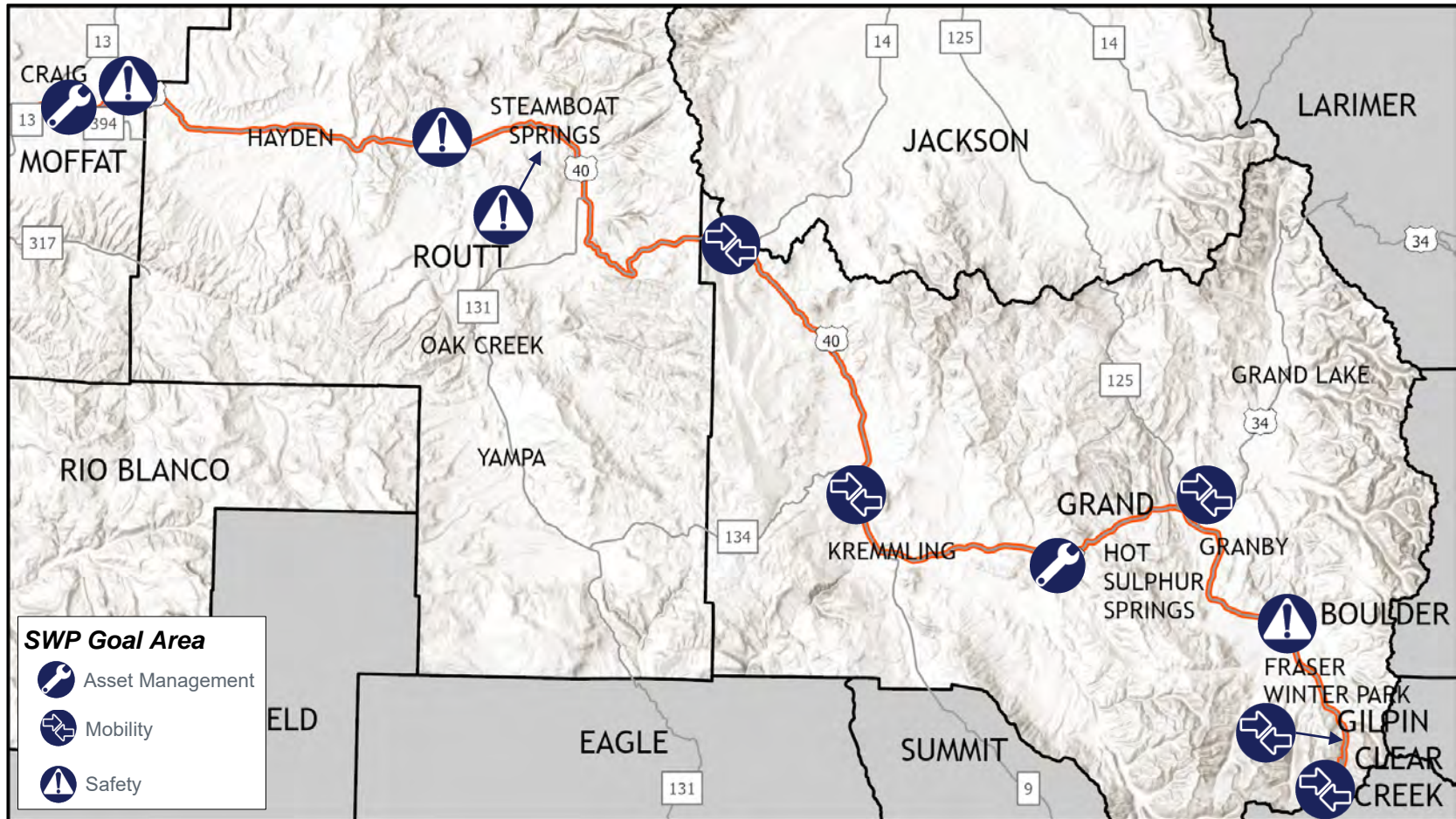
- STIP & Project Priority/US 40 East - US 40 E from SH 13 to Empire Jct
- MM 206 (Entrance to Drowsy Water Ranch)
- US40 Curve Mitigation and Truck Ramp Improvements - MP 140.5 - 142.5
- Downtown Winter Park Streetscape Improvement (bike/ped improvements)

Safety

- US40 Passing Lanes - West of Hayden - MP 103-105
- 4-lane widening Elk River Road to Dream Island
- US 40 passing lanes between Hayden and Craig
- MM 190 to MM 201 (Rock Scaling safety improvements in Byers Canyon)



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 6/8)



Asset Management

- Surface Treatment (Dinosaur to Craig), 90 miles
- Grand Seniors Parking Lot Renovation for Mountain Family Center Campus

Mobility

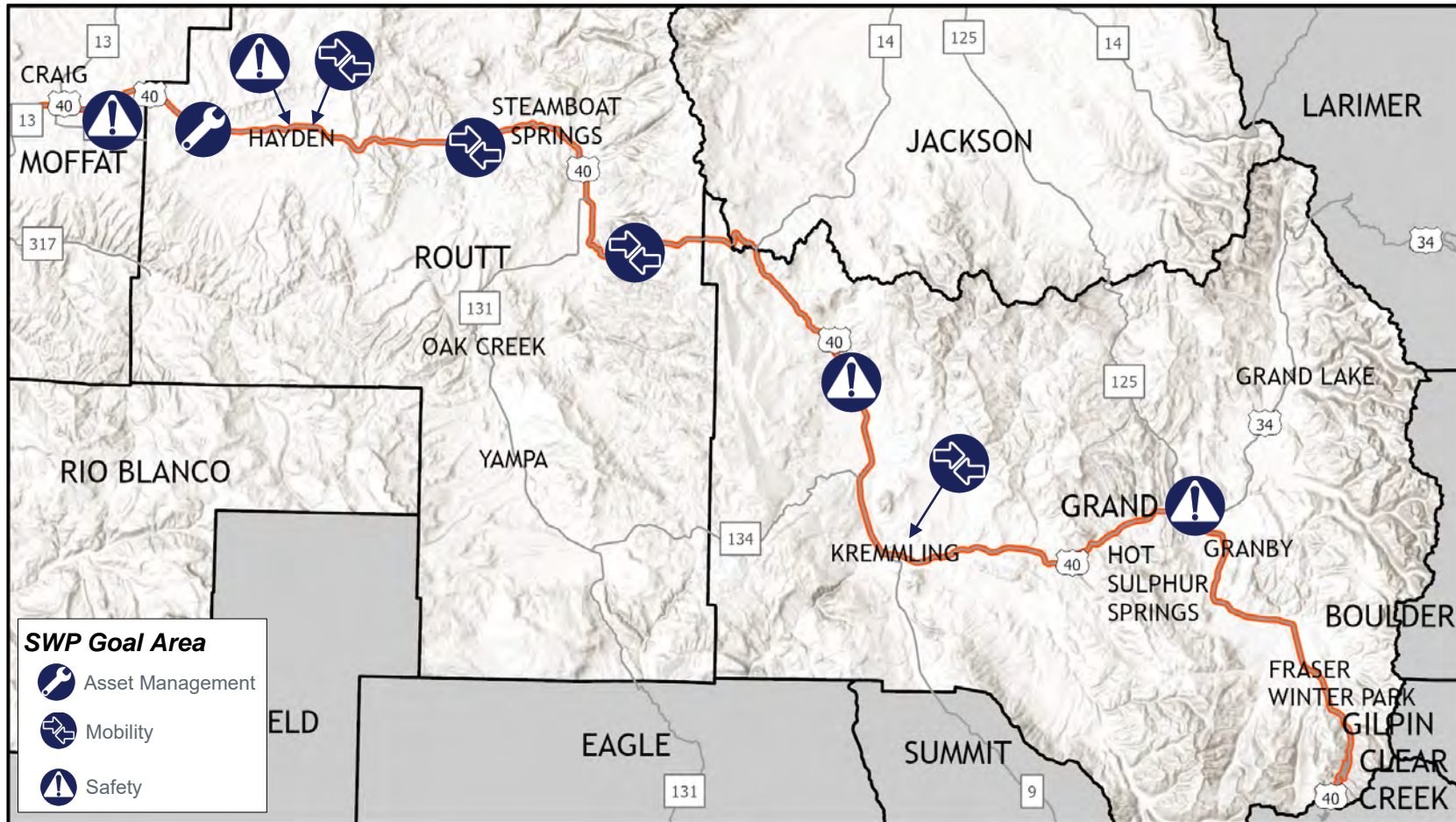
- US 40 Rockfall Mitigation in Byer's Canyon
- Rabbit Ears Pass Traction Sand Mitigation
- Berthoud Pass Erosion Control
- US40 West Pedestrian Connection and Underpass
- Truck Parking

Safety

- 2019-Craig Residency ADA Project - Constructing and/or modifying ADA ramps in Craig, Hayden & Rangely
- Pedestrian/Sidewalks along Highway 40 between Steamboat Springs and Hayden
- Brandon Circle Pedestrian Underpass
- US40 Pedestrian Improvements - Pine Grove Road to Walmart



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 7/8)



Asset Management

- 2019-US 40 Craig East BPM - 5 Bridges in Moffat & Routt Counties - 3 in/close to Craig, 2 near Hayden - Preventative Maintenance and scour mitigation



Mobility

- Truck Parking, Kremmling
- Truck Parking
- Truck Parking
- Outrider Stop/Shelter Improvements

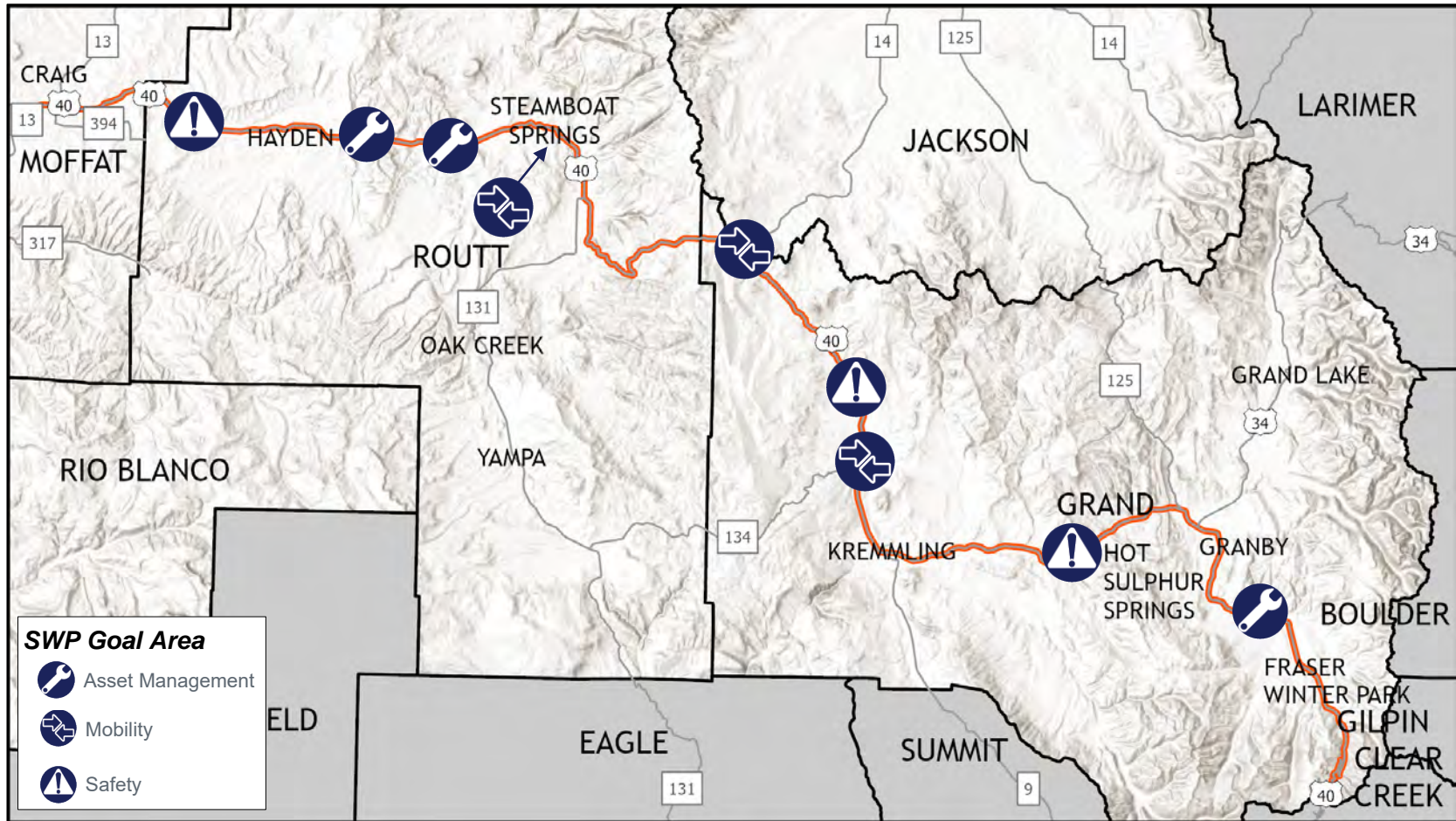


Safety

- US 40 Craig to Empire Jct
- Left Turn at Finley Lane and 40
- Banners over HWY 40
- Shared Use Path (Concrete) - US 40 from Wicks Ave. to CR 7



Project Based Strategies: US Highway 40 East: West of Craig East to Empire/I-70 (PNW7005) (Part 8/8)



Asset Management

- US 40 East of Hayden Ph 1
- US 40 East of Hayden Ph 2
- US 40 Tabernash West



Mobility

- US 40 / SH 14 Park and Ride
- North of Kremmling MM178 to MM184 (Kremmling to Hwy 134)
- Mt. Harris Canyon

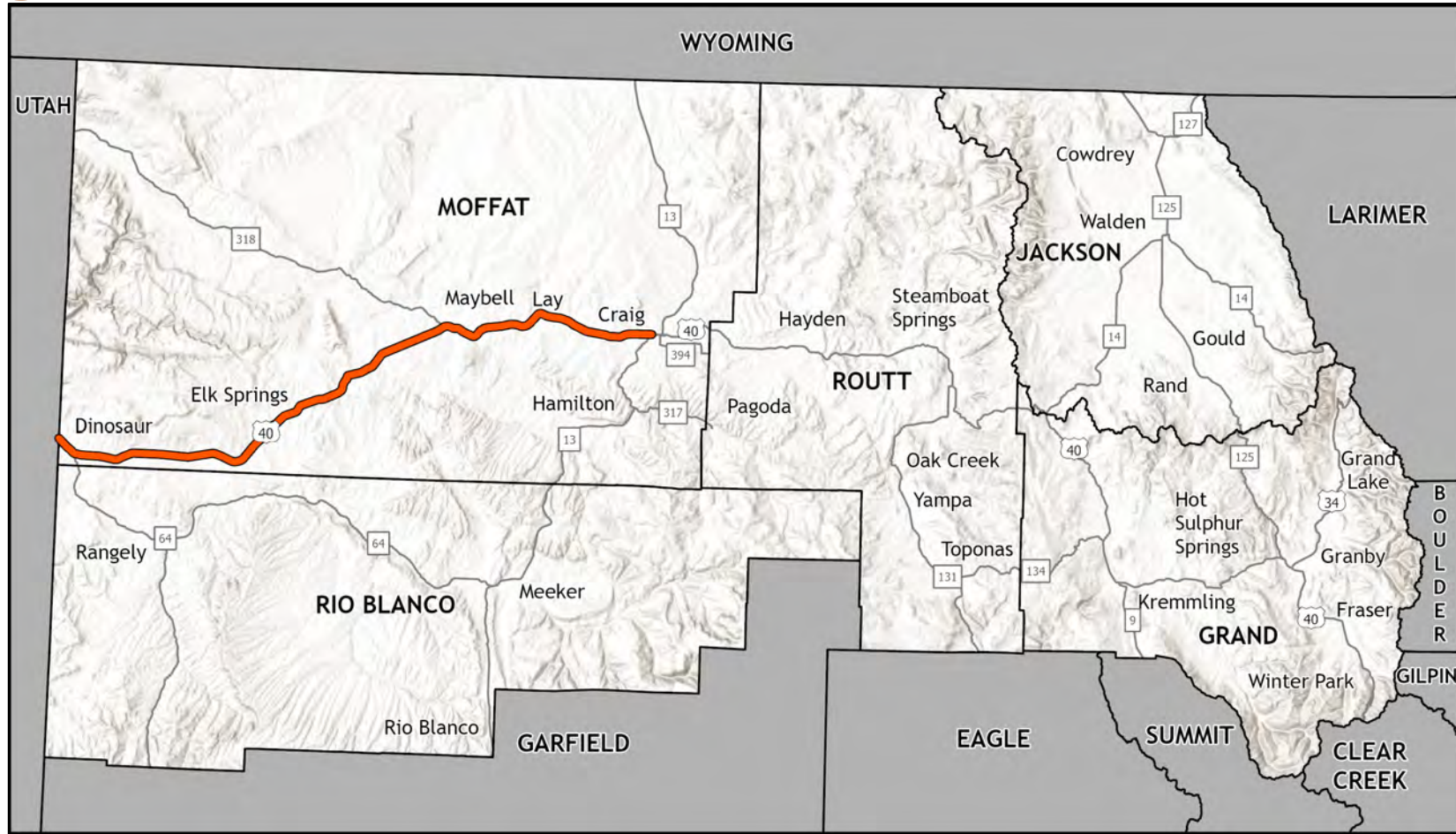


Safety

- US40 Shoulders - MP 163.5-171.5
- North of Kremmling MM157 to MM176 (Just north of Wolford to Hwy 14)
- US 40 Wildlife mitigation 90 - 120 - East of Craig



US Highway 40 West: Utah Border to West of Craig (PNW7006)



Corridor Name

US Highway 40 West: Utah Border to West of Craig

Corridor Vision

The Vision for the U.S. 40 corridor (Segment 1) is primarily to maintain system quality, improve safety and increase mobility.

Corridor Description

Overall this corridor serves as a multi-modal National Highway System facility that provides inter/intra-regional connections to both places within and outside the region.

Corridor Designations

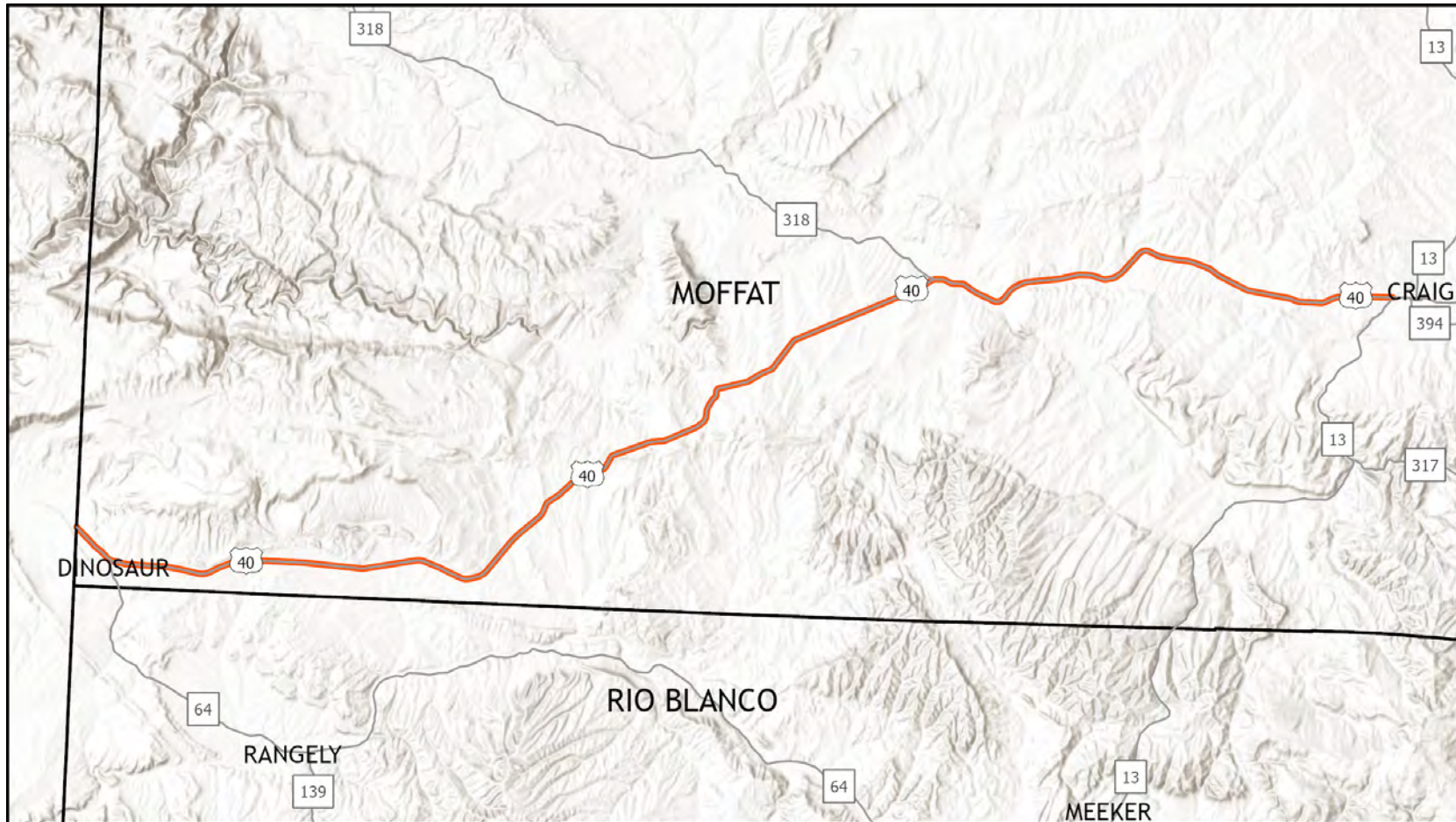
- National Highway System
- Colorado Freight Corridor
- Scenic Byway, Utah borderline to Dinosaur (Dinosaur Diamond)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 15 comments specifically about this corridor
- Concerns about safety
- Pavement condition is poor
- Desire for better pedestrian facilities
- Desire for better bicycle facilities



Key Data Findings: US Highway 40 West: Utah Border to West of Craig (PNW7006)

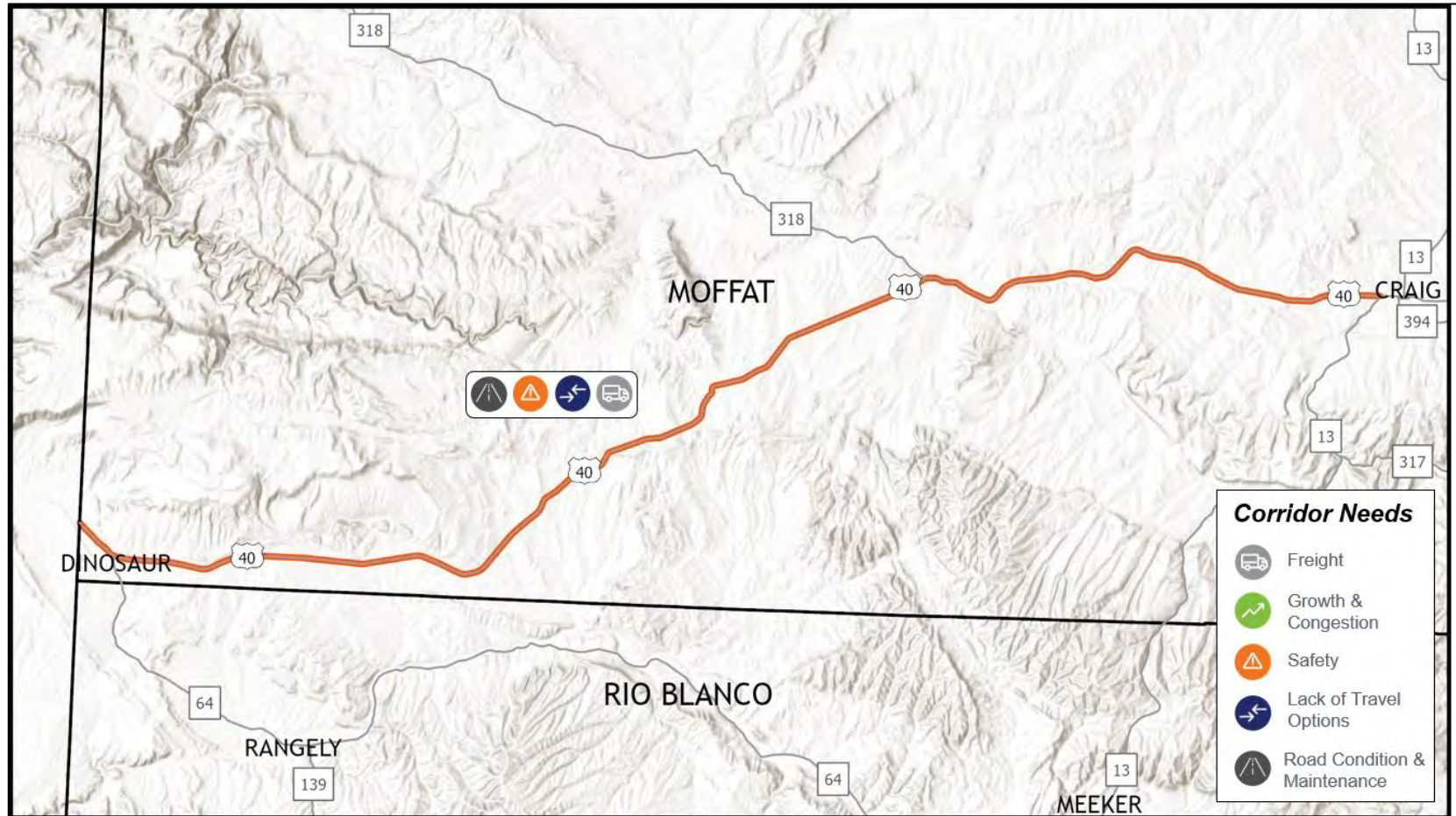


Key Data Findings:

Demographics Transit	Passes through a census tract with higher percentage of disabled population	Mobility Hub Transit	Greyhound Bus, between Denver and Steamboat Inter-city bus stop in Dinosaur and Craig
Safety	Several segments with elevated crash patterns (LOSS 3 or 4)	Pedestrian Economics	Main Street through Maybell
Freight Safety	One segment with shoulders < 2' Dense wildlife crashes Hazmat Route	Freight Resiliency	Low redundancy
Freight Asset Management	Two segments of low drivability life	Economics	High truck traffic west of Craig and Maybell Provides access to recreational area (BLM)



Corridor Needs: US Highway 40 West: Utah Border to West of Craig (PNW7006)



Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies for safety, freight, and bicycles
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: US Highway 40 West: Utah Border to West of Craig (PNW7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 40 and SH 13	Add fiber network on US 40 and SH 13	1035				-
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2377				\$0.20
Increase Truck Parking	Increase Truck Parking (Dinosaur to Elk Springs). Most likely through private investment.	2385		-		\$0.33

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 40 West: Utah Border to West of Craig (PNW7006)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)
- Increase Truck Parking



Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 40 and SH 13



US Highway 64: Dinosaur to Meeker (PNW7007)



Corridor Name

US Highway 64: Dinosaur to Meeker

Corridor Description

This corridor serves as an intra-regional facility that provides local access as well as connecting the communities of Dinosaur, Rangely and Meeker.

Corridor Designations

- Scenic Byway - Dinosaur to Rangely (Dinosaur Diamond)

What we heard about the Corridor

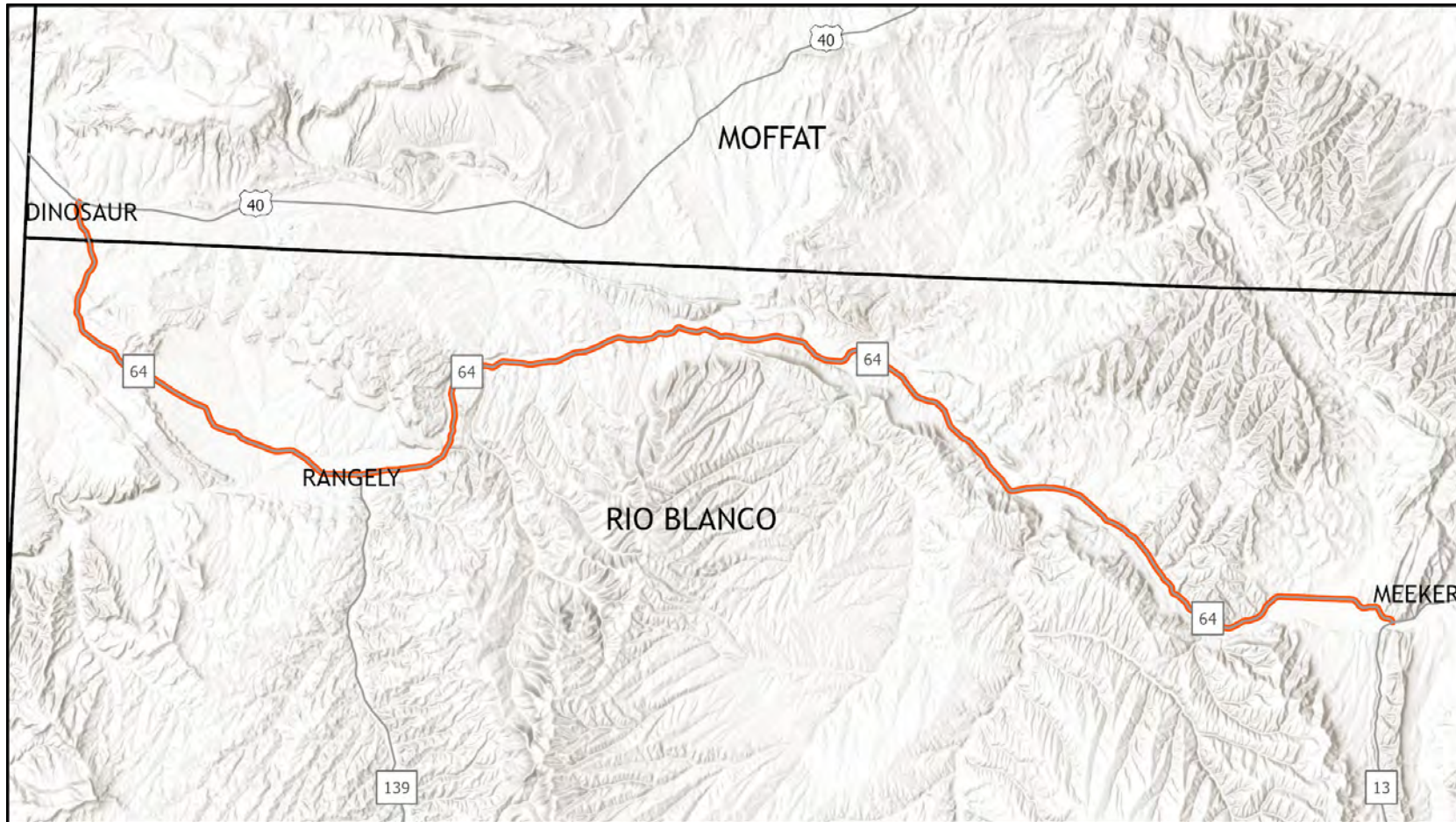
- 8 comments specifically about this corridor
- Desire for wider shoulders
- Pavement condition is poor

Corridor Vision

The Vision for the US Highway 64 corridor is primarily to maintain system quality and improve safety.

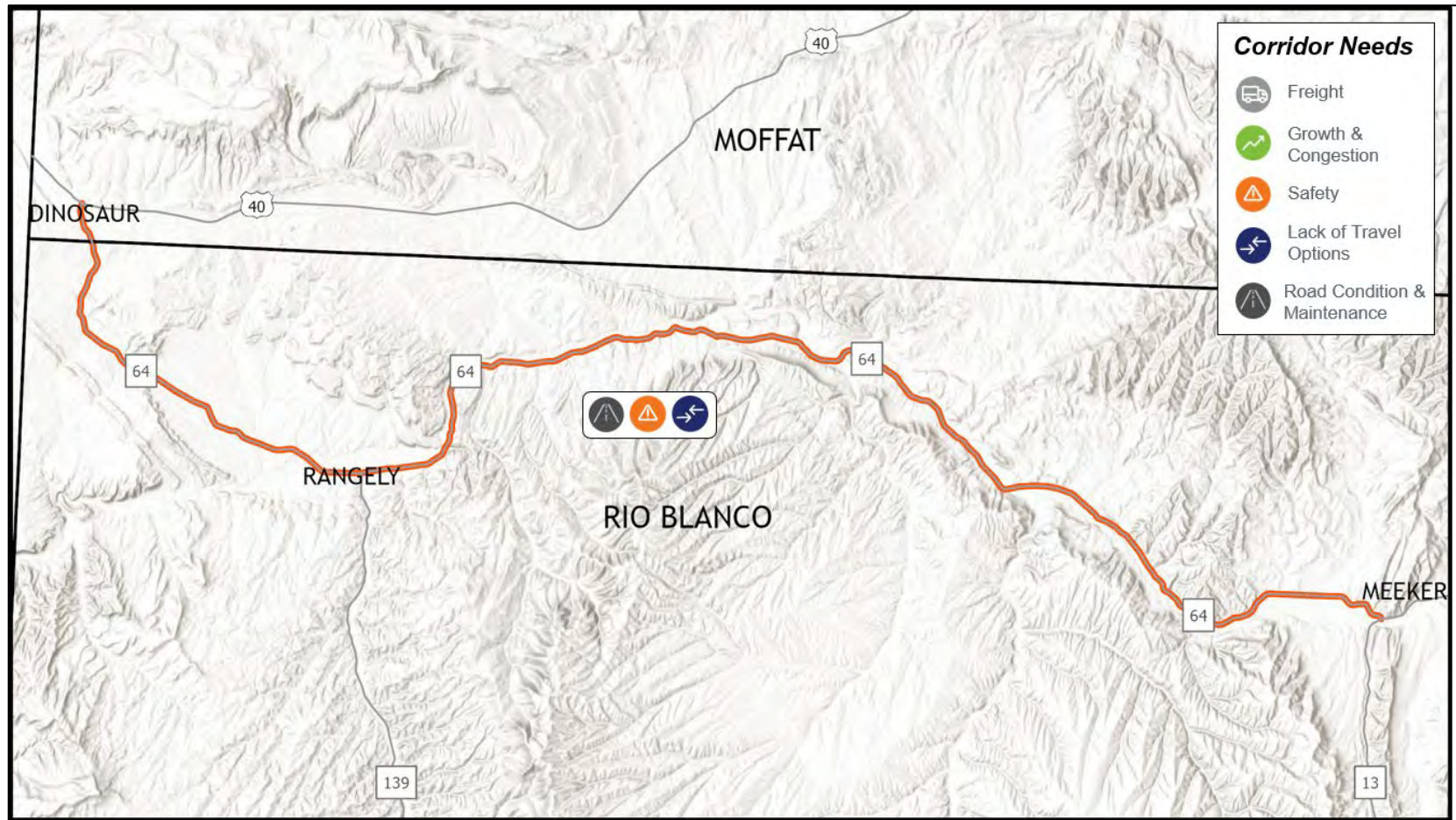


Key Data Findings: US Highway 64: Dinosaur to Meeker (PNW7007)



Key Data Findings:

<i>Safety</i>	Several segments with elevated crash patterns (LOSS 3 or 4)	<i>Bicycling</i>	High stress for bicycling
<i>Safety</i>	Majority of corridor has shoulders < 2' Dense wildlife crashes Hazmat Route	<i>Pedestrian Economics</i>	DOLA affiliated Main Street through Rangely
<i>Asset Management</i>	Low drivability life - two segments	<i>Resiliency</i>	Low redundancy
<i>Pedestrian Transit</i>	Inter-city bus station in Dinosaur Rio Blanco County Meeker Streaker services	<i>Freight Economics</i>	Concentration of jobs in Rangely Concentration of oil and gas wells Active coal mining permits Provides access to recreational area (BLM)



Corridor Needs

- Eliminate shoulder deficiencies
- Address pavement condition where drivability life is poor
- Mitigate elevated crash patterns (LOSS 3 or 4)
(including wildlife crashes)
- Improve access to recreation
- Enhance walkability in areas with high pedestrian demand
(bus stops, downtown areas)
- Address bridge in poor condition



Corridor Projects: US Highway 64: Dinosaur to Meeker (PNW7007)

(Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 64 Shoulder widening Meeker to Rangely	-	1738				\$190.00
2021-SH 64 Rangely/US 40 Dinosaur - SH 64 MM 19.8-28 & US 40 MM 0-7 Minor rehab - anticipate 1.5"-2.0" HMA	-	1739				-
Roadway Widening, Rangely to SH 13, 73.5 miles (project cost +/- \$3M/mile)	-	1740		-		\$221.00
Pedestrian Path, Kennedy to Kenny Reservoir	5 Miles of Path out to Kenny Reservoir from Kennedy Drive	1741				-
Main Street/ Hwy 64 Pedestrian Walk Improvements	Pedestrian improvements	1742				\$0.75
Pedestrian Path, Hwy 64 up Kennedy Drive	1 Mile path up Kennedy Drive	1743				-
Replace Wood Bridge at MM 70.175	-	1744				\$1.20

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 64: Dinosaur to Meeker (PNW7007)

(Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 64/CR 5 Bridge replacement, SH 64 improvements, and CR 5 improvement	-	1745				\$13.00
Replace Narrow Concrete Bridge at White River - MM 54.421	-	1746				\$1.50
Extend Length of Box Culvert	-	1747				\$0.90
Workforce transit to Picenance Creek	-	1748				\$1.50
Restrooms on SH 64	-	1749				\$0.50
SH 64 East of Rangely	Rural road surface treatment	2659				\$4.50
SH 64 from MP 44 to MP 56 west of Meeker	Rural road surface treatment	46				\$8.80

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

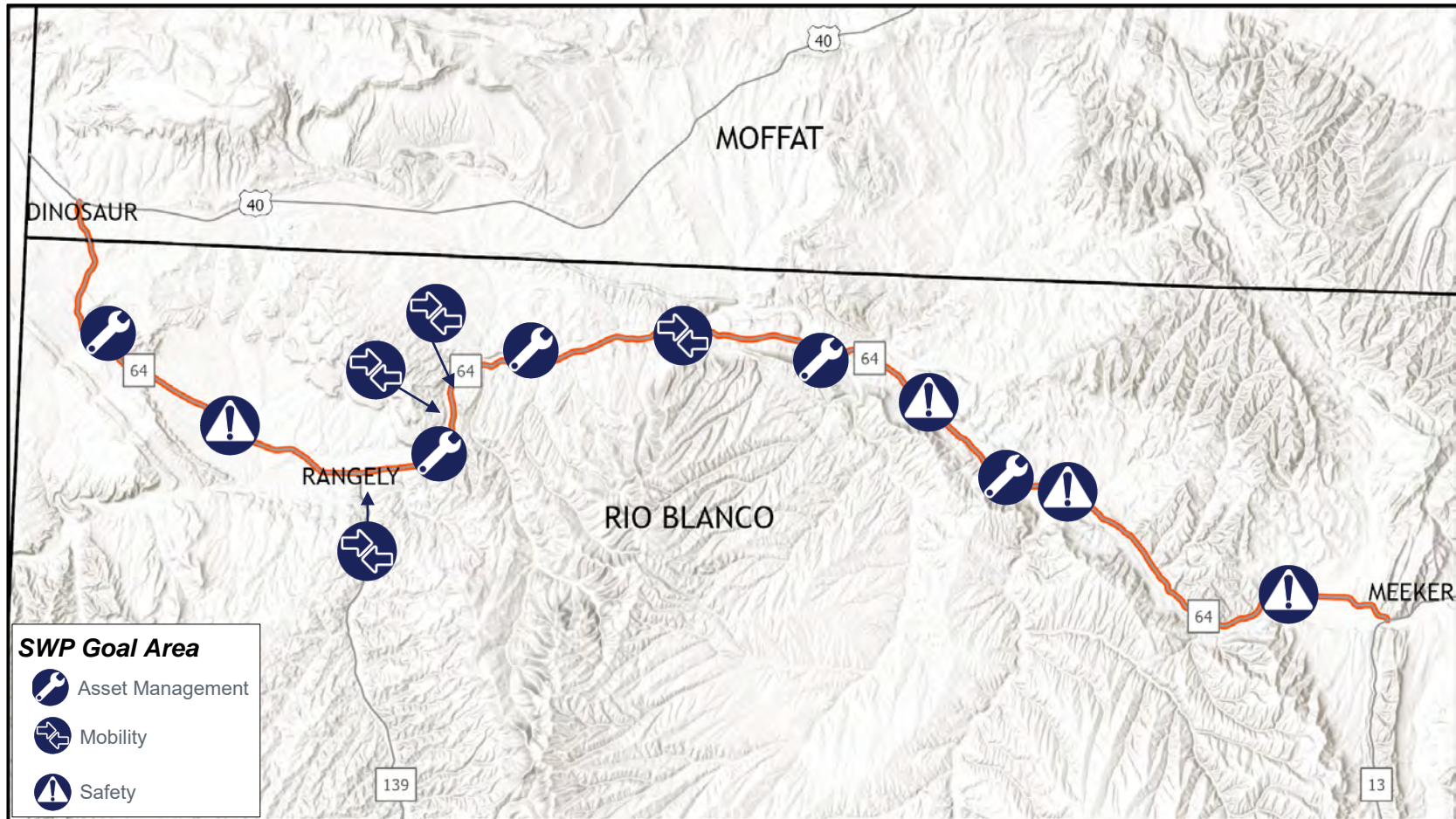
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 64: Dinosaur to Meeker (PNW7007)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- 2021-SH 64 Rangely/US 40 Dinosaur - SH 64 MM 19.8-28 & US 40 MM 0-7 Minor rehab - anticipate 1.5"-2.0" HMA
- Replace Wood Bridge at MM 70.175
- Extend Length of Box Culvert
- Restrooms on SH 64
- SH 64 East of Rangely
- SH 64 from MP 44 to MP 56 west of Meeker

Mobility

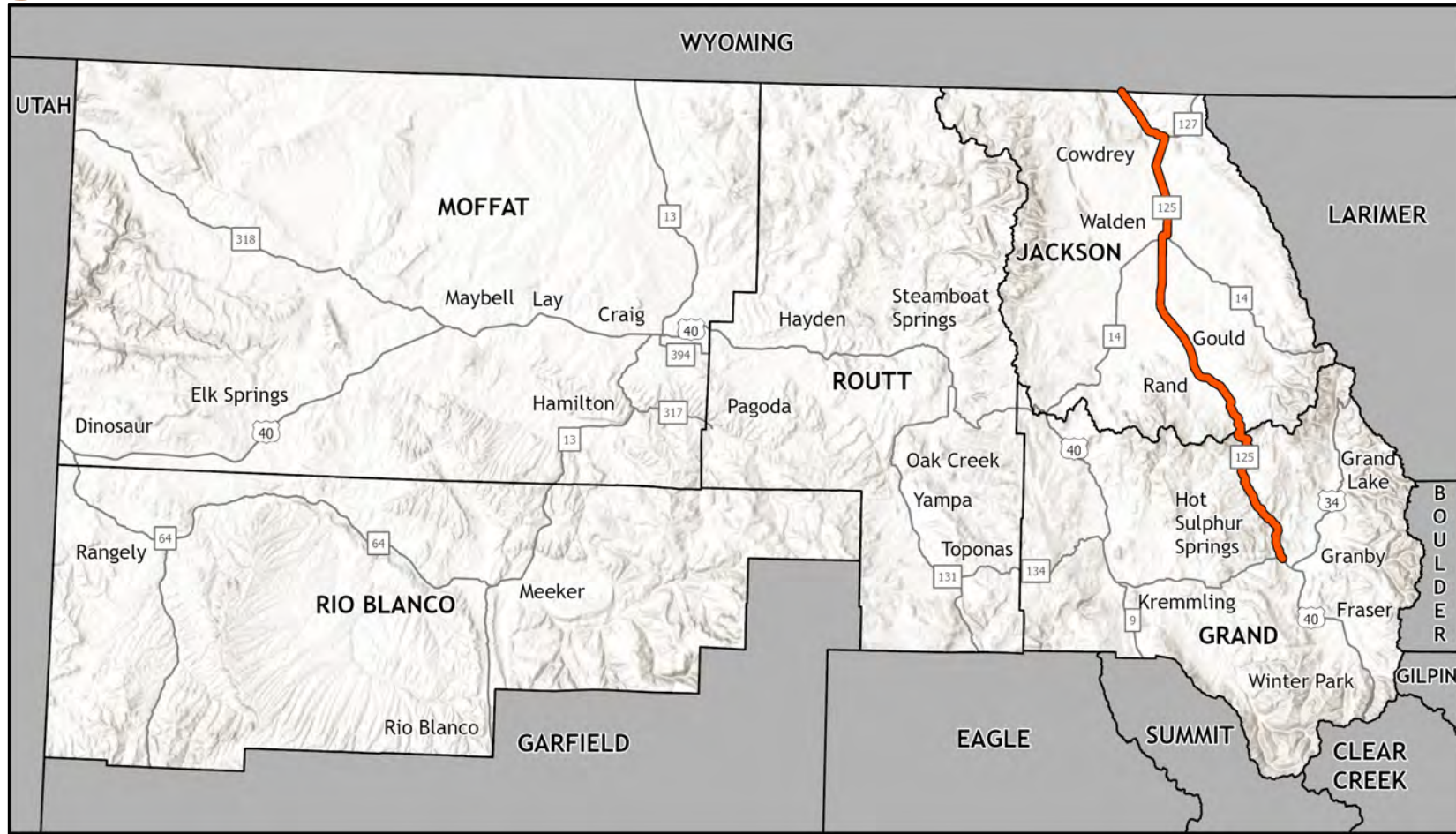
- Pedestrian Path, Kennedy to Kenny Reservoir
- Main Street/ Hwy 64 Pedestrian Walk Improvements
- Pedestrian Path, Hwy 64 up Kennedy Drive
- Workforce transit to Picensance Creek

Safety

- SH 64 Shoulder widening Meeker to Rangely
- Roadway Widening, Rangely to SH 13, 73.5 miles (project cost +/- \$3M/mile)
- SH 64/CR 5 Bridge replacement, SH 64 improvements, and CR 5 improvement
- Replace Narrow Concrete Bridge at White River - MM 54.421



State Highway 125: North of Granby to the Wyoming Border (PNW7008)



Corridor Name

State Highway 125: North of Granby to the Wyoming Border

Corridor Description

This corridor serves as an inter/intra-regional facility that provides local access, and makes north-south connections within the north of Granby to Wyoming line area. Also, this corridor serves as an alternate route to the Front Range when Berthoud Pass closes during the winter.

Corridor Designations

- None

What we heard about the Corridor

- 23 comments specifically about this corridor
- Desire for wider shoulders
- Questions about technology/data

Corridor Vision

The Vision for the State Highway 125 corridor is primarily to improve safety and maintain system quality.

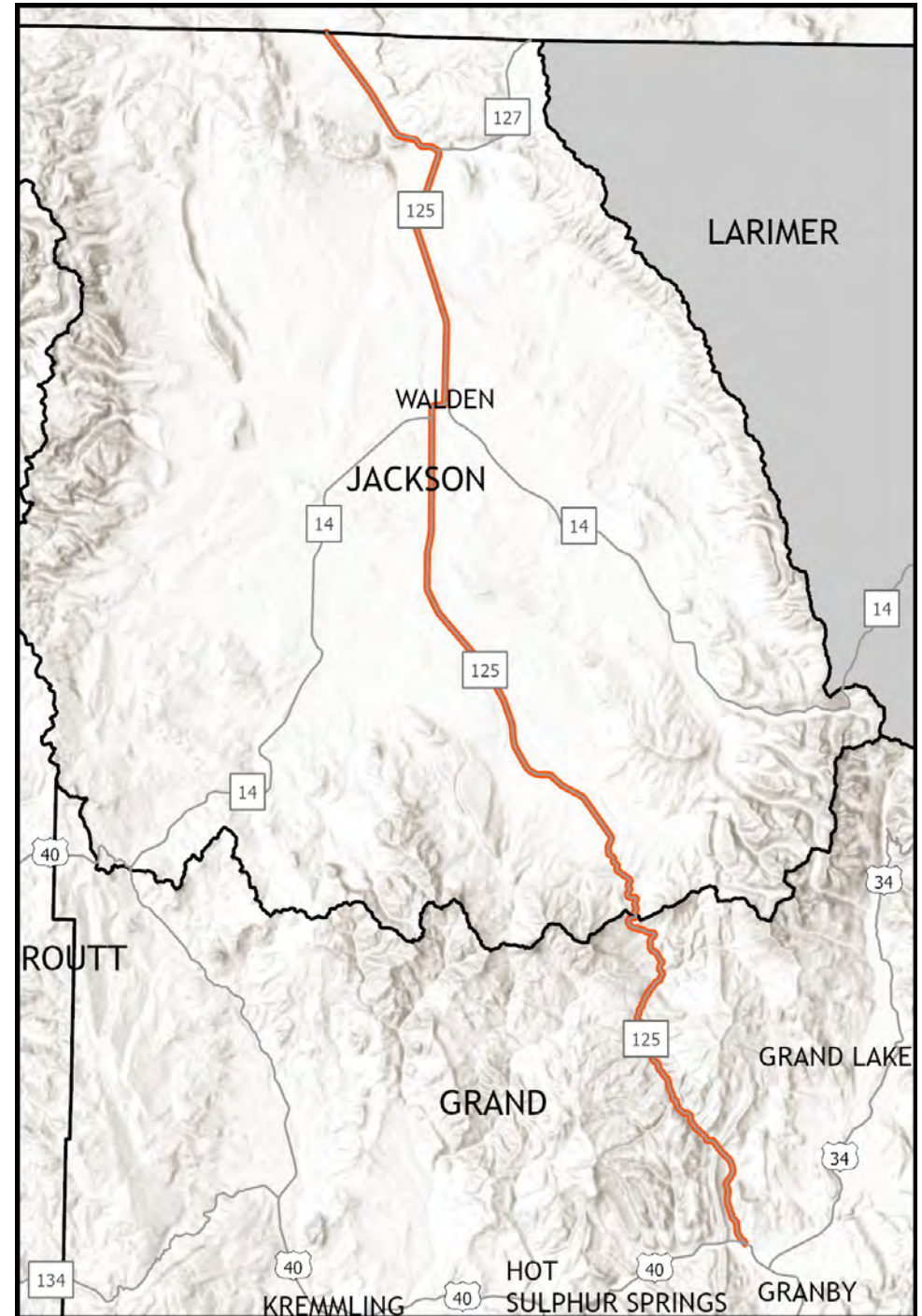


Key Data Findings: State Highway 125: North of Granby to the Wyoming Border (PNW7008)



Key Data Findings:

Demographics Transit	Passes through a census tract with higher percentage of 65+ population
Safety	One segment with elevated crash patterns (LOSS 3 or 4)
Freight Safety	Majority of corridor has shoulders < 2' Hazmat Route
Freight Asset Management	Low drivability life for most of the corridor
Pedestrian Transit	Amtrak stop in Granby Inter-city bus station in Granby
Bicycling	High stress for bicycling
Pedestrian Economics	Main Street through Walden
Freight Resiliency	Low redundancy
Economics Freight	High truck traffic near Wyoming border Provides access to recreational area



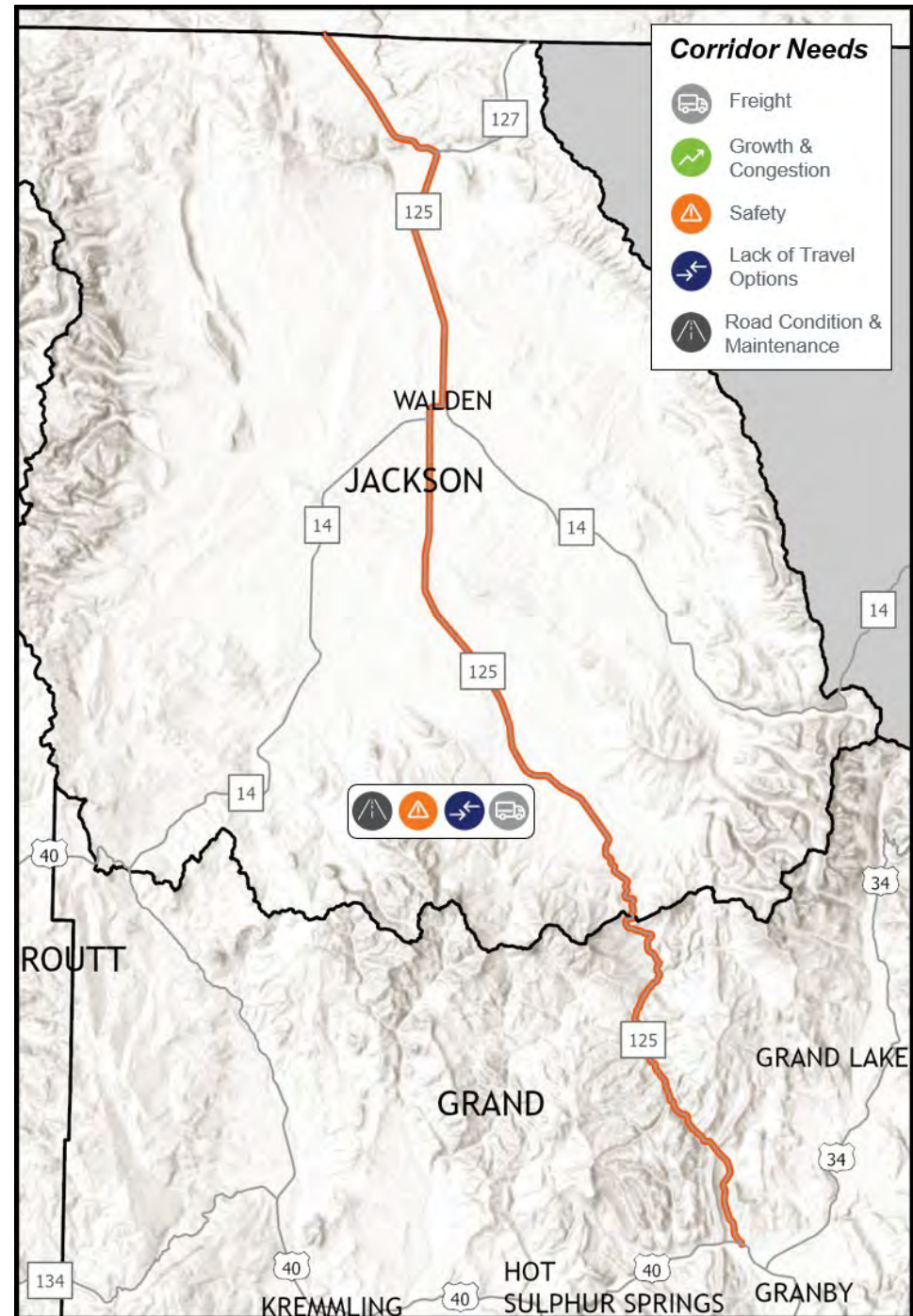


Corridor Needs: State Highway 125: North of Granby to the Wyoming Border (PNW7008)



Corridor Needs

- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Address pavement condition where drivability life is poor
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (downtown areas)





Corridor Projects: State Highway 125: North of Granby to the Wyoming Border (PNW7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
MM 1 to MM 9 (increased traffic w\ C Lazy U and additional homes)	Shoulder Improvements	1750				-
South of Walden MM 30 to 52	-	1751				-
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2377				\$0.20
SH 125 Walden North	Rural road surface treatment	2656				\$5.55
SH 125 Cowdrey	Rural road surface treatment	2660				\$6.42
SH 125 from MP 53.3 to MP 60 north of Walden	Rural road surface treatment	55				\$1.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 125: North of Granby to the Wyoming Border (PNW7008)



Asset Management

- South of Walden MM 30 to 52
- SH 125 Walden North
- SH 125 Cowdrey
- SH 125 from MP 53.3 to MP 60 north of Walden



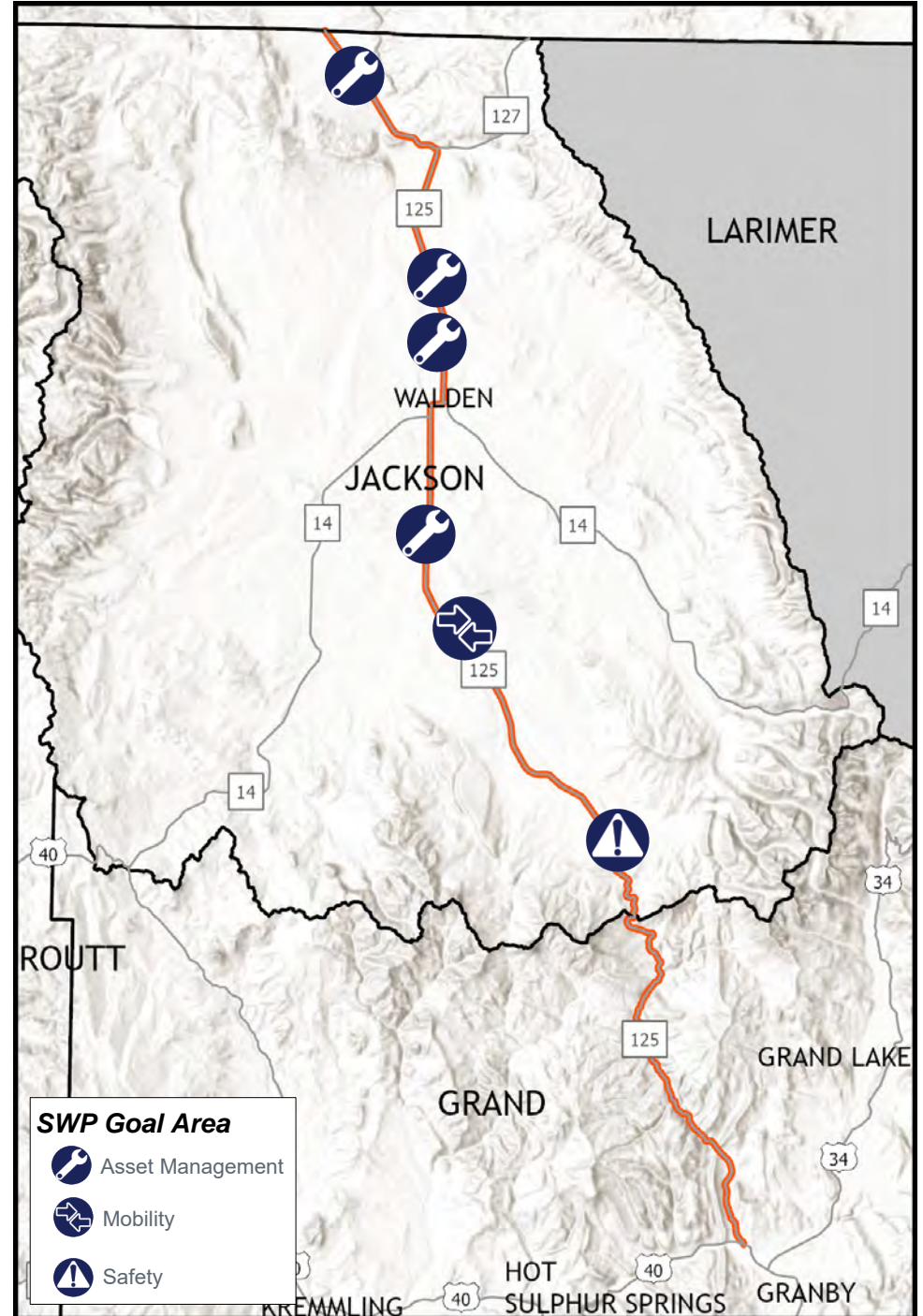
Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)



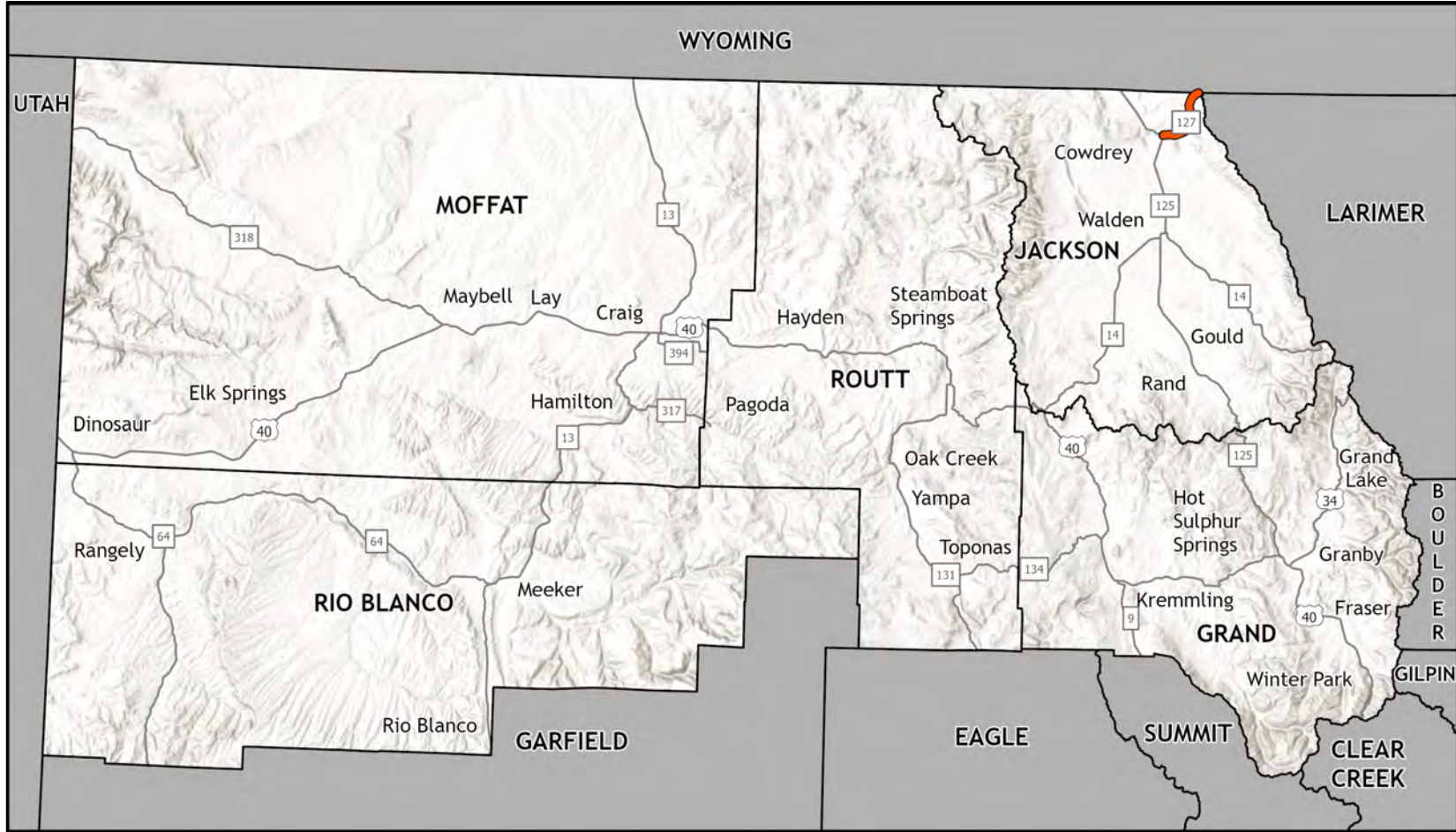
Safety

- MM 1 to MM 9 (increased traffic w\ C Lazy U and additional homes)





State Highway 127: Northeast of Walden to the Wyoming Border (PNW7009)



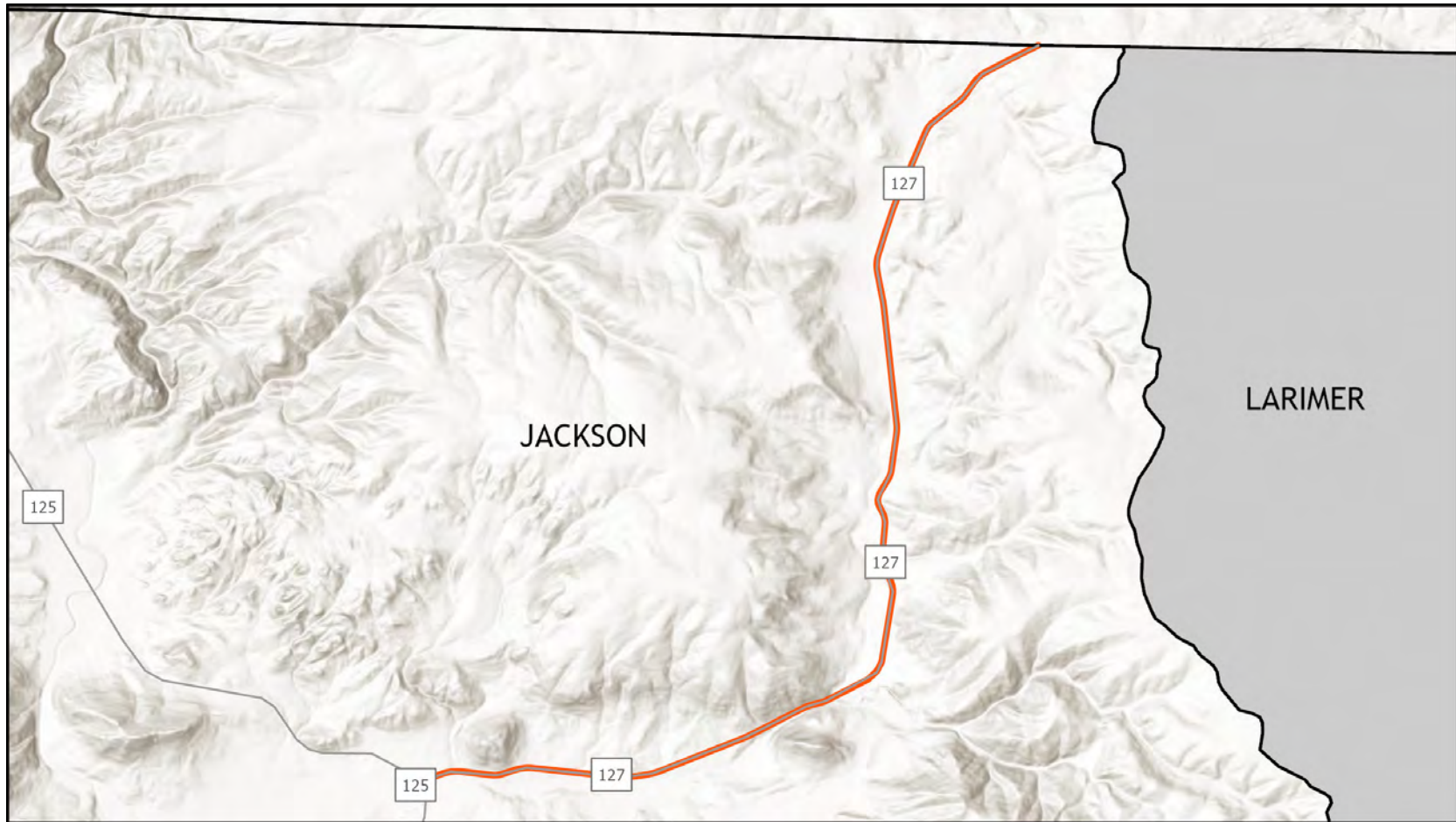
Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
State Highway 127: Northeast of Walden to the Wyoming Border	This corridor serves as an intra-regional facility that provides local access.	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> No comments specifically about this corridor

Corridor Vision

The Vision for the State Highway 127 corridor is primarily to improve safety and to maintain system quality.



Key Data Findings: State Highway 127: Northeast of Walden to the Wyoming Border (PNW7009)



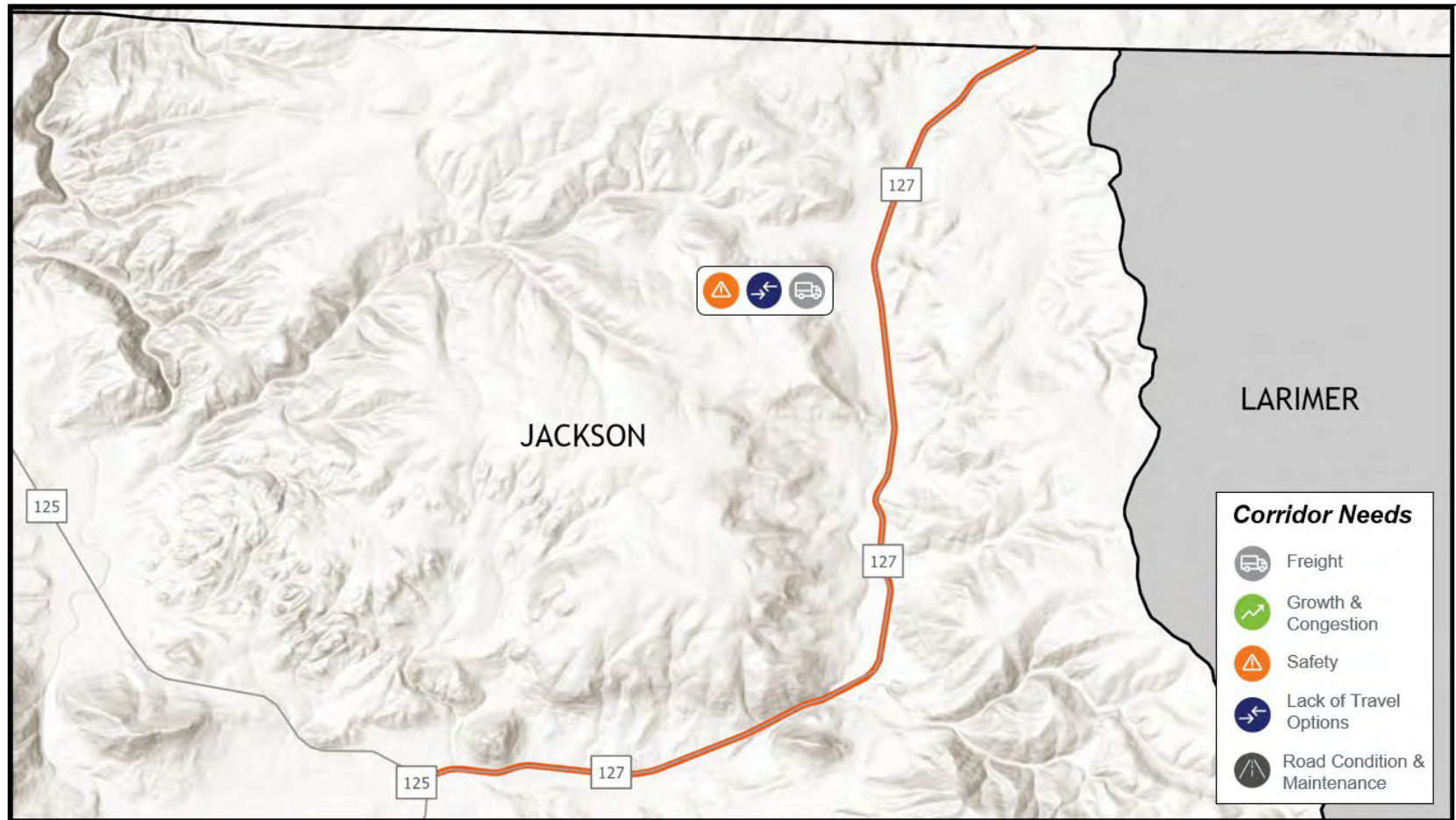
Key Data Findings:

Demographics Transit	Passes through a census tract with higher percentage of 65+ population
Safety	One segment with elevated crash patterns (LOSS 3 or 4)
Freight Safety	Majority of corridor has shoulder <2' Hazmat Route

Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy
Economics Freight	High truck traffic Provides access to recreational area



Corridor Needs: State Highway 127: Northeast of Walden to the Wyoming Border (PNW7009)



Corridor Needs

- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Accommodate travel needs of vulnerable populations



Corridor Projects: State Highway 127: Northeast of Walden to the Wyoming Border (PNW7009)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2377				\$0.20

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

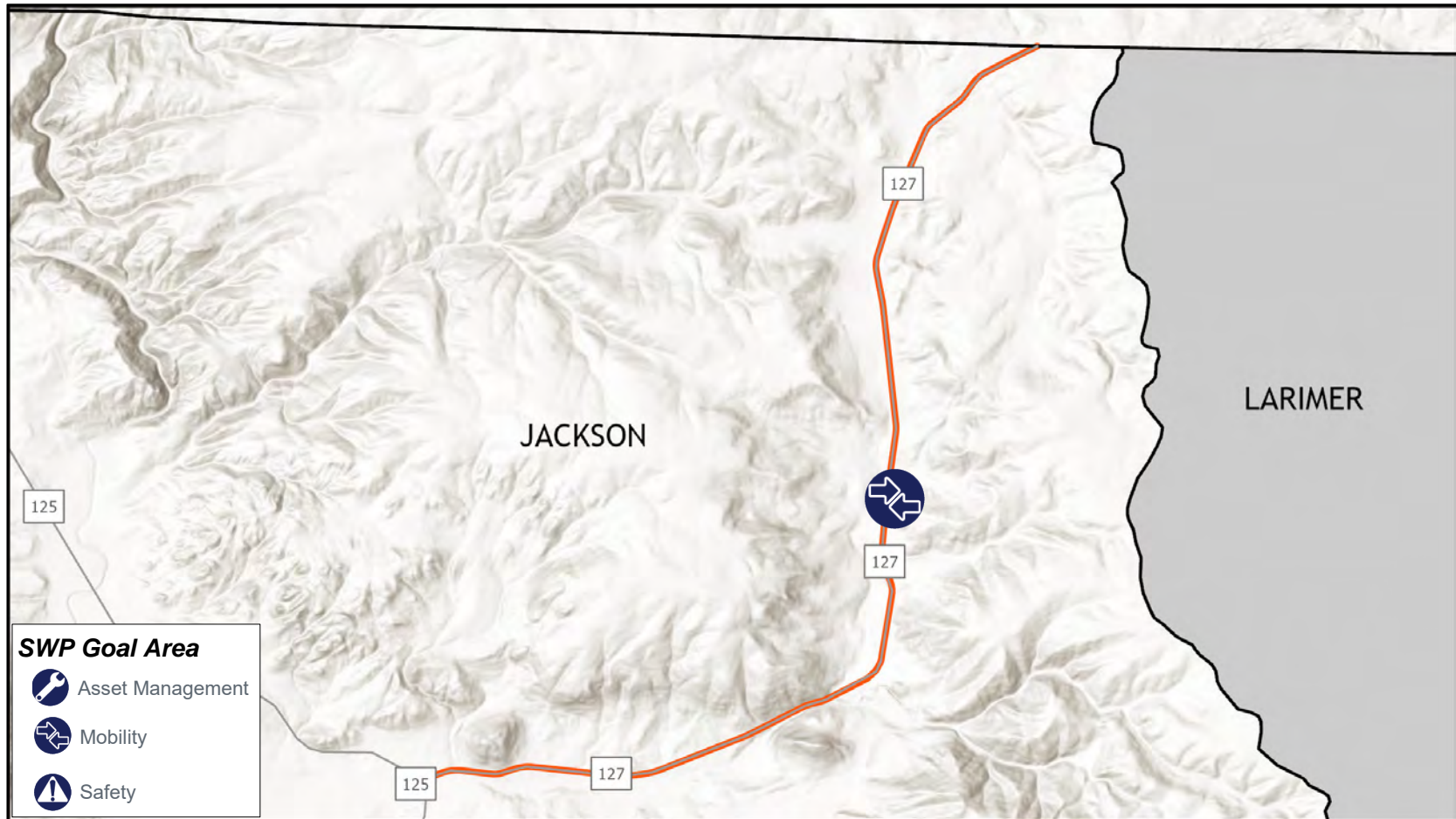
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 127: Northeast of Walden to the Border (PNW7009)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)

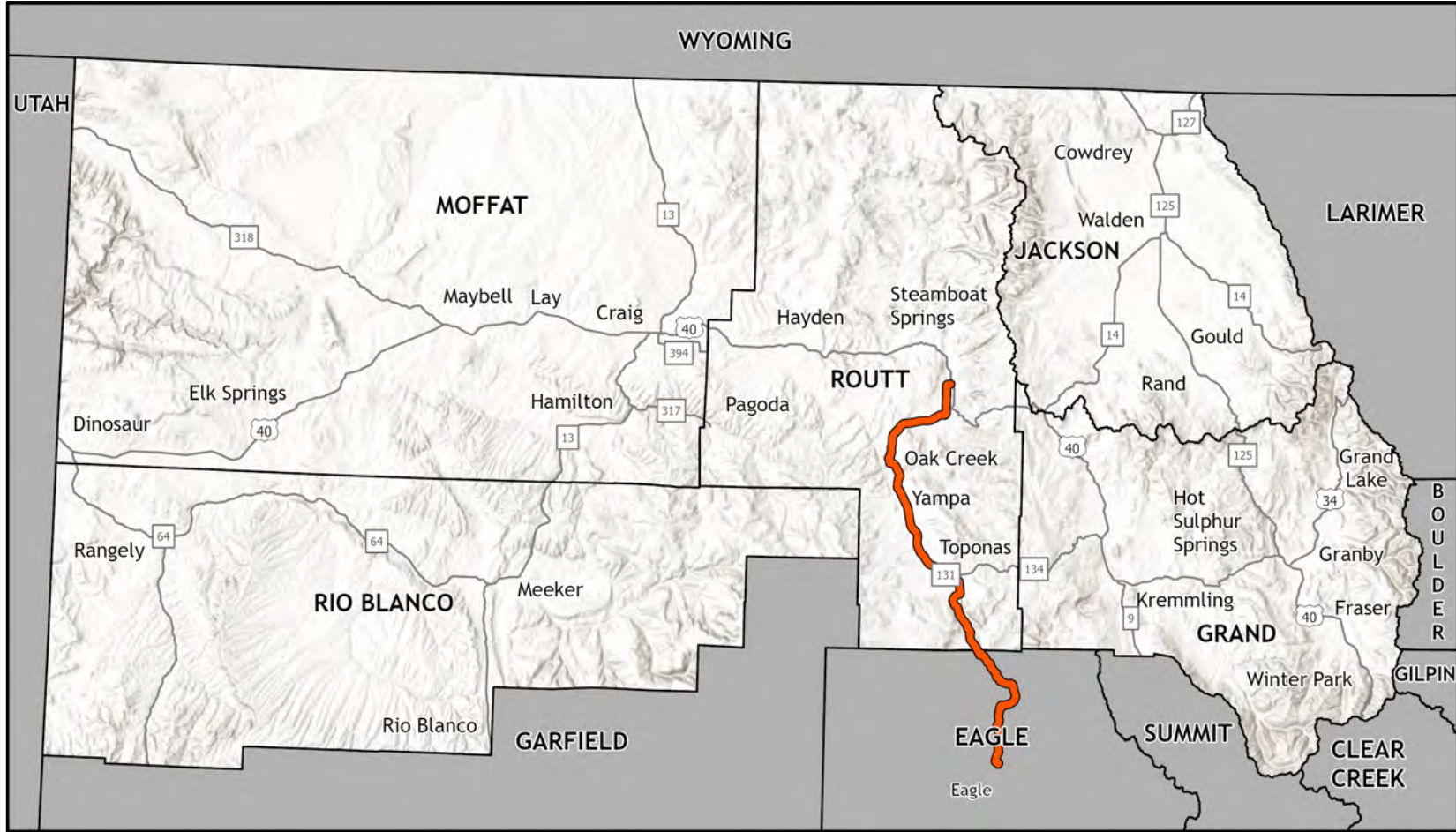


Safety

- No projects have been identified for this goal area



State Highway 131: Wolcott North to Steamboat Springs/US 40 (PNW7010)



Corridor Name

State Highway 131: Wolcott North to Steamboat Springs/US 40

Corridor Vision

The Vision for the State Highway 131 corridor is primarily to improve safety and maintain system quality as well as to increase mobility.

Corridor Description

This corridor serves as a local commuter corridor and as an inter/intra-regional facility that connects to places outside the region including an alternative north-south route from I-70 to the recreational facilities within the Steamboat Springs area. Additionally, this corridor serves as a potential link to transit/ future rail artery along I-70.

Corridor Designations

- High Demand Bicycle Corridor R3-11

What we heard about the Corridor

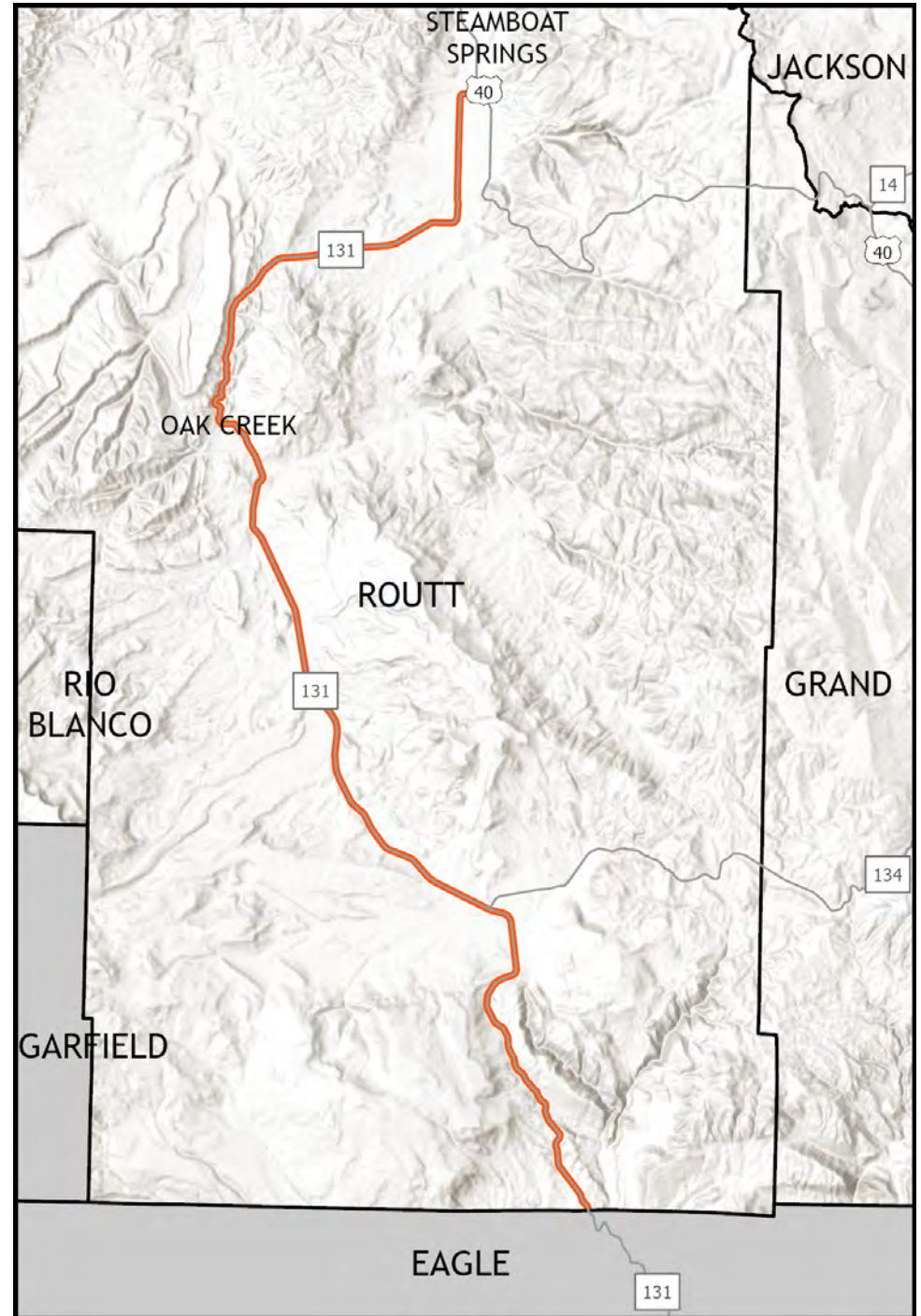
- 17 comments specifically about this corridor
- Desire for regional transit
- Concerns about safety



Key Data Findings: State Highway 131: Wolcott North to Steamboat Springs/US 40 (PNW7010)

Key Data Findings:

<i>Safety</i>	Several segments with elevated crash patterns (LOSS 3 or 4)
<i>Safety</i>	Majority of corridor has shoulder <2' Dense wildlife crashes
<i>Bicycling</i>	High stress for bicycling
<i>Pedestrian Economics</i>	Main Street through Oak Creek
<i>Resiliency</i>	Low redundancy Crosses 100-year flood plain
<i>Economics</i>	Concentration of jobs in Steamboat Springs

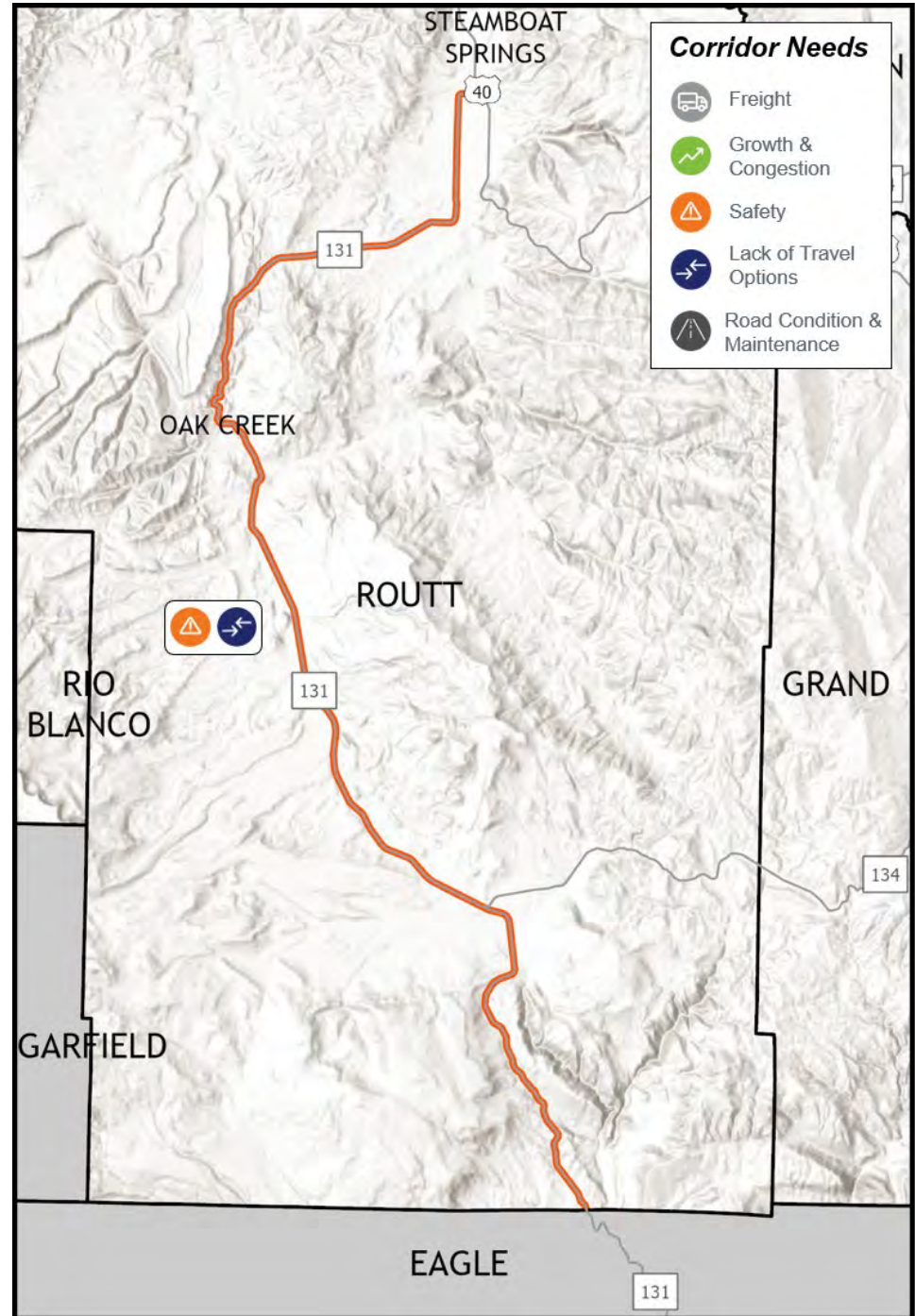




Corridor Needs: State Highway 131: Wolcott North to Steamboat Springs/US 40 (PNW7010)

Corridor Needs

- △ Eliminate shoulder deficiencies for safety, freight, and bicycles
- △ Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- ↔ Provide additional travel options
- ↔ Enhance walkability in areas with high pedestrian demand (downtown areas)





Corridor Projects: State Highway 131: Wolcott North to Steamboat Springs/US 40 (PNW7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Craig and Vail (Proposed Outrider Service)	Outrider bus service between Craig and Vail. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1033				\$2.66
SH 131 Safety improvements - Widening and paved shoulders	-	1752				\$25.00
SH 131 shoulder widening (MM 21 - 51)	-	1753				\$105.00
SH 131 Shoulders - North and South of Yampa MP 35 - 45	-	1754				\$35.00
Continued widening from where it left off before Oak Creek Canyon to Eagle City line	-	1755				-
Widening of 131 through Oak Creek Canyon (Phase I - minor reshouldering and Phase II full project)	-	1756				-
South Routt Park and Ride Facility	-	1757				\$1.65

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Asset Management
- Mobility
- Safety
- Safety
- Safety
- Safety



Project Based Strategies: State Highway 131: Wolcott North to Steamboat Springs/US 40 (PNW7010)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



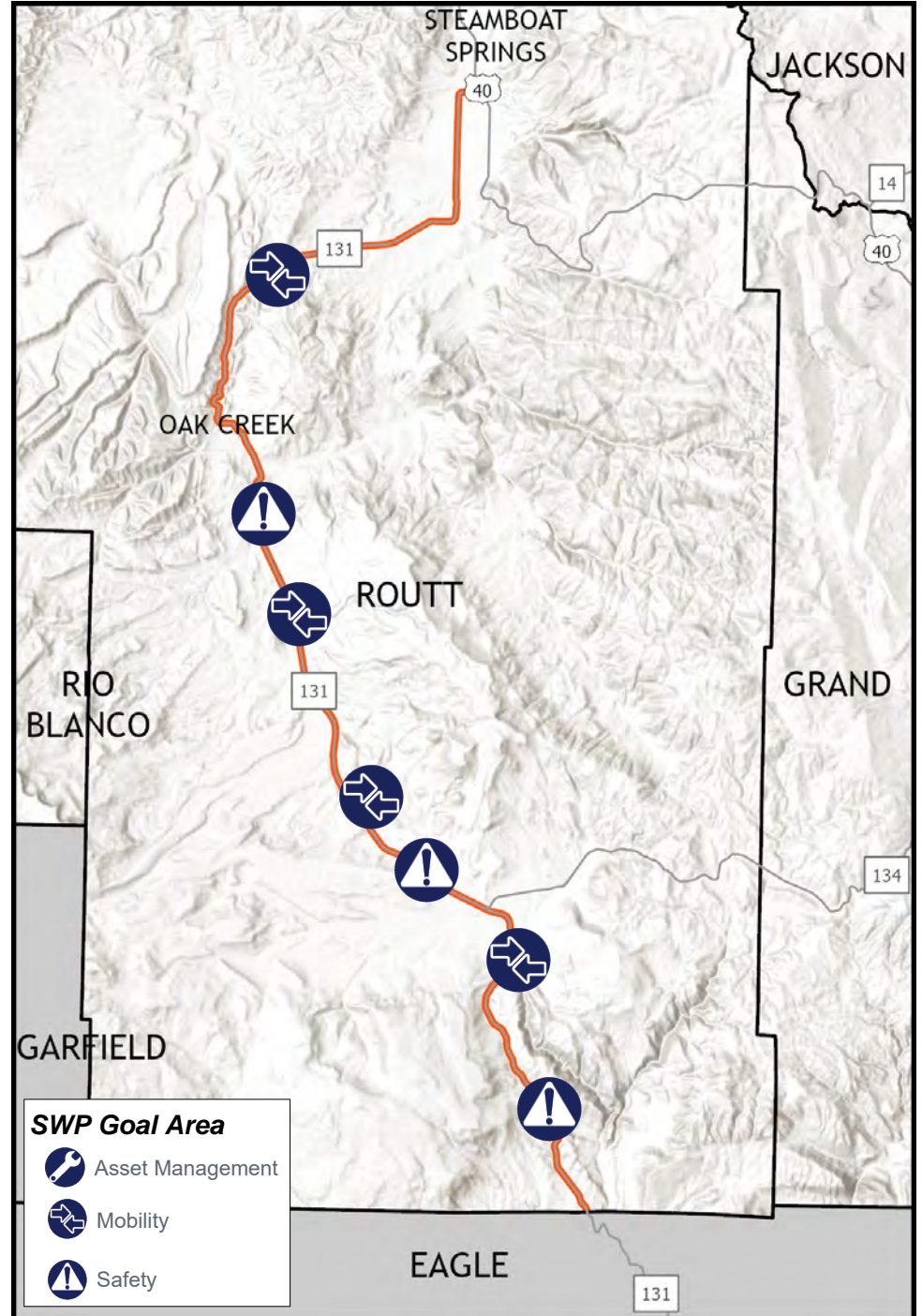
Mobility

- Essential Bus Service between Craig and Vail (Proposed Outrider Service)
- South Routt Park and Ride Facility
- Continued widening from where it left off before Oak Creek Canyon to Eagle City line
- Widening of 131 through Oak Creek Canyon (Phase I - minor reshouldering and Phase II full project)



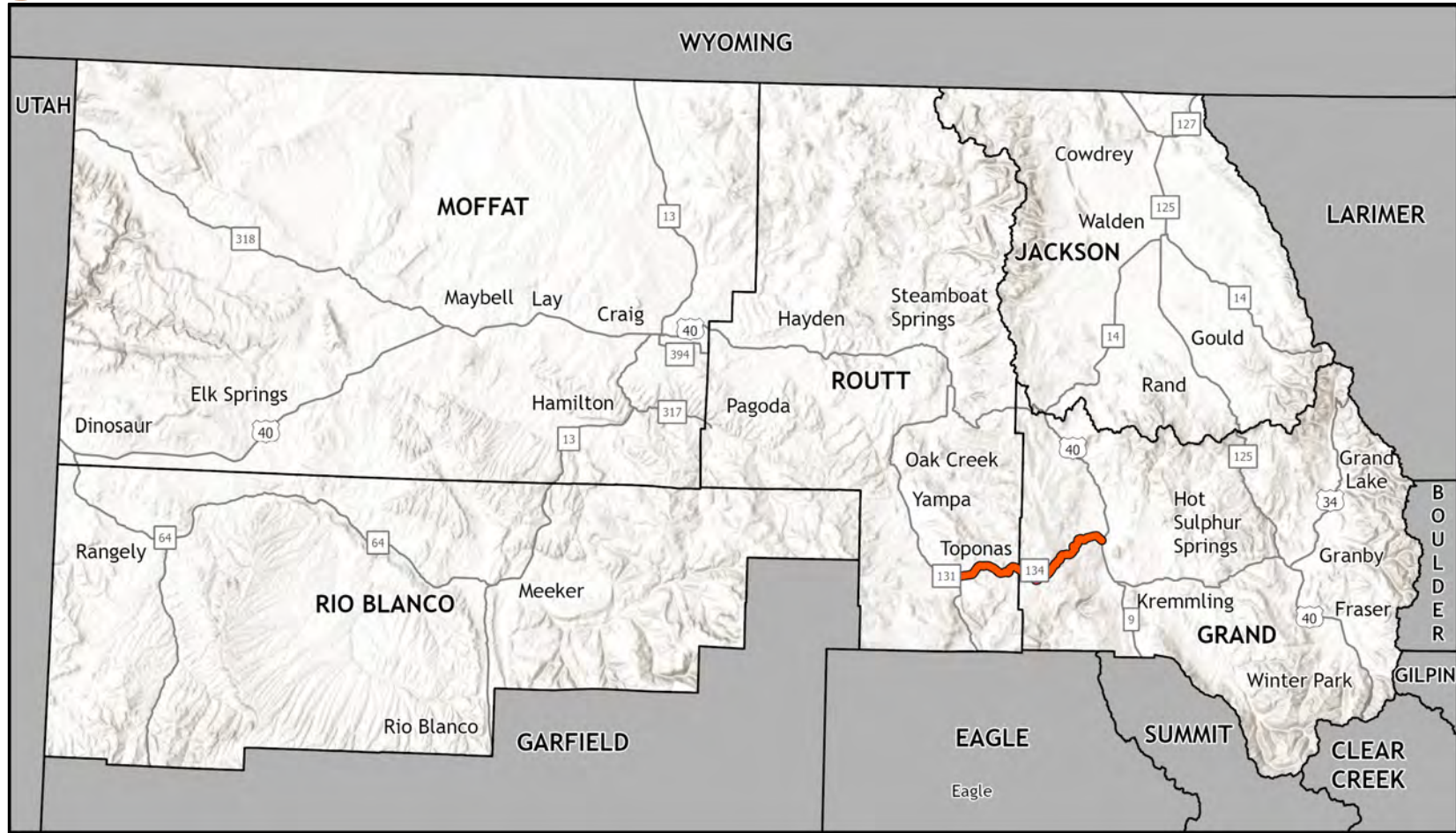
Safety

- SH 131 Safety improvements - Widening and paved shoulders
- SH 131 shoulder widening (MM 21 - 51)
- SH131 Shoulders - North and South of Yampa MP 35 - 45





State Highway 134: Gore Pass, US 40 to SH 131 (PNW7011)



Corridor Name

State Highway 134
Gore Pass, US 40 to SH 131

Corridor Description

This corridor primarily serves as a connecting facility linking SH 131 with US 40 as well as providing access to public lands. This is corridor is also an alternate route when I-70 and Rabbit Ears Pass are closed. However, if and when Rabbit Ears Pass is closed this corridor needs to be cleared for safe travel.

Corridor Designations

- None

What we heard about the Corridor

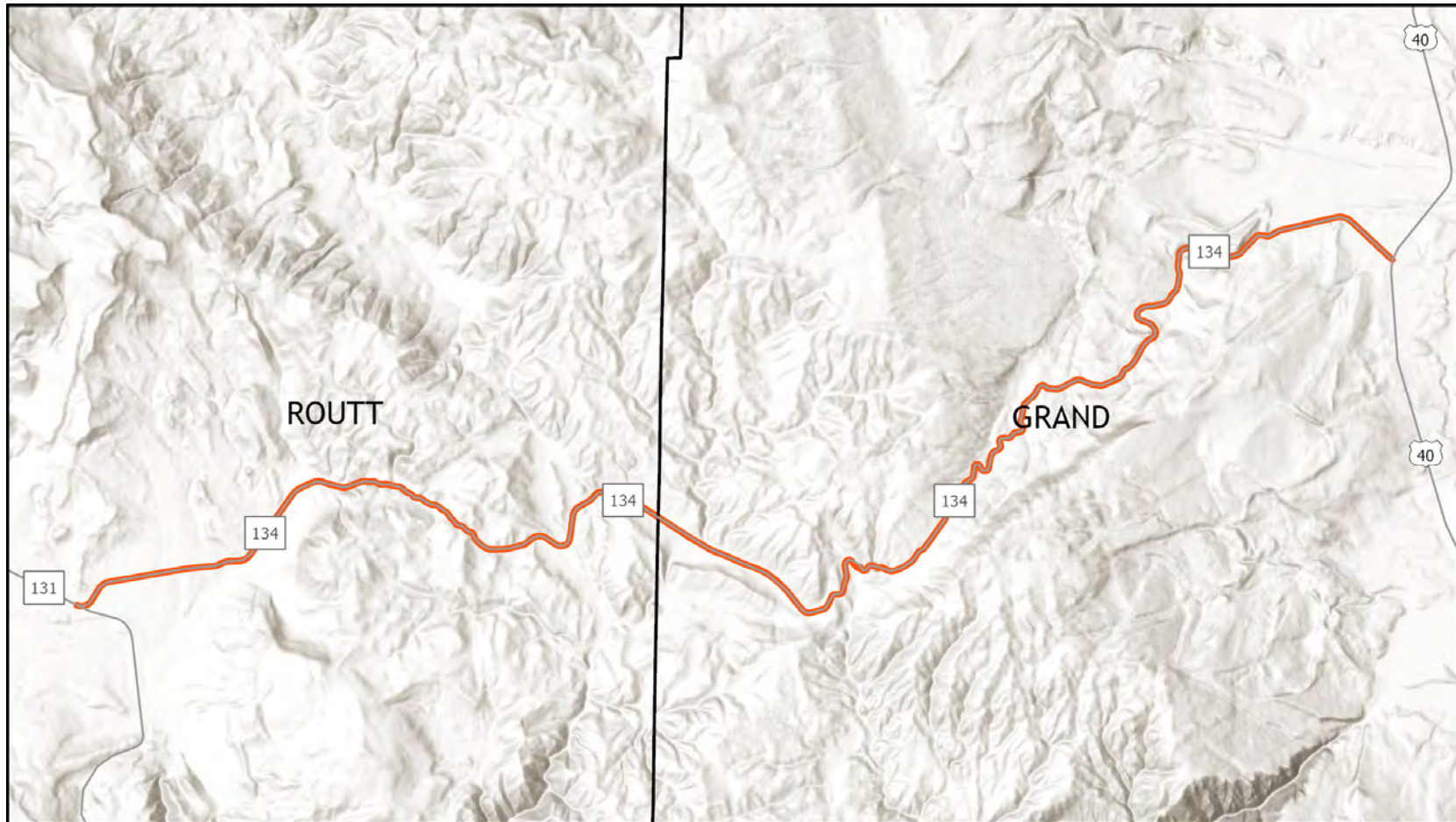
- 2 comments specifically about this corridor
- Concerns about safety

Corridor Vision

The Vision for the State Highway 134 corridor is primarily to maintain system quality and improve safety.



Key Data Findings: State Highway 134: Gore Pass, US 40 to SH 131 (PNW7011)



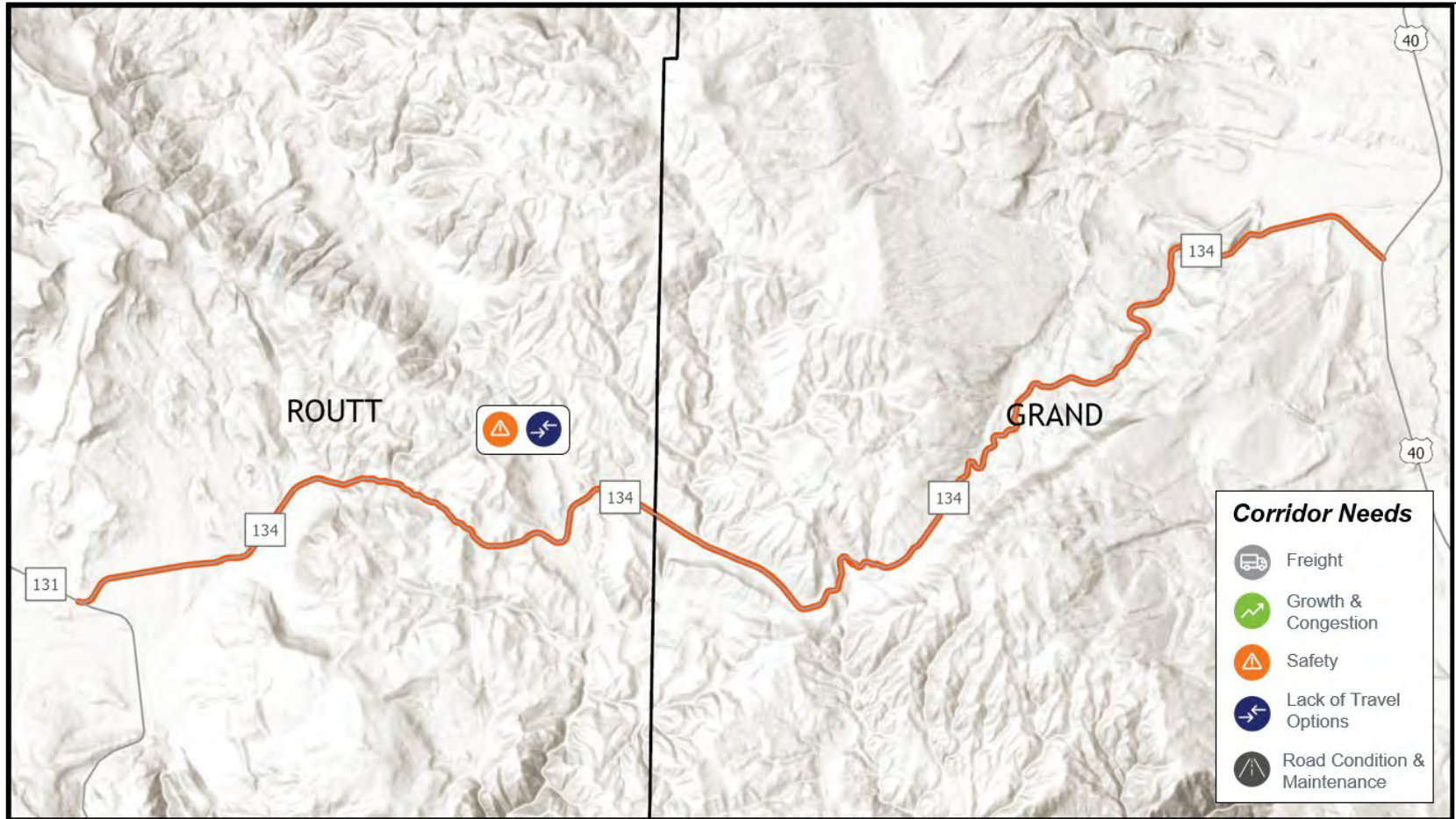
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage of poverty levels
<i>Safety</i>	Several segments with elevated crash patterns (LOSS 3 or 4)
<i>Safety</i>	Several segments with shoulders <2'

<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area



Corridor Needs: State Highway 134: Gore Pass, US 40 to SH 131 (PNW7011)



Corridor Needs

△ Eliminate shoulder deficiencies

↔ Accommodate travel needs of vulnerable populations

△ Mitigate elevated crash patterns (LOSS 3 or 4)



Corridor Projects: State Highway 134: Gore Pass, US 40 to SH 131 (PNW7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Widening from Y at Toponas to Grand County line	-	1758		-		-
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2377				\$0.20

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

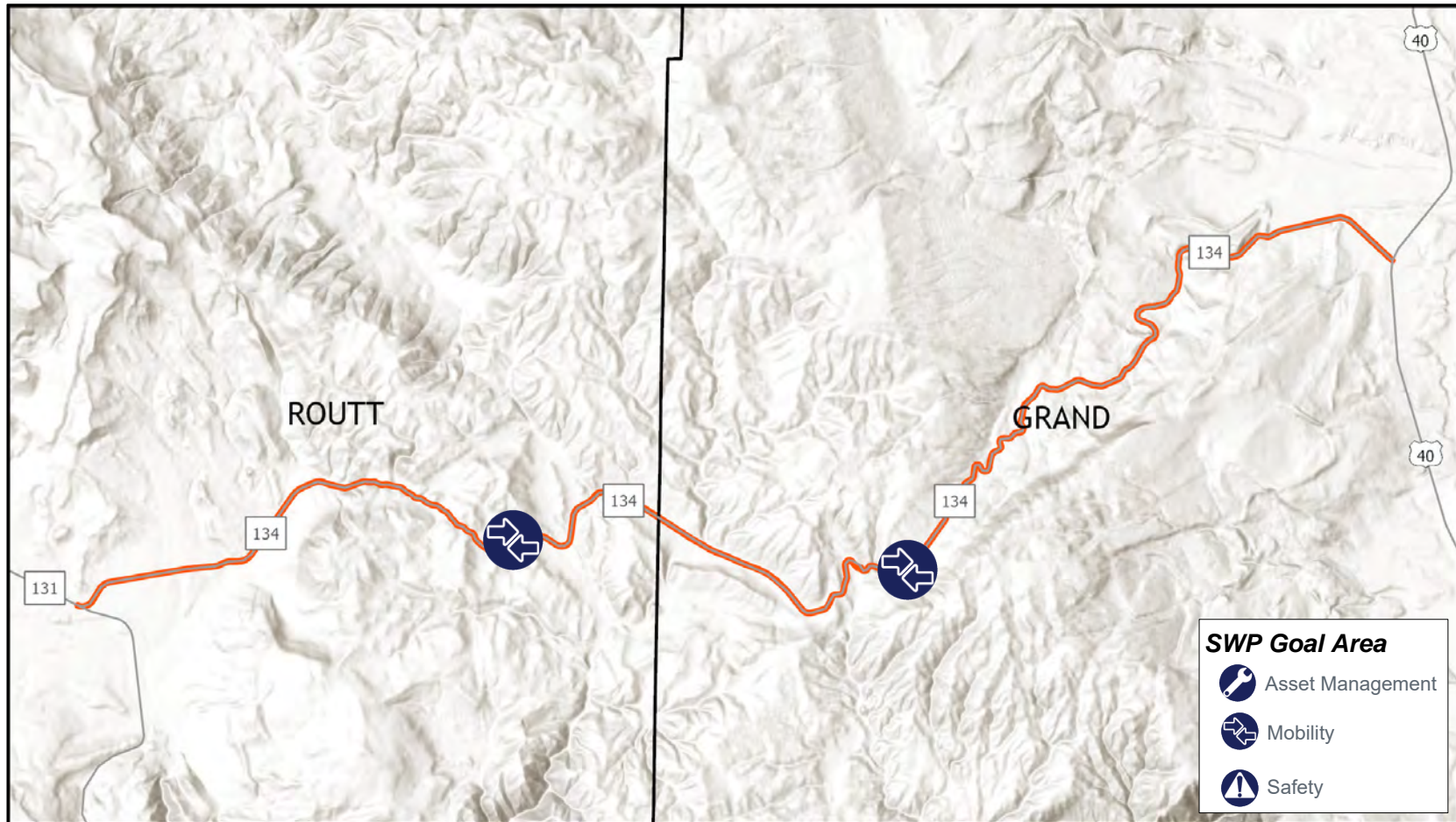
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 134: Gore Pass, US 40 to SH 131 (PNW7011)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)
- Widening from Y at Toponas to Grand County line

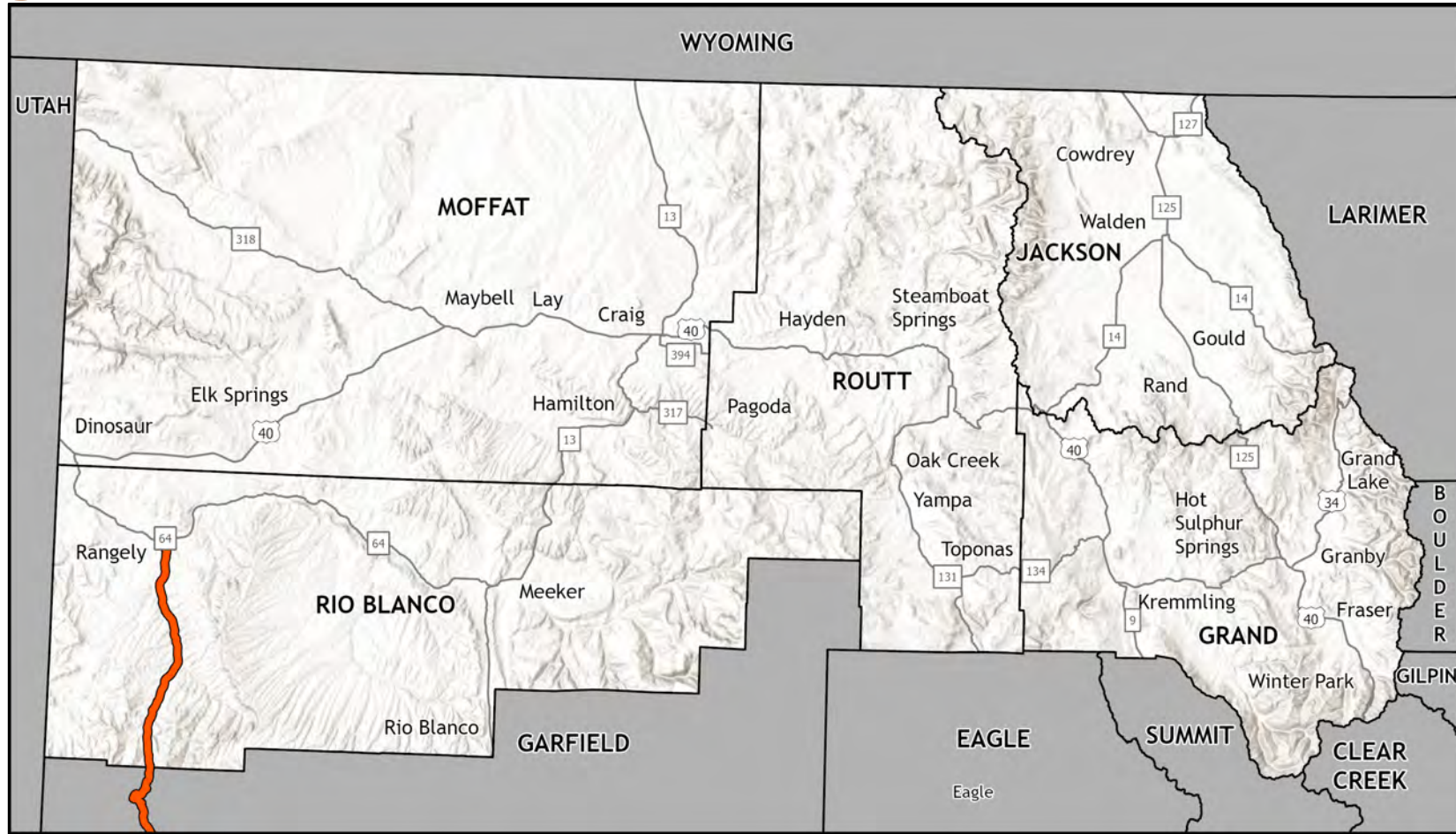


Safety

- No projects have been identified for this goal area



State Highway 139: Loma North to Rangely (PNW7012)



Corridor Name

State Highway 139: Loma North to Rangely

Corridor Description

This corridor serves as an inter/intra-regional facility that connects to places both within and outside the region, including a direct connection to I-70.

Corridor Designations

- Scenic Byway (Dinosaur Diamond)

What we heard about the Corridor

- 3 comments specifically about this corridor
- Pavement condition is poor
- Desire for wider shoulders

Corridor Vision

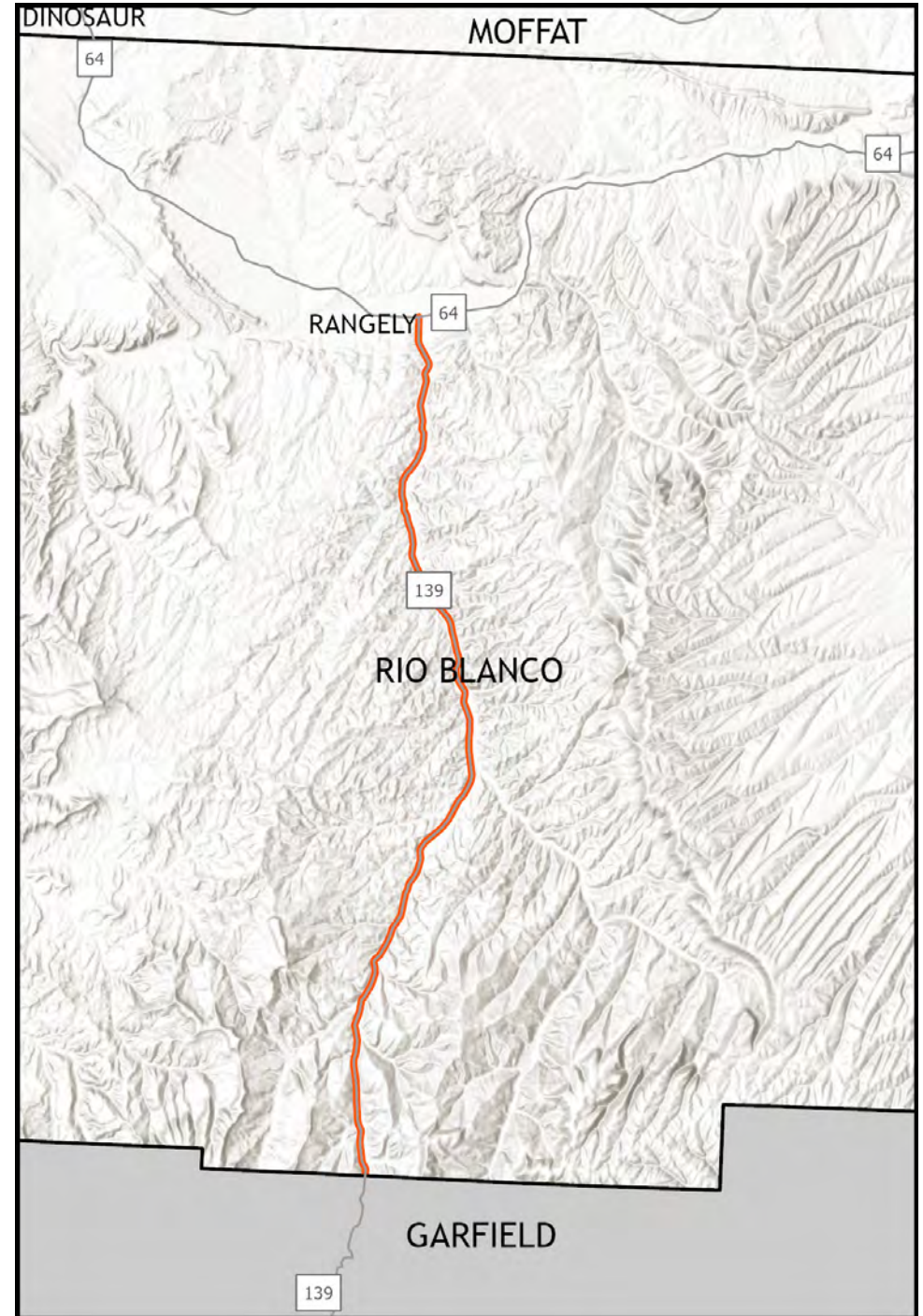
The Vision for the State Highway 139 corridor is primarily to improve safety.



Key Data Findings: State Highway 139: Loma North to Rangely (PNW7012)

Key Data Findings:

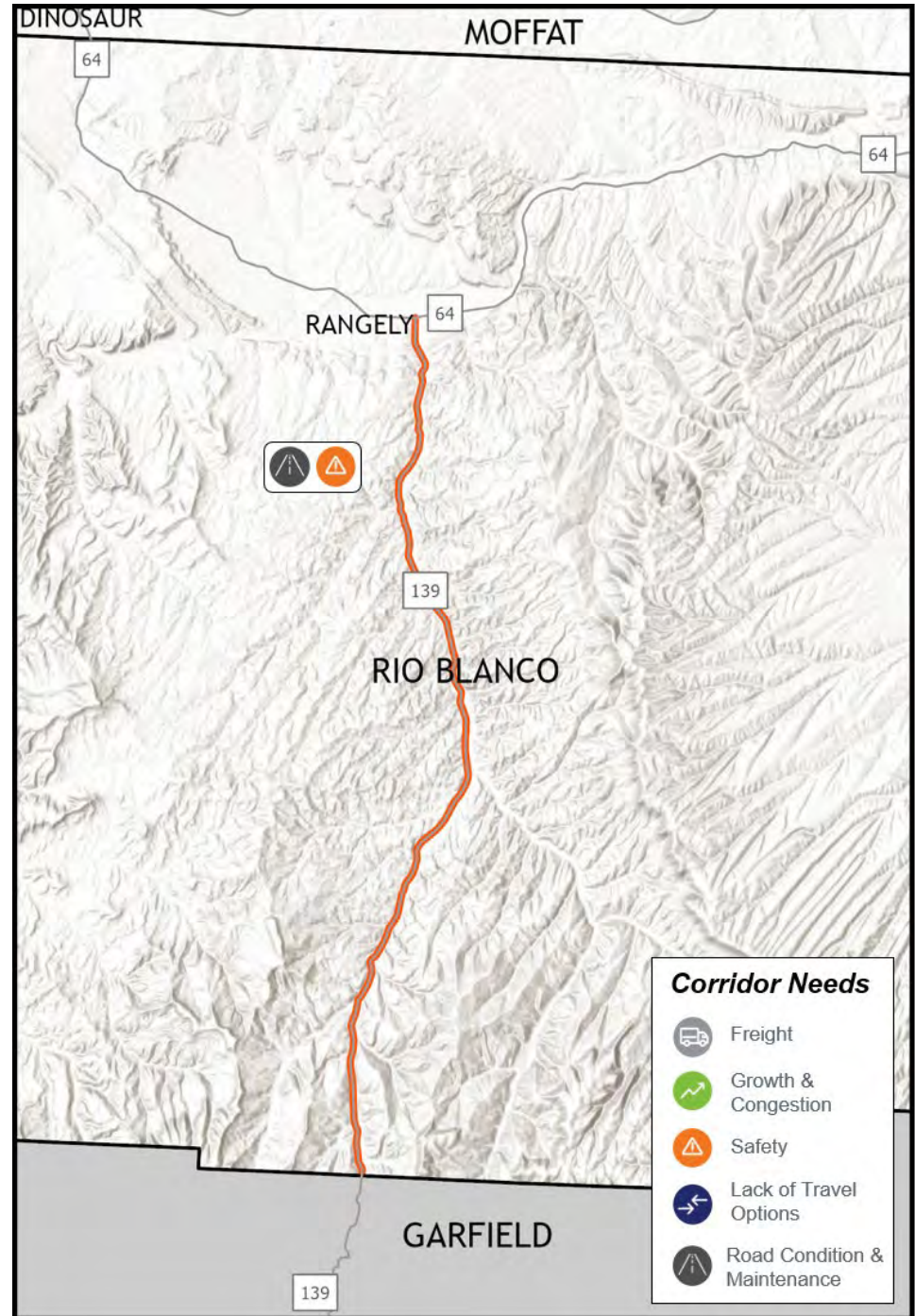
<i>Safety</i>	Several segments with shoulder <2' Dense wildlife crashes Hazmat Route
<i>Asset Management</i>	Two segments of low drivability life
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of jobs in Rangely Concentration of oil and gas wells Provides access to recreational area (BLM)





Corridor Needs

- ⚠️ Eliminate shoulder deficiencies
- ⚠️ Address pavement condition where drivability life is poor
- ⚠️ Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)





Corridor Projects: State Highway 139: Loma North to Rangely (PNW7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 139: Little Horse South	Safety improvements to CO 139 near Little Horse South will include surface reconstruction and the addition of 6-foot-wide paved shoulders. This project will begin at the south end of the Canyon Pintado National Historic District.	1266				\$22.79
SH 139 Safety improvements - Addition of paved shoulders - MM 39.5 - 72	-	1759				\$23.00
Repair/maintenance of Hwy 139	-	1760				-
Widening, Repair Douglas Pass, Surface Treatment	-	1761				\$20.00
SH 139 Douglas Creek	Rural road surface treatment	2652				\$6.78
SH 139 South of Rangely	Rural road surface treatment	2655				\$7.10
SH 139 from MP 37.5 to MP 52.8 north of Douglas Pass	Rural road surface treatment	53				\$8.40

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 139: Loma North to Rangely (PNW7012)



Asset Management

- SH 139 Douglas Creek
- SH 139 South of Rangely
- SH 139 from MP 37.5 to MP 52.8 north of Douglas Pass



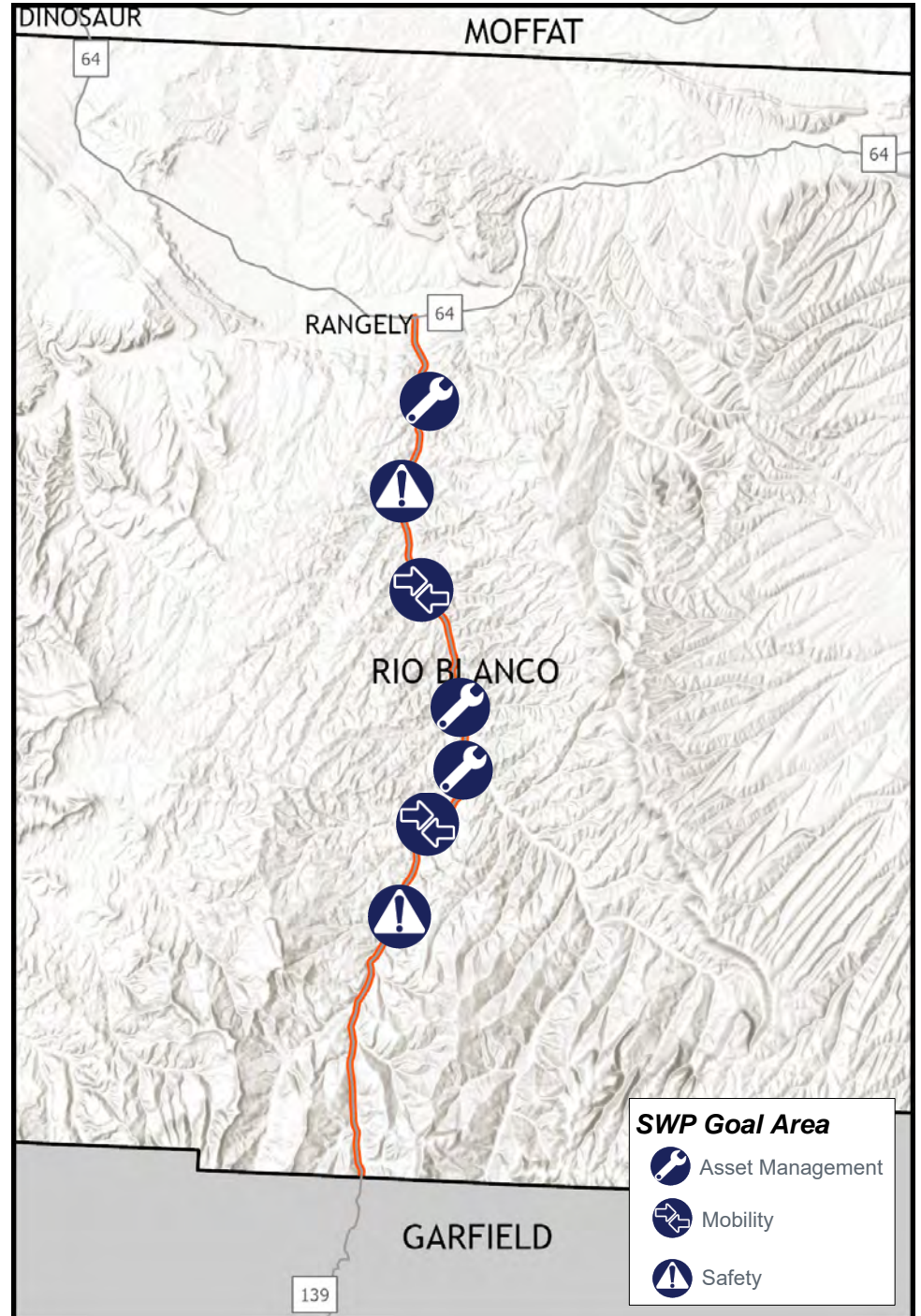
Mobility

- Repair/maintenance of Hwy 139
- Widening, Repair Douglas Pass, Surface Treatment



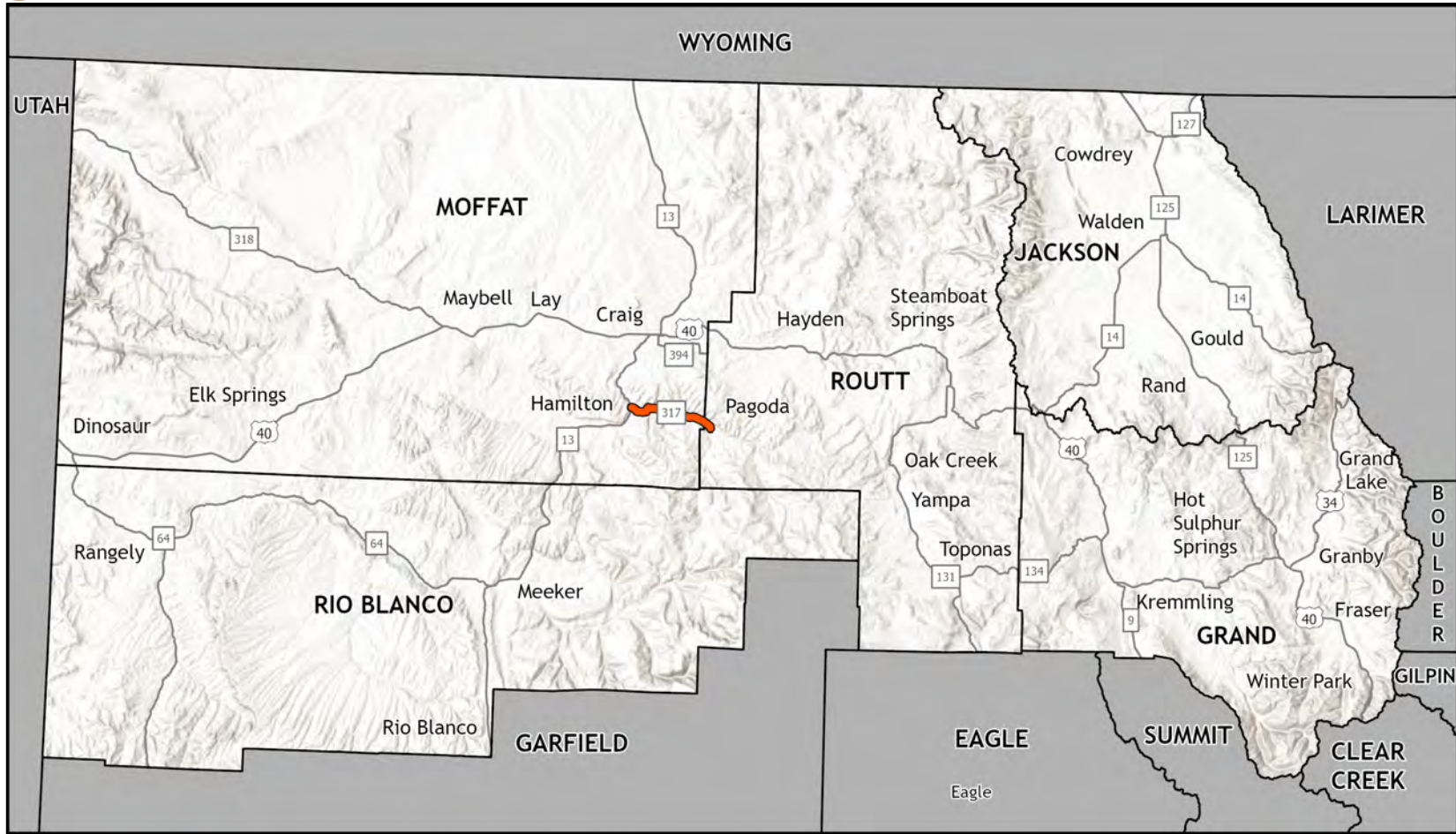
Safety

- SH 139: Little Horse South
- SH 139 Safety improvements - Addition of paved shoulders - MM 39.5 - 72





State Highway 317: Hamilton to Pagoda (PNW7013)



Corridor Name

State Highway 317: Hamilton to Pagoda

Corridor Description

This corridor serves as a local facility providing local access to recreational sites and public lands.

Corridor Designations

- None

What we heard about the Corridor

- No comments specifically about this corridor

Corridor Vision

The Vision for the State Highway 317 corridor is primarily to maintain system quality and to improve safety.



Key Data Findings: State Highway 317: Hamilton to Pagoda (PNW7013)



Key Data Findings:

<i>Demographics Transit</i>	Passes through a census tract with higher percentage of disabled population
<i>Safety</i>	Majority of corridor with shoulders <2'
<i>Asset Management</i>	One segment of low drivability life

<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of oil and gas wells Provides access to recreational area (BLM)



Corridor Needs

- Address pavement condition where drivability life is poor
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies



Corridor Projects: State Highway 317: Hamilton to Pagoda (PNW7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2377				\$0.20

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 317: Hamilton to Pagoda (PNW7013)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)



Safety

- No projects have been identified for this goal area



State Highway 318: Utah Border to the Junction with US 40 (PNW7014)



Corridor Name

State Highway 318: Utah Border to the Junction with US 40 (PNW7014)

Corridor Description

This corridor serves as a multi-modal local facility, connects to places outside the region, and makes east-west connections within the northwest portion of the TPR area.

Corridor Designations

- None

What we heard about the Corridor

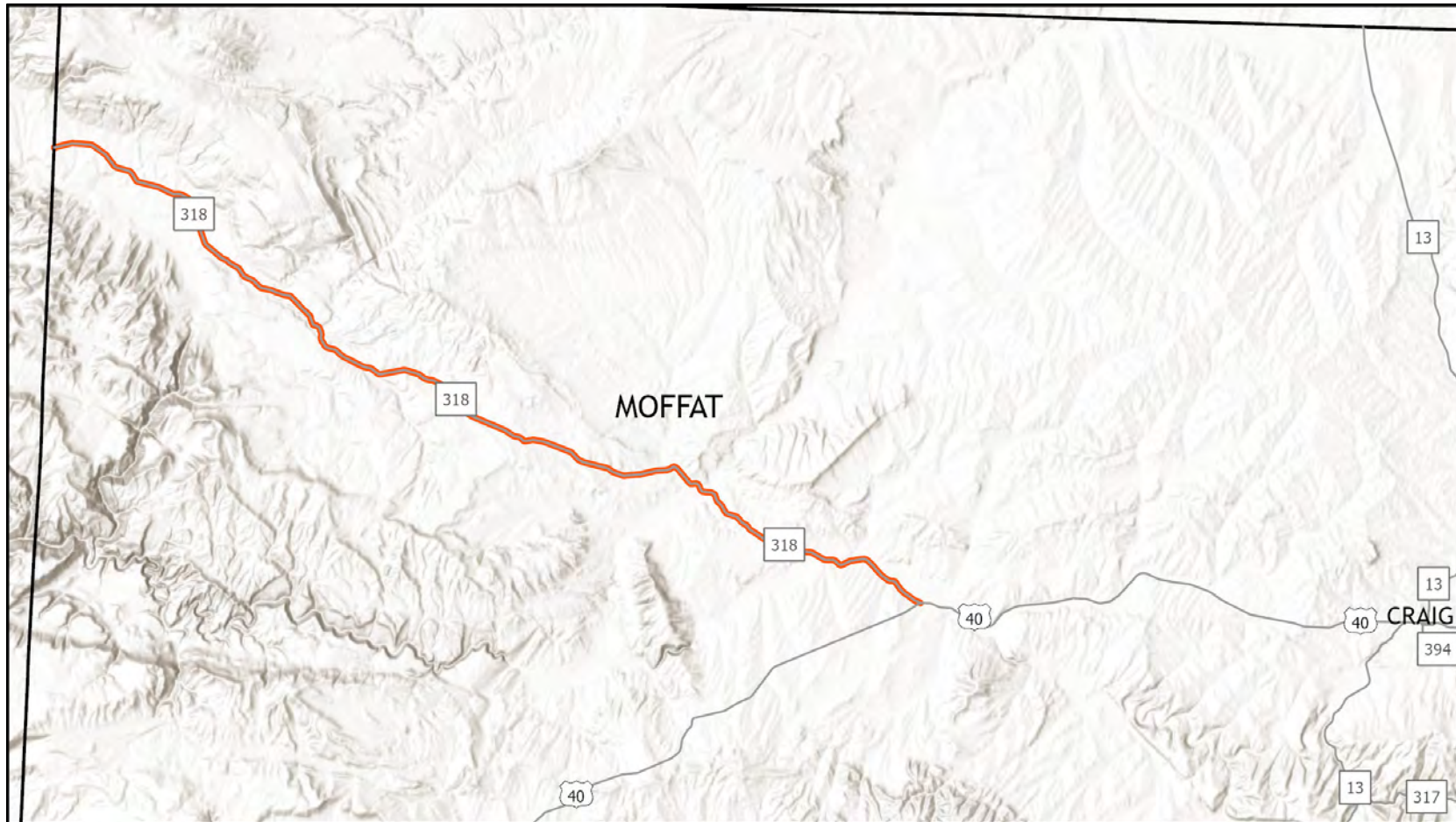
- 4 comments specifically about this corridor
- Pavement condition is poor

Corridor Vision

The Vision for the State Highway 318 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility



Key Data Findings: State Highway 318: Utah Border to the Junction with US 40 (PNW7014)

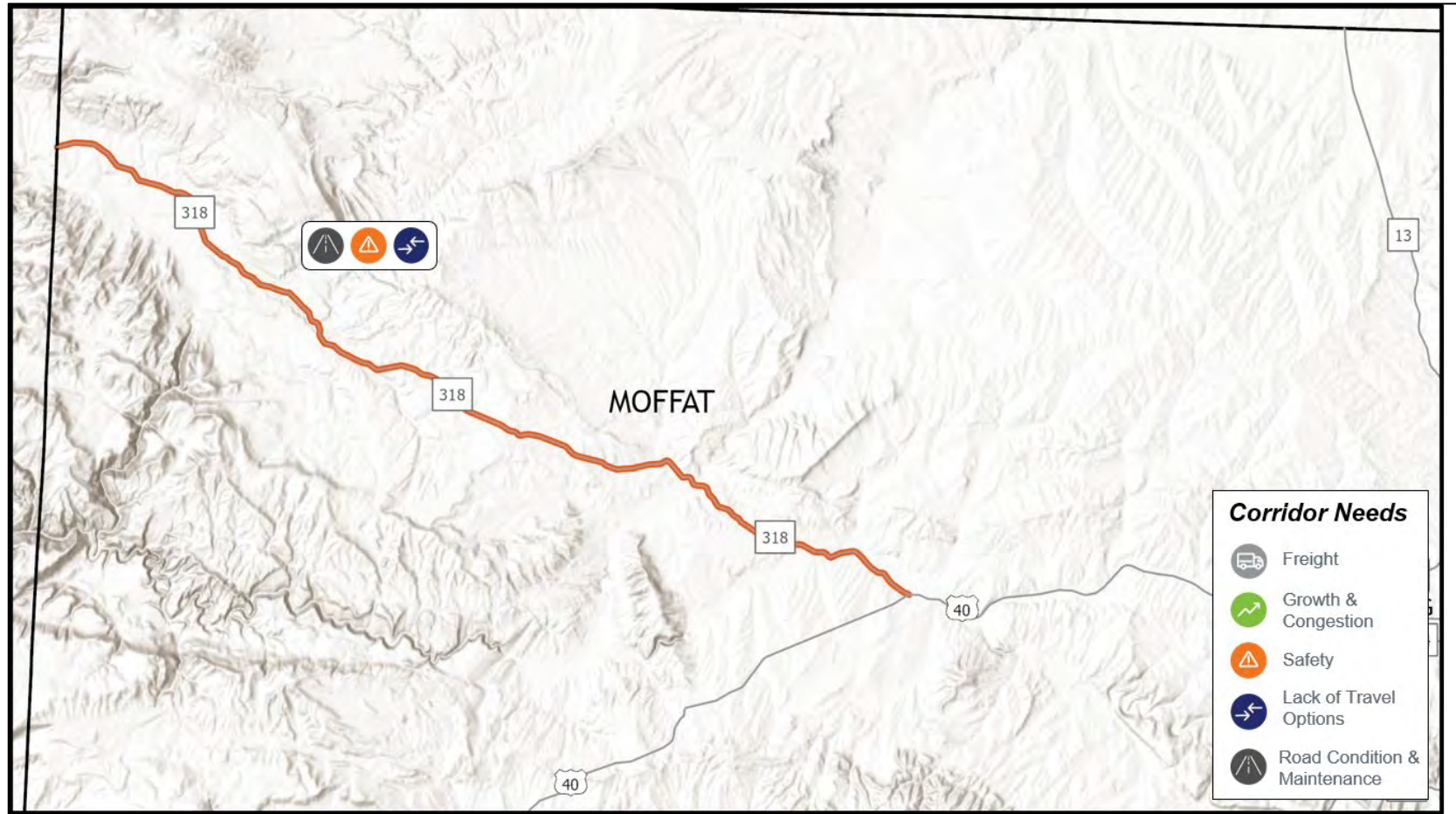


Key Data Findings:




<i>Demographics Transit</i>	Passes through a census tract with higher percentage of disabled population	<i>Bicycling</i>	High stress for bicycling
<i>Safety</i>	Majority of corridor with shoulders <2'	<i>Economics</i>	Provides access to recreational area (BLM)
<i>Asset Management</i>	One segment of low drivability life		



Corridor Needs: State Highway 318: Utah Border to the Junction with US 40 (PNW7014)



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Accommodate travel needs of vulnerable populations
-  Eliminate shoulder deficiencies



Corridor Projects: State Highway 318: Utah Border to the Junction with US 40 (PNW7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)	Expand marketing, outreach, and coordination of Mountain Rides (NWCCOG). Marketing is \$20,000 per year for 10 years. Total cost is \$200,000	2377				\$0.20
SH 318 (Far) West of Maybell	Rural road surface treatment	2649				\$6.74
Rehab and Overlay - CR 10 N to CR 21	-	1762				-
SH 318 from MP 0 to MP 15 east of Browns Park	Rural road surface treatment	48				\$9.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

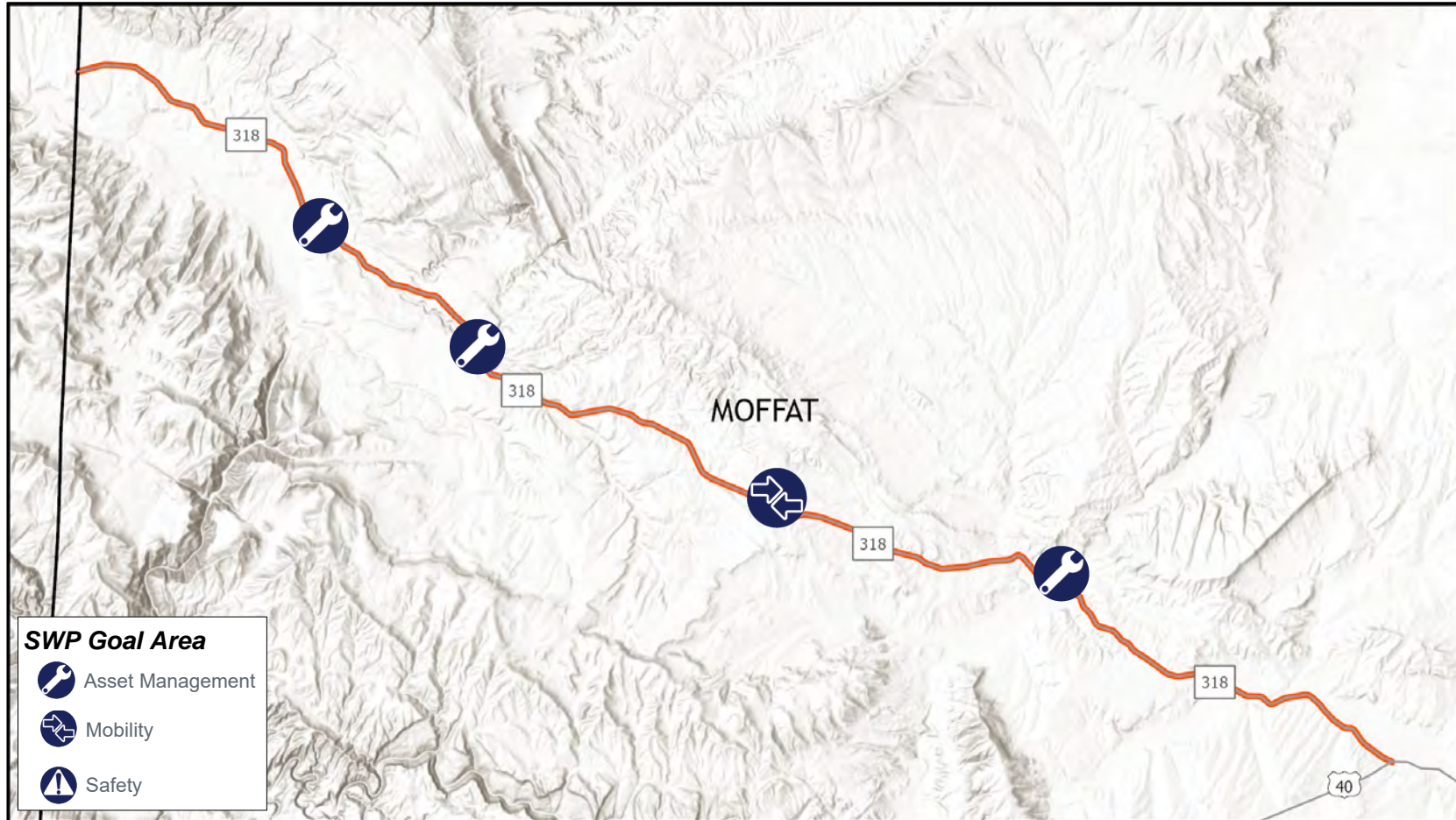
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 318: Utah Border to the Junction with US 40 (PNW7014)



Asset Management

- SH 318 (Far) West of Maybell
- Rehab and Overlay - CR 10 N to CR 21
- SH 318 from MP 0 to MP 15 east of Browns Park



Mobility

- Expand marketing, outreach and coordination of Mountain Rides (NWCCOG)

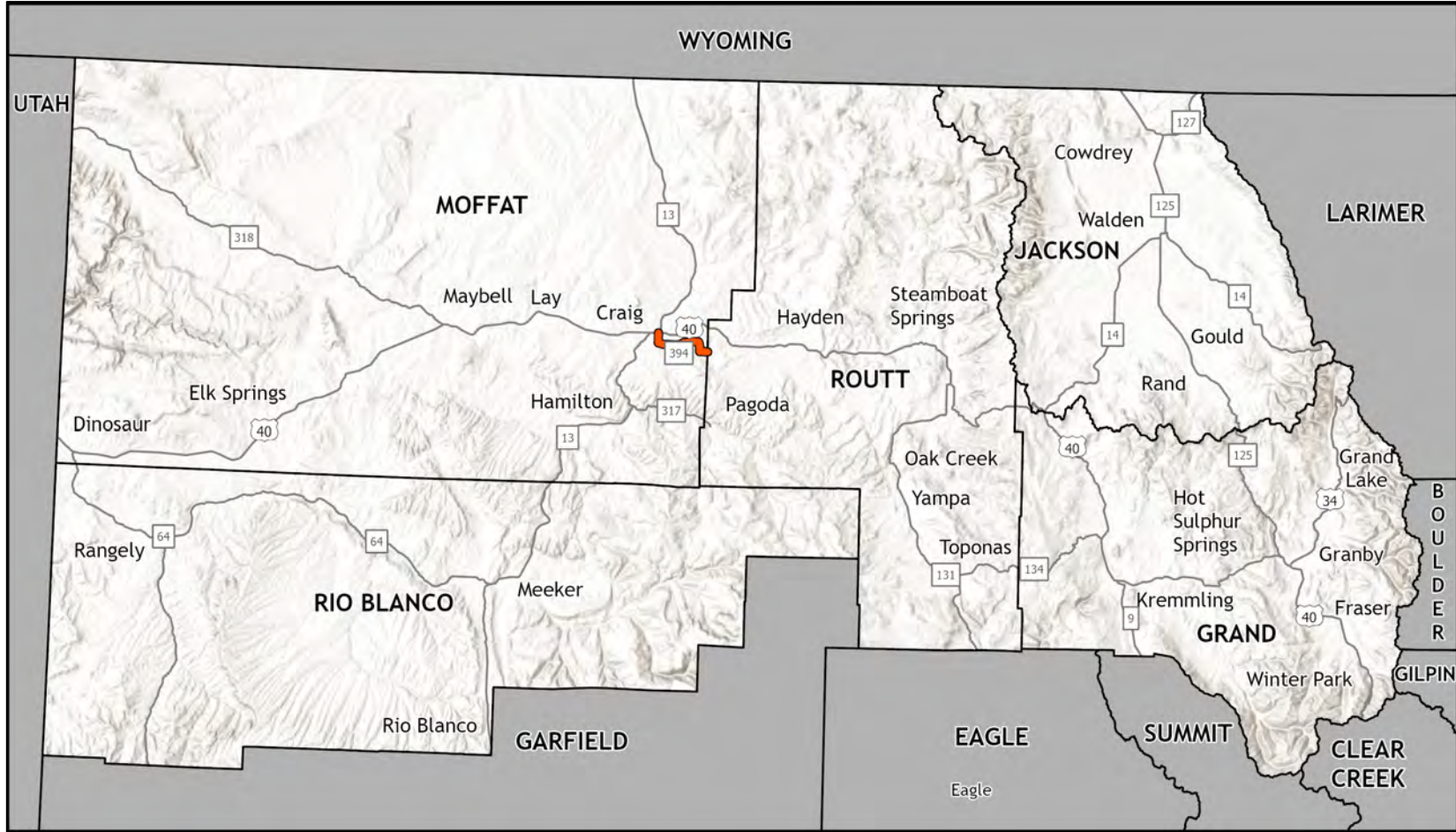


Safety

- No projects have been identified for this goal area



State Highway 394: Craig to CR 30 (PNW7015)



Corridor Name

State Highway 394: Craig to CR 30 (PNW7015)

Corridor Description

This corridor serves as a local facility providing local access.

Corridor Designations

- None

What we heard about the Corridor

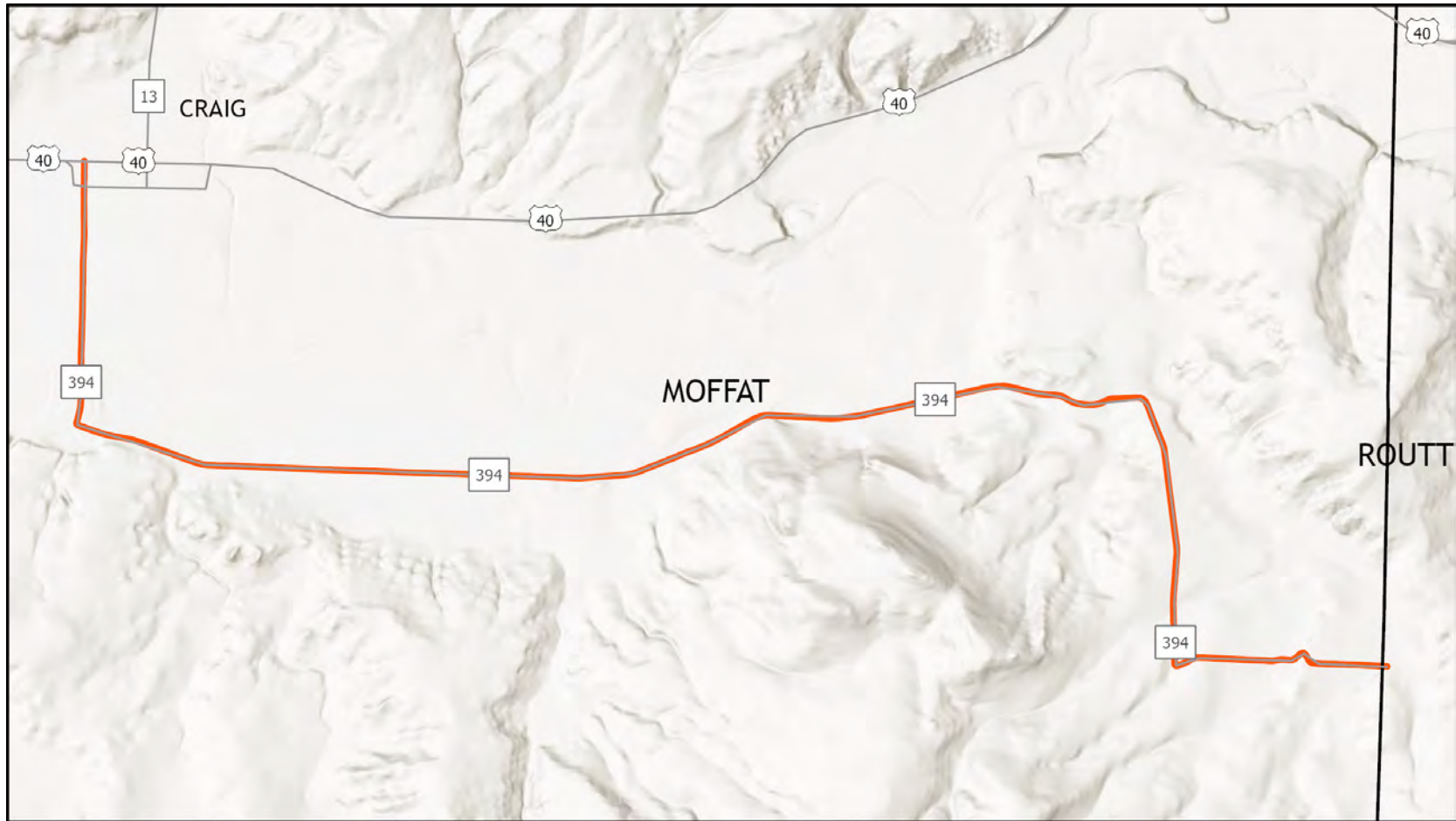
- 4 comments specifically about this corridor
- Pavement condition is poor
- Desire for better pedestrian facilities
- Desire for better bicycle facilities

Corridor Vision

The Vision for the State Highway 394 corridor is primarily to maintain system quality and to improve safety.



Key Data Findings: State Highway 394: Craig to CR 30 (PNW7015)

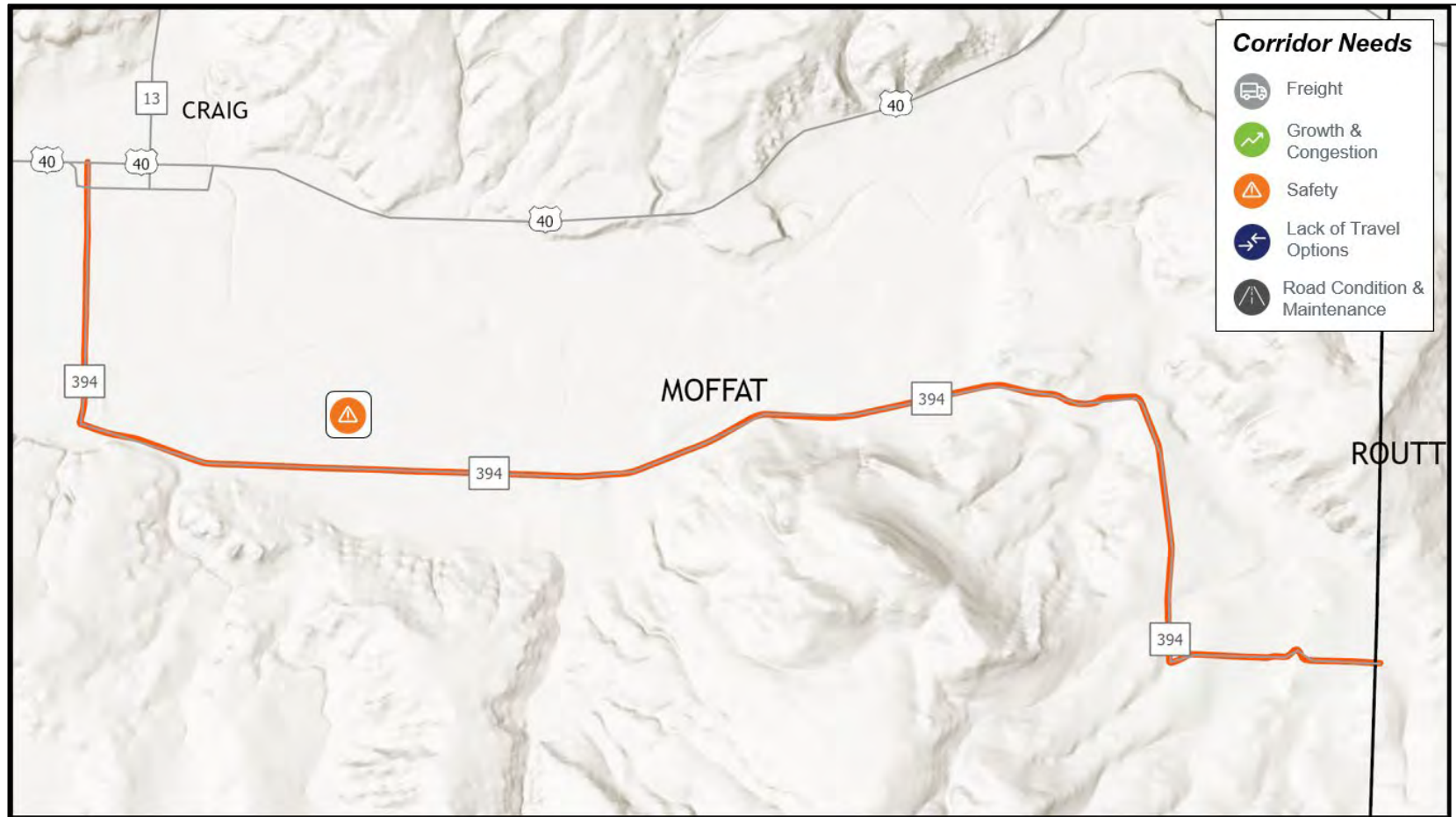


Key Data Findings:

<i>Safety</i>	Several segments with shoulders <2'
<i>Bicycling</i>	High stress for bicycling
<i>Economics</i>	Concentration of jobs in Craig



Corridor Needs: State Highway 394: Craig to CR 30 (PNW7015)



Corridor Needs

- △ Eliminate shoulder deficiencies



Corridor Projects: State Highway 394: Craig to CR 30 (PNW7015)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Shared Use Path (8' shoulder enlargement) - Victory Way / US 40 to SH 394	-	1763				\$0.72

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

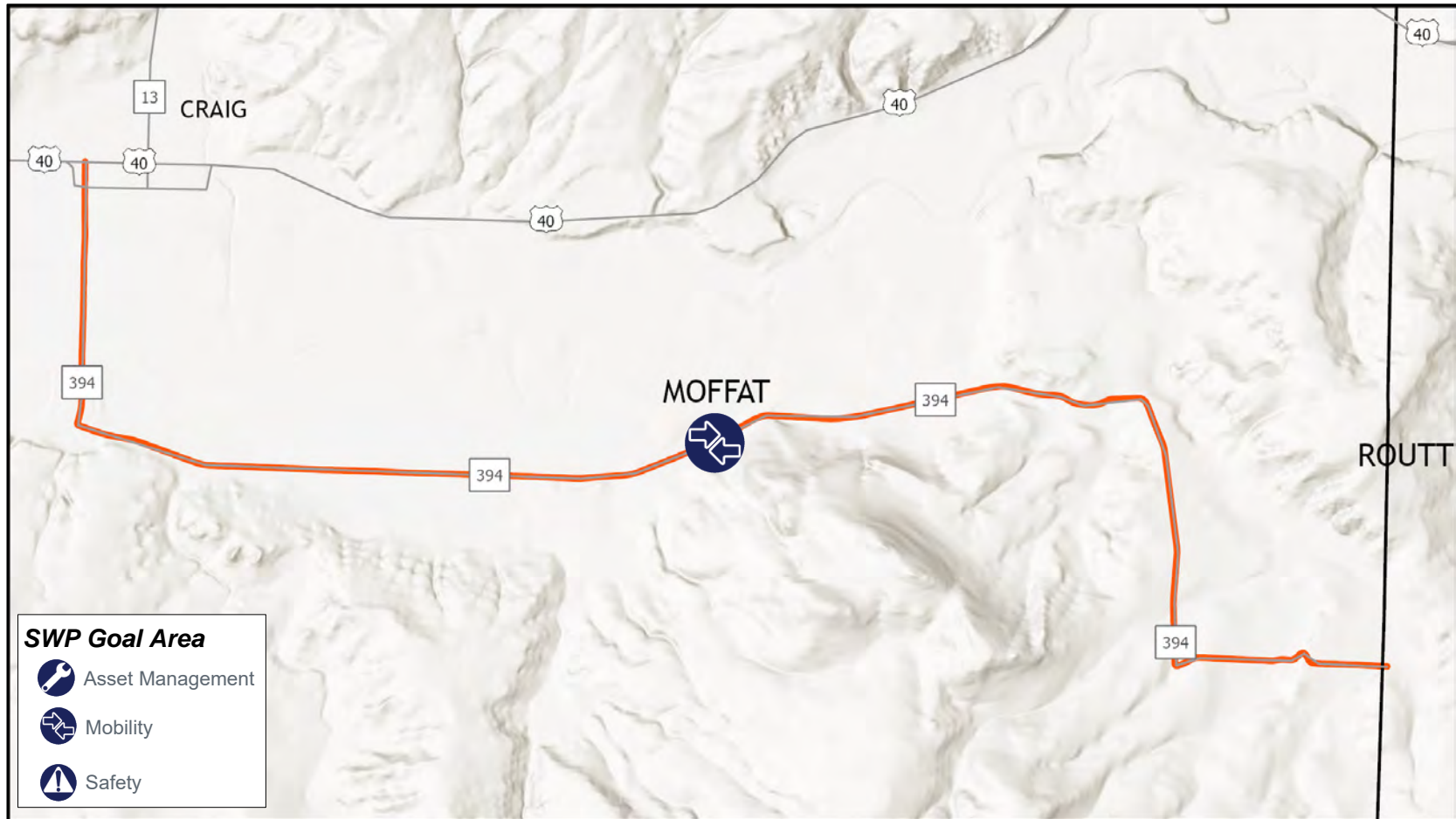
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 394: Craig to CR 30 (PNW7015)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process

Mobility

- Shared Use Path (8' shoulder enlargement) - Victory Way / US 40 to SH 394

Safety

- See project: Shared Use Path (8' shoulder enlargement) - Victory Way / US 40 to SH 394



Corridor Projects: Non-Corridor Specific (Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-70 Wrong Way Ramp Detection	-	2349				\$4.50
Region Wide Dilemma Zone Detection	-	2350		-		\$1.50
Region Wide Unsignalized Intersection Warning Systems	-	2351		-		\$1.50
Region 3 HSIP + HRRR Off-system LA Program	-	2352		-		\$1.10
Region 3 HSIP	-	2353		-		\$1.50
Region 3 HRRR Off-system LA Program	-	2354		-		\$1.50
Region 3 HSIP	-	2355		-		\$1.50
Region 3 HRRR Off-system LA Program	-	2356		-		\$1.50
Region 3 HSIP	-	2357		-		\$1.50
Region 3 HRRR Off-system LA Program	-	2358		-		\$1.50
Region 3 HSIP	-	2359		-		\$1.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Non-Corridor Specific(Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Region 3 HRRR Off-system LA Program	-	2360		-		\$1.50
Region 3 HSIP	-	2361		-		\$1.50
Region 3 HRRR Off-system LA Program	-	2362		-		\$1.50
Region 3 HSIP	-	2363		-		\$1.50
Region 3 HRRR Off-system LA Program	-	2364		-		\$1.50
Region 3 HSIP	-	2365		-		\$1.50
Region 3 HRRR Off-system LA Program	-	2366		-		\$1.50
Region 3 HSIP	-	2367		-		\$1.50
Region 3 HRRR Off-system LA Program	-	2368		-		\$1.50
Strategic Safety - 6 inch striping	-	2369		-		\$0.58
Strategic Safety - 6 inch striping	-	2370		-		\$1.20
Strategic Safety - 6 inch striping	-	2371		-		\$1.20
NWTPR Shoulder Improvements	-	2375				\$3.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

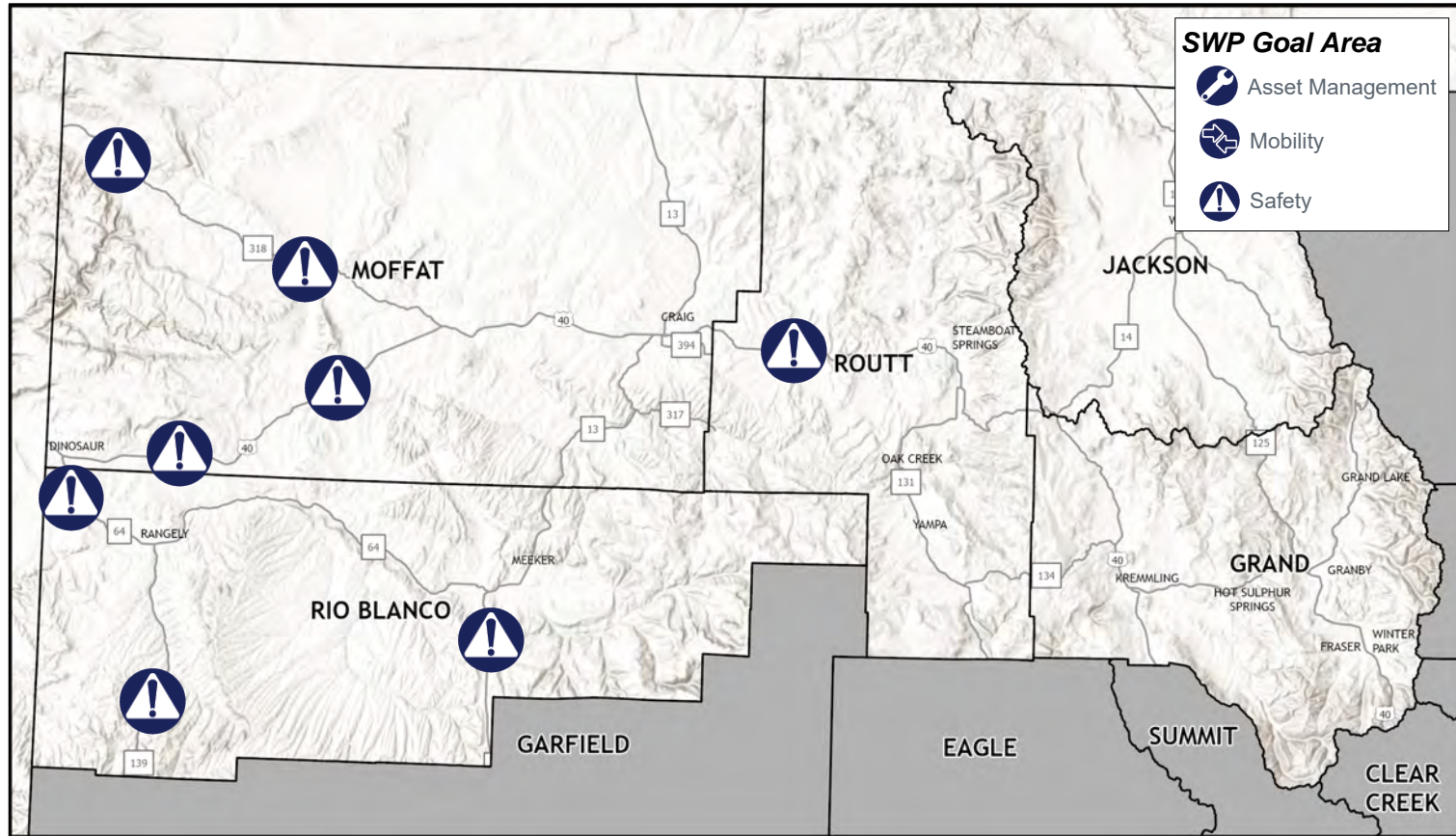
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

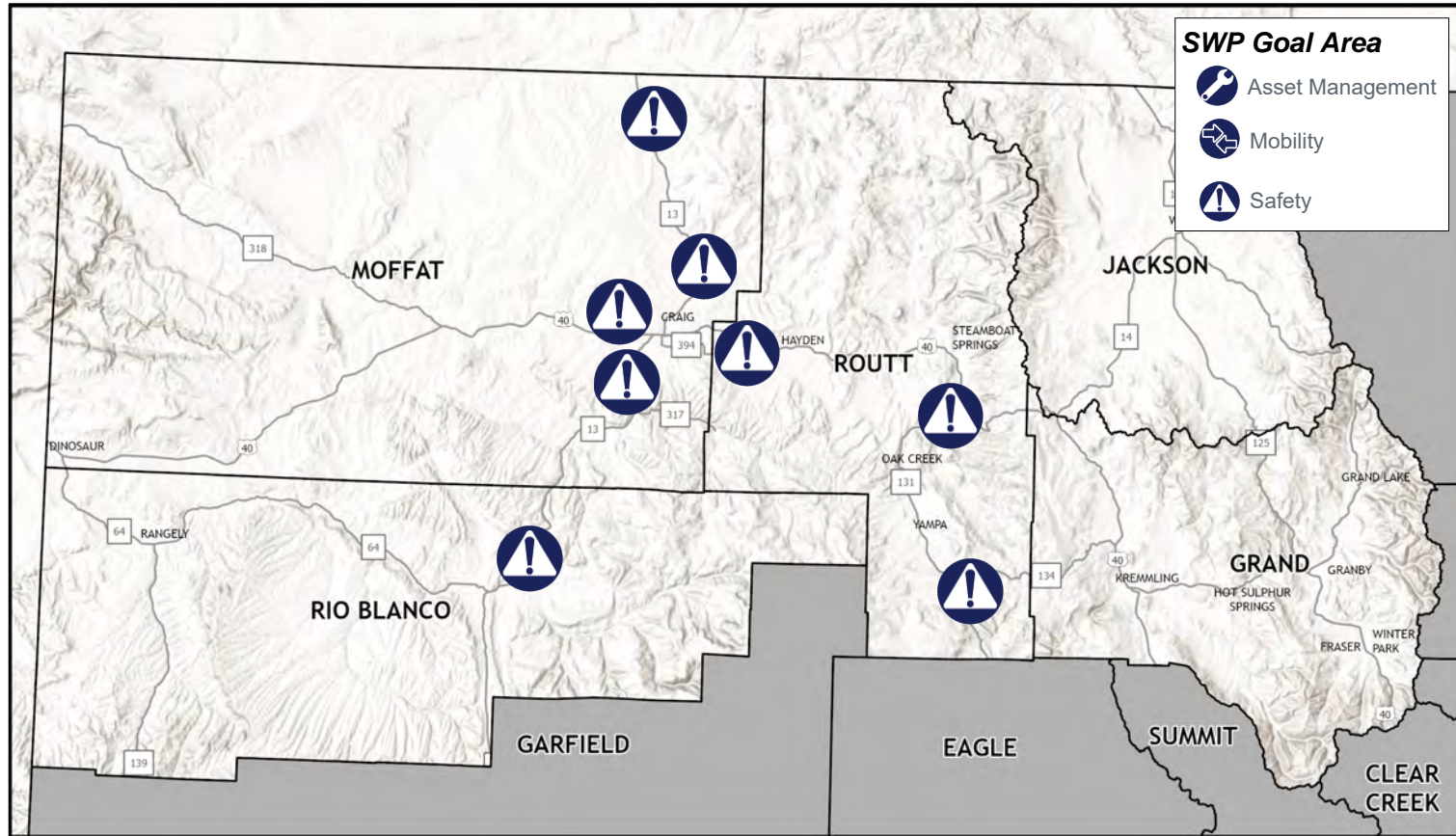
- See corridor projects

Mobility

- See projects: I-70 Wrong Way Ramp Detection, NWTTPR Shoulder Improvements

Safety

- I-70 Wrong Way Ramp Detection
- Region Wide Dilemma Zone Detection
- Region Wide Unsignalized Intersection Warning Systems
- Region 3 HSIP + HRRR Off-system LA Program
- Region 3 HSIP
- Region 3 HRRR Off-system LA Program
- Region 3 HSIP
- NWTTPR Shoulder Improvements



Asset Management

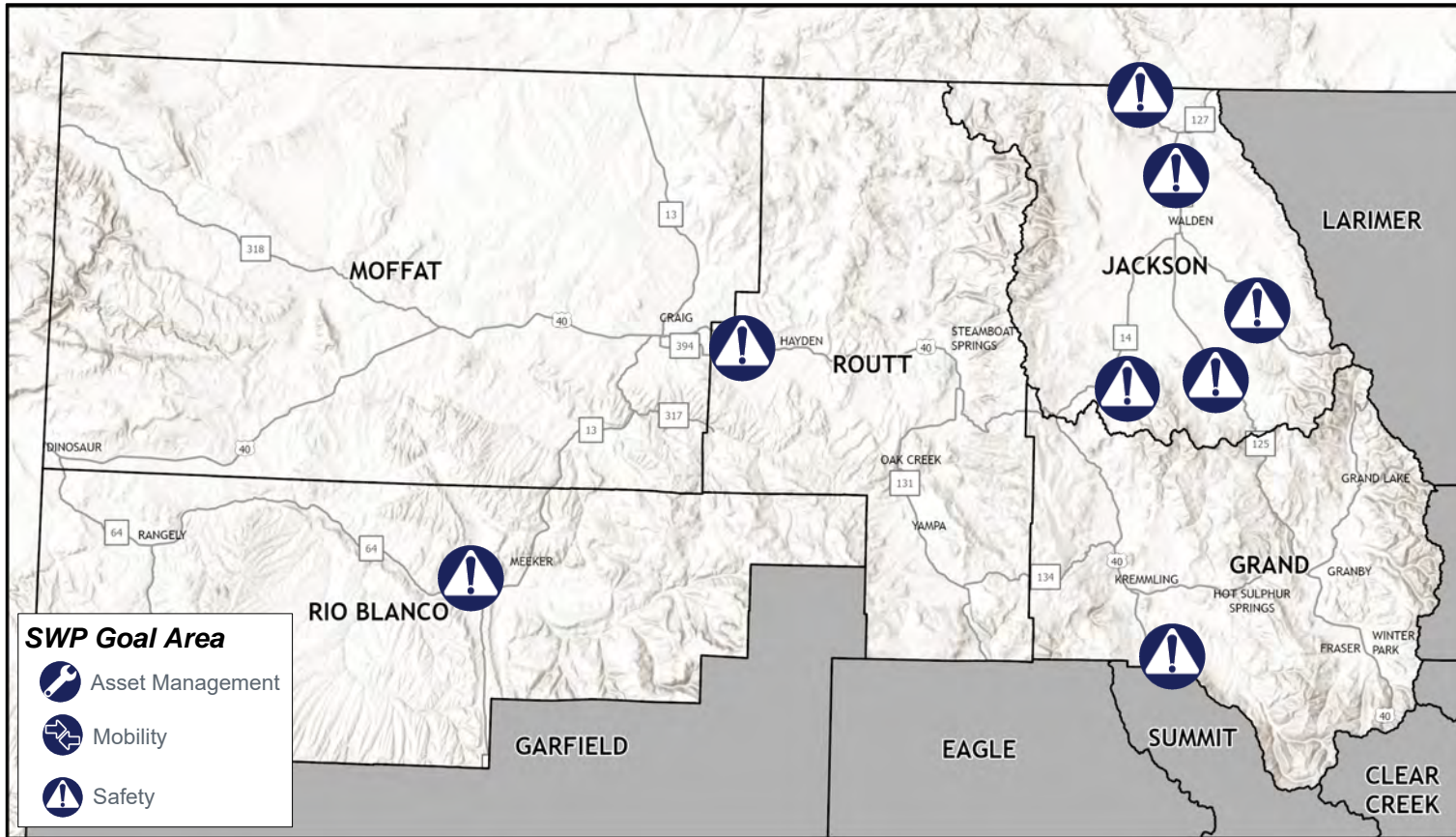
- See corridor projects

Mobility

- See previous page

Safety

- Region 3 HRRR Off-system LA Program
- Region 3 HSIP
- Region 3 HRRR Off-system LA Program
- Region 3 HSIP
- Region 3 HRRR Off-system LA Program
- Region 3 HSIP
- Region 3 HRRR Off-system LA Program
- Region 3 HSIP



Asset Management

- See corridor projects

Mobility

- See previous page

Safety

- Region 3 HRRR Off-system LA Program
- Region 3 HSIP
- Region 3 HRRR Off-system LA Program
- Region 3 HSIP
- Region 3 HRRR Off-system LA Program
- Strategic Safety - 6 inch striping
- Strategic Safety - 6 inch striping
- Strategic Safety - 6 inch striping



South Central TPR Corridor Profiles - Final

CDOT Region 2

Counties:

Huerfano, Las Animas

“ The vision for the South Central TPR will provide a safe, reliable, cost-effective, and accessible multimodal transportation system that accommodates and enhances the region’s high quality of life while preserving the environments that make Huerfano and Las Animas Counties great places to live, work, and visit. ”



Non-Corridor Specific Needs

- Address roadway condition
- Accommodate travel needs of vulnerable populations
- Provide additional travel options
- Integrate technologies (such as EV, fiber, ITS, and communication)
- Address environmental impacts (air pollution)

** Corridor needs are listed in order of importance based on TPR and public feedback*

What We’ve Heard about the South Central TPR

- 227 public and stakeholder comments specifically about the South Central TPR
- 63 surveys completed by residents with a zip code in the South Central TPR
- When asked, “What trends and issues do you think have the biggest impact on your daily life today and in the future?” public survey respondents in the South Central TPR, combined with stakeholder input, selected: Lack of travel options, Road condition and safety, and Freight
- The highest frequency topics for location-specific comments in the South Central TPR (in order of frequency) include: bus service/transit, safety, road condition, passenger rail, trucking and freight

Key Data Findings:

Demographics	2015 Population: 19,789 2045 Forecasted Population: 17,595
Economics	2015 Jobs: 9,224 2045 Forecasted Jobs: 9,309
Economics	Top industries: tourism, oil and gas
Growth	2015 Vehicle Miles of Travel (VMT): 1.07 Million 2045 Vehicle Miles of Travel (VMT): 1.39 Million
Asset Management	69 miles of highway with high drivability life 279 miles of highway with moderate drivability life 63 miles of highway with low drivability life



State Highway 10: Between I-25 (Walsenburg) and the Pueblo County Line (PSC7001)



Corridor Name

State Highway 10: Between I-25 (Walsenburg) and the Pueblo County Line

Corridor Vision

The Vision for the SH 10, I-25 (Walsenburg) to Pueblo County Line, corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

State Highway 10 serves as a regional facility providing both local access and regional connectivity between Walsenburg and La Junta. This corridor is a designated Colorado Freight Corridor and provides freight mobility as well local and regional connections.

Corridor Designations

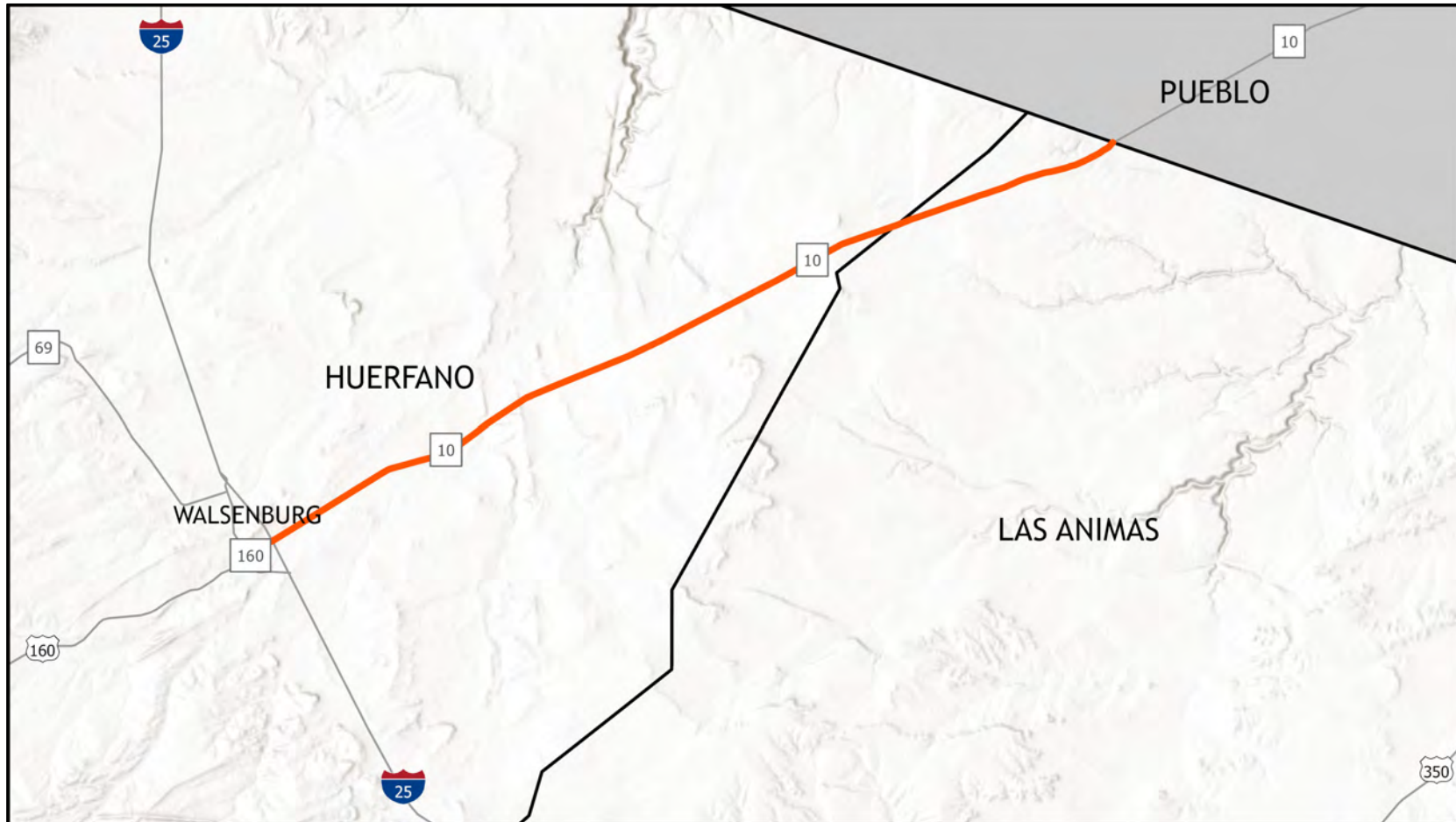
- None

What we heard about the Corridor

- 3 comments specifically about this corridor
- Desire for safer conditions for bicycling
- Desire for turn lanes
- Would like CDOT to evaluate the I-25 and SH 10 intersection for improvements



Key Data Findings: State Highway 10: Between I-25 (Walsenburg) and the Pueblo County Line (PSC7001)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled, minority, and low-income populations	<i>Bicycling</i>	High stress for bicycling
<i>Freight Safety</i>	Majority of corridor has shoulders <2' One segment with elevated crash patterns (LOSS 3 or 4); Hazmat route	<i>Freight Resiliency</i>	Very low redundancy
<i>Freight Asset Management</i>	Segments of low drivability life	<i>Freight</i>	High percentage of truck traffic (greater than 20%)



Corridor Needs: State Highway 10: Between I-25 (Walsenburg) and the Pueblo County Line (PSC7001)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (including wildlife crashes)
- Eliminate shoulder deficiencies
- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles



Corridor Projects: State Highway 10: Between I-25 (Walsenburg) and the Pueblo County Line (PSC7001)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-25: SH 10/ US 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/US 160 Interchange (MP 50).	1036				\$50.00
Proposed SH 10 Shoulder Widening & Resurfacing	Widen SH 10 along the highway at selected areas, resurface the roadway (Between MP 0.0 and MP 79.6 at selected areas and resurface the highway between MP 0.0 and MP 46.6).	1492				\$10.00
SH 10 Safety Study	Most frequent crash types: Wild Animal, Fixed Objects, and Overturning.	2341				\$0.03
Walsenburg East	Rural road surface treatment.	2618				\$7.85

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 10: Between I-25 (Walsenburg) and the Pueblo County Line (PSC7001)



Asset Management

- Walsenburg East



Mobility

- I-25: SH 10/ US 160 Interchange Reconstruction at Walsenburg



Safety

- Proposed SH 10 Shoulder Widening & Resurfacing
- SH 10 Safety Study



State Highway 12: Between US 160 (La Veta) and I-25 (Trinidad) (PSC7002)



Corridor Name

State Highway 12: Between US 160 (La Veta) and I-25 (Trinidad)

Corridor Vision

The Vision for the SH 12, US 160 (La Veta) and I-25 (Trinidad), corridor is primarily to improve safety and multimodal connections.

Corridor Description

State Highway 12 traverses the Spanish Peaks area via the Highway of Legends Scenic Byway and the Cucharas Pass area. The communities along the corridor depend on the tourism, mining, and agriculture industries. Current and future multimodal travel needs include transit, bicycle, and pedestrian facilities. State Highway 12 primarily connects local towns, cities, and destinations along the corridor to more major highways like US 160 and I-25. Increasing multimodal connectivity is important for this corridor.

Corridor Designations

- High Demand Bicycle Corridor (R2-11)
- Scenic Byway (Highway of Legends)

What we heard about the Corridor

- 22 comments specifically about this corridor
- Desire for greater walking and biking connectivity, parallel trail
- Desire for a safer corridor (add shoulders and signage to increase awareness of active transportation)
- Interest in adding tourism wayfinding and information



Key Data Findings: State Highway 12: Between US 160 (La Veta) and I-25 (Trinidad) (PSC7002)



Key Data Findings:

<i>Demographics</i> <i>Transit</i>	Passes through census tract with higher percentage of 65+, disabled, minority, and low-income populations	<i>Transit</i>	SCCOG operates on corridor
<i>Safety</i>	Majority of corridor has shoulders <2' Multiple locations with elevated crash patterns (LOSS 3 or 4) Dense wildlife crashes near La Veta and Cuchara	<i>Pedestrian Economics</i>	Main street through La Veta
<i>Asset Management</i>	Low drivability life (short segment in La Veta)	<i>Bicycling</i>	Very high bicyclist activity High stress for bicycling
		<i>Resiliency</i>	Very low redundancy
		<i>Economics</i>	High concentration of jobs in La Veta
		<i>Freight Economics</i>	Concentration of oil and gas wells, mineral extraction activity
		<i>Economics</i>	Provides access to recreational area (National Forest)



Corridor Needs: State Highway 12: Between US 160 (La Veta) and I-25 (Trinidad) (PSC7002)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Improve access to jobs, tourist destinations, and recreation (consider addition of passing lanes and turn lanes)
- Mitigate elevated crash patterns (including wildlife crashes)
- Eliminate shoulder deficiencies
- Address pavement condition where drivability life is poor
- Enhance walkability in areas with high pedestrian demand (downtown areas)
- Improve bicycle accommodation
- Provide tourism amenities (signage, pull-offs)



Corridor Projects: State Highway 12: Between US 160 (La Veta) to I-25 (Trinidad) (PSC7002)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expanded Regional Transit Service between Walsenburg-La Veta-Gardner-Cuchara	New Vans (3) to expand Walsenburg Service to La Veta, Gardner, and Cuchara w/ operating expenses	1038				\$1.40
Bike/Pedestrian: Southern Mountain Loop Trail	This trail project will complete the Southern Mountain Loop of the Colorado Front Range Trail. This portion of the Southern Mountain Loop will run approximately 85 miles with segments that are both on the road and segments that are separated from the road, providing a bicycle and pedestrian trail connecting Interstate 25 in Walsenburg with Interstate 25 in Trinidad.	1039				\$33.00
Expanded Regional Transit Service between Trinidad and SH 12 Communities	New Vans (6) to expand Trinidad Transit service on Highway 12 to Segundo, Weston, Stonewall Gap, and Monument Lake w/operating expenses.	1267				\$3.14

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 12: Between US 160 (La Veta) to I-25 (Trinidad) (PSC7002)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ADA ramps & Sidewalk Improvements in La Veta and Trinidad	Upgrade ADA Ramps to meet current standard, and improve sidewalk at selected locations (La Veta, Trinidad).	1493		 	 	\$1.00
Junction US 160 South	Rural road surface treatment.	2619				\$2.81
East of Valdez to Trinidad	Rural road surface treatment.	2620				\$6.26
Bridge Preventative Maintenance: CO 12 and CO 194	Repairs three bridges in Southeastern Colorado. Two of the bridges date back to the 1930's and the other one to the 1950's.	19			 	\$2.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 12: Between US 160 (La Veta) and I-25 (Trinidad) (PSC7002)



Asset Management

- Junction US 160 South
- East of Valdez to Trinidad
- Bridge Preventative Maintenance: CO 12 and CO 194



Mobility

- Expanded Regional Transit Service between Walsenburg-La Veta-Gardner-Cuchara
- Expanded Regional Transit Service between Trinidad and SH 12 Communities
- Bike/Pedestrian: Southern Mountain Loop Trail



Safety

- ADA ramps & Sidewalk Improvements in La Veta and Trinidad



Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)



Corridor Name

Interstate 25A: Between New Mexico and the Pueblo County Line

Corridor Vision

The Vision for the I-25, New Mexico state line to Pueblo County Line, corridor is to increase mobility as well as to maintain system quality and improve safety.

Corridor Description

Interstate 25 is the primary corridor providing connectivity and mobility to South Central Colorado. The Interstate 25 corridor serves as one of the state's highest volume corridors and is a key gateway of statewide significance for passenger vehicles, freight, and transit vehicles. Many visitors to Colorado enter on this gateway corridor.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Section of Scenic Byway, Trinidad to New Mexico state line (Santa Fe Trail)
- Priority 1 Fiber Corridor (Colorado City to TPR 4 Pueblo)
- Tier 1 CNG and EV Corridor

What we heard about the Corridor

- 42 comments specifically about this corridor
- Desire for more travel options such as bus transit and passenger rail
- Concerns about the amount of traffic and heavy vehicles passing through region
- Desire for better signage and real-time communications (incident management and road closures)
- Acknowledgement of the corridor as the most important route in the region



Key Data Findings: Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+, disabled, minority, and low-income populations
Freight Safety	Short segments of shoulders <2' Multiple locations with elevated crash patterns (LOSS 3 or 4), concentrated on I-25 south of Trinidad Dense wildlife crashes Hazmat route
Freight Asset Management	Segment of low drivability life north of the Huerfano River to the TPR border; two bridges in poor condition
Pedestrian Transit	SCCOG operates on corridor Trinidad Multi-modal Center (SCCOG)
Bicycling	High stress for bicycling
Freight Resiliency	High criticality; majority of the corridor has very low redundancy
Economics	High concentration of jobs in Trinidad and Walsenburg
Freight	High percentage of truck traffic (greater than 20%)





Corridor Needs: Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)

Corridor Needs

- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (including wildlife crashes)
- Address increasing congestion to improve access to jobs
- Eliminate shoulder deficiencies
- Address pavement conditions where drivability life is poor
- Address bridges in poor condition
- Mitigate risk associated with natural disasters (floodplain)
- Improve travel conditions for trucks and heavy vehicles
- Integrate technologies (EV, CNG, Fiber, ITS, Communication)





Corridor Projects: Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)(Page 1/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-25: SH 10/ US 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/US 160 Interchange (MP 50).	1036		-		\$50.00
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
ITS/CAV: CDOT Strategic Fiber Network; add fiber on I-25	Add fiber on I-25.	1042		-		\$9.00
Trinidad Multimodal Center	Multimodal center to serve Amtrak, Greyhound and SCCOG transit services.	1269				\$2.00
South Central (Trinidad) Bus Storage, Maintenance Facility, and Admin Offices (Design + Construction)	Garage and maintenance facility and offices to serve SCCOG and City of Trinidad transit services (with expanded services) This will hold 7 buses and 7 vans.	1270				\$2.63
Expanded Regional Transit Service between Trinidad and Pueblo	New buses (2) to expand Trinidad Transit service to Pueblo w/ operating expenses.	1271				\$1.15
Walsenburg Transit Garage	Garage and offices to serve SCCOG Walsenburg, La Veta, Cuchara, and Gardner transit services (with expanded services). This will hold 1 bus and 3 vans.	1272				\$0.67

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)(Page 2/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Trinidad and Pueblo (Proposed Outrider Service)	Outrider bus service from Trinidad to Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1273				\$2.16
I-25 A (MP 5.583 - 5.600) Repair Structure P-18-BP to allow over weight load utilization	Repair structure P-18-BP by injecting epoxy resin and fiber wrapping the appropriate areas in order to bring this structure's weight rating to a white rating and therefore allowing over weight (OW) loads to utilize this route once again. This will significantly reduce miles driven by OSOW in our state as well as ease stresses that over size/over weight OSOW loads are causing on US 287/ US 385.	1276				\$1.20

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)(Page 3/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-25 Raised Pavement Markings	I-25 Raised Pavement Markings.	1495		-		\$1.50
Create or expand chain-up and parking facilities (La Veta, CO)	Partner with NMDOT to improve signing & open existing rest area / truck parking area on northbound I-25 at the state line. Also may be able to use existing temporary northbound weigh station as a chain-up area.	1496				\$0.05
Increase Truck Parking (I-25 El Moro)	Existing CDOT rest area; could be expanded within existing CDOT ROW but would require access and circulation changes.	1497				\$0.15
Create or expand chain-up and parking facilities (Walsenburg, CO)	Expansion of the existing TA travel center could be possible on land already owned by the existing TA. This land is a dirt lot already used for overflow truck parking. CDOT could partner with TA to pave this area to make it usable year-round.	1498				\$0.32

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)(Page 4/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-25 Safety Study	Most frequent crash types: Fixed Objects, Wild Animal, and Overturning.	2343				\$0.05
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Colorado City Corners, Walsenburg, and Aguilar.	2497				\$0.20
South Central Storage and Maintenance Facility (Construction)	Construction of new bus storage and maintenance facility in Trinidad to serve SCCOG Transit and CDOT's Outrider service. Funding will be determined at a later date.	2743				TBD
I-25 Raton Pass Safety and Interchange Improvements (Part 1) - Exit 11	At Exit 11, the project constructs a new, wider bridge over I-25 which connects to existing roundabouts. The project will assess other safety improvements from MP 0-12 including rockfall mitigation or improved access to the future Fisher's Peak State Park.	13				\$12.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate I-25A: Between New Mexico and the Pueblo County Line (PSC7003)



Asset Management

- I-25 A (MP 5.583 - 5.600) Repair Structure P-18-BP to allow overweight load utilization
- Create or expand chain-up and parking facilities (La Veta, CO)
- Increase Truck Parking (I-25 El Moro)
- Create or expand chain-up and parking facilities (Walsenburg, CO)



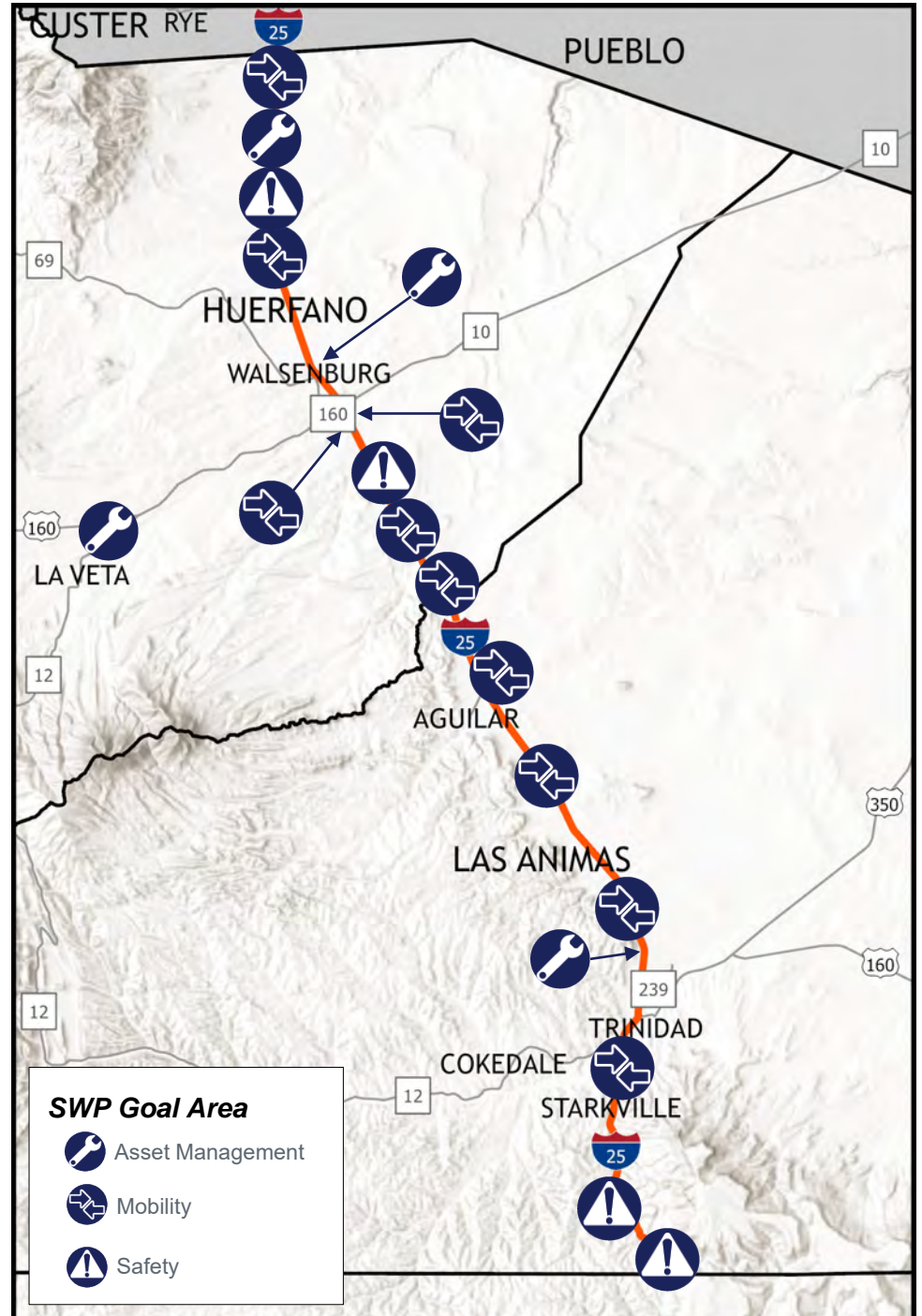
Mobility

- Expanded Regional Transit Service between Trinidad and Pueblo
- ITS/CAV: CDOT Strategic Fiber Network; add fiber on I-25 and US 160
- Walsenburg Transit Garage
- Essential Bus Service between Trinidad and Pueblo (Proposed Outrider Service)
- Trinidad Multimodal Center
- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- South Central (Trinidad) Bus Storage, Maintenance Facility, and Admin Offices (Design + Construction)
- Outrider Stop/Shelter Improvements
- I-25: SH 10/ US 160 Interchange Reconstruction at Walsenburg
- South Central Storage and Maintenance Facility (Construction)



Safety

- I-25 Raton Pass Safety and Interchange Improvements (Part 1) - Exit 11
- I-25 Safety Study
- I-25 Raised Pavement Markings





Interstate I-25B: Business Route (Aguilar) (PSC7004)



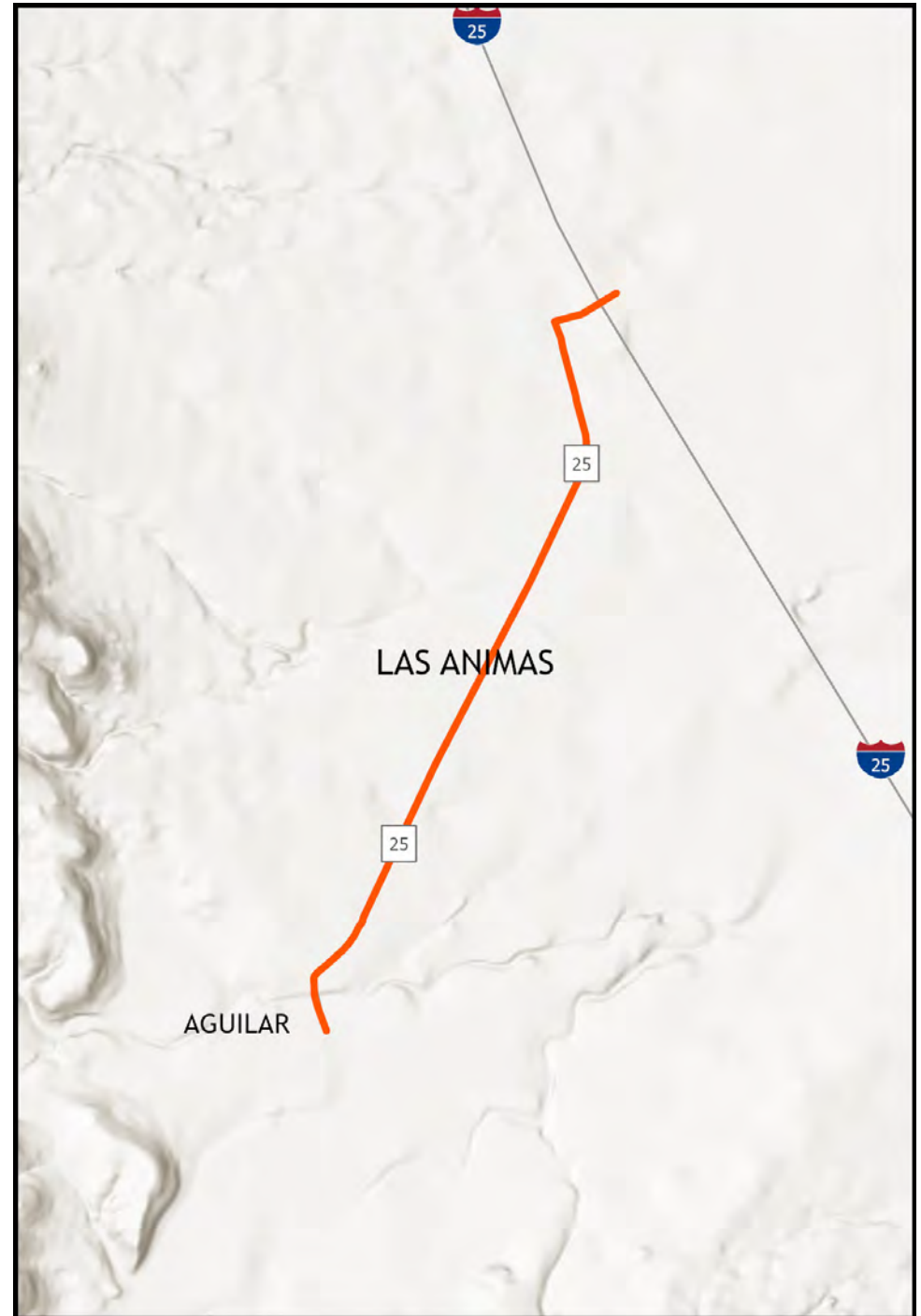
Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
Interstate 25B: Business Route (Aguilar)	Interstate 25B makes a north-south connection between the Town of Aguilar and I-25. The corridor primarily provides local access.	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • No comments specifically about this corridor
Corridor Vision			
The Vision for the I-25 Business Loop (Aguilar) is primarily to maintain system quality as well as to improve safety.			



Key Data Findings: Interstate I-25B: Business Route (Aguilar) (PSC7004)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled, minority, and low-income populations
<i>Bicycling</i>	High stress for bicycling
<i>Economics</i>	High concentration of jobs in Aguilar





Corridor Needs

- Accommodate travel needs of vulnerable populations
- ⚠ Eliminate shoulder deficiencies





Corridor Projects: Interstate I-25B: Business Route (Aguilar) (PSC7004)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- No projects have been identified for this goal area

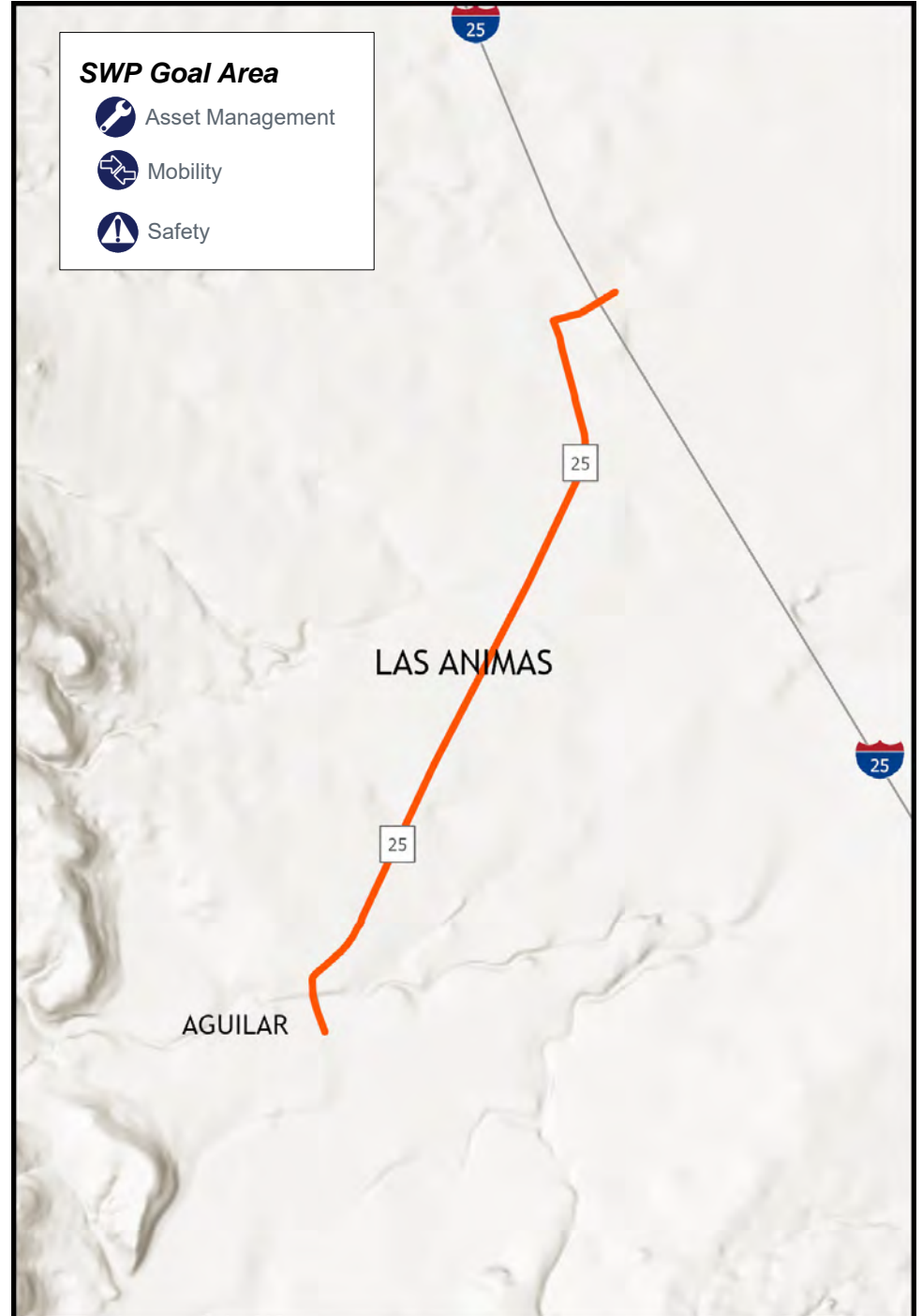


Safety

- No projects have been identified for this goal area

SWP Goal Area

- Asset Management
- Mobility
- Safety





Interstate I-25C: Business Loop (Walsenburg) (PSC7005)



Corridor Name

Interstate 25C: Business Loop (Walsenburg)

Corridor Vision

The Vision for the I-25 Business Loop (Walsenburg) is primarily to maintain system quality as well as to improve safety and to increase multimodal connectivity.

Corridor Description

Interstate 25C serves as a main street in Walsenburg and makes multimodal north-south connections within the downtown area. The corridor primarily serves Walsenburg while also supporting the movement of freight in and through the area. Maintaining the downtown character of the corridor is important while also providing freight movement and supporting local access and connectivity.

Corridor Designations

- None

What we heard about the Corridor

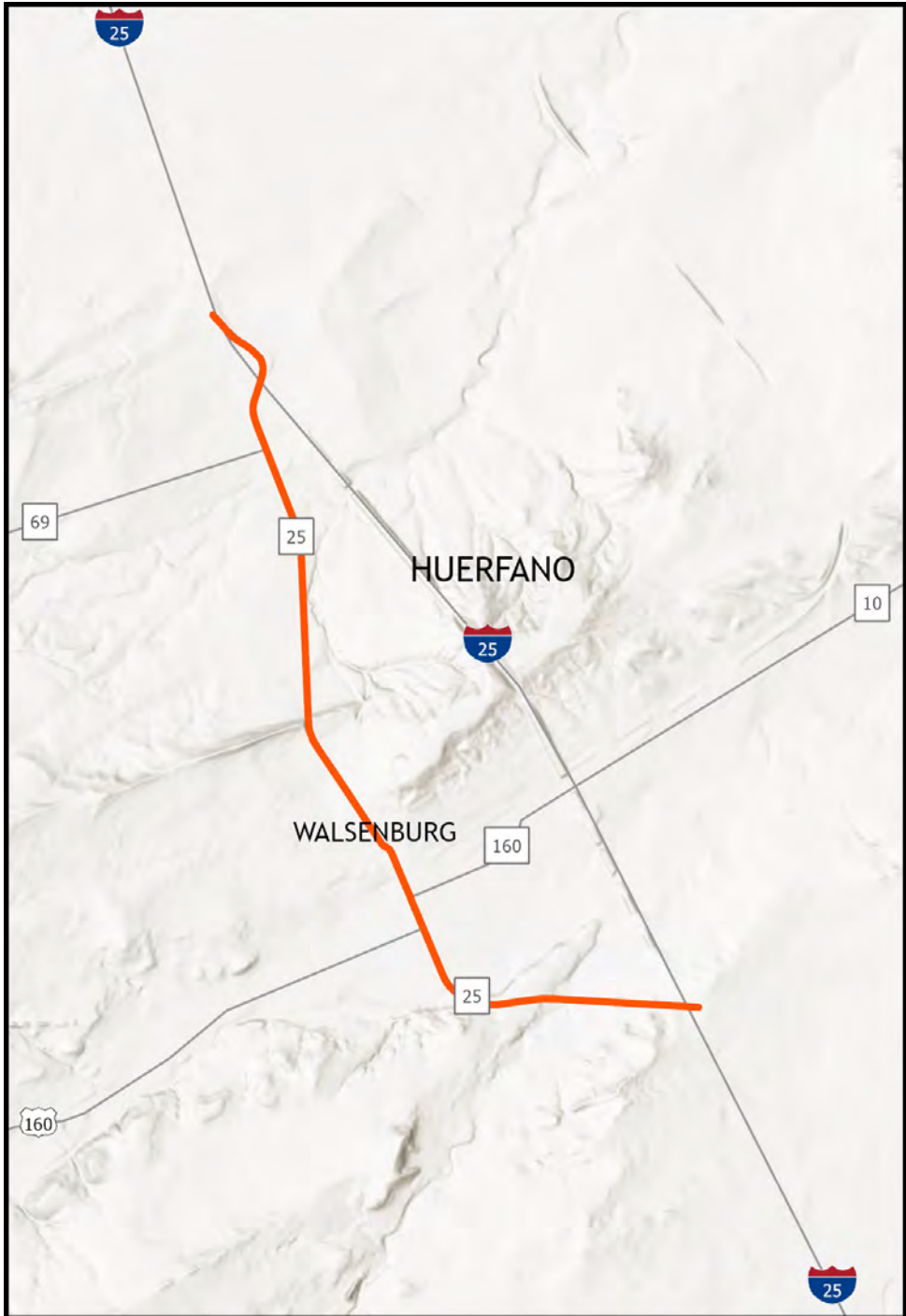
- 9 comments specifically about this corridor
- Concerns with traffic congestion from heavy vehicles
- Desire for better road conditions
- Desire for crosswalk improvements
- Concerns about environmental impacts from trucks



Key Data Findings: Interstate I-25C: Business Loop (Walsenburg) (PSC7005)

Key Data Findings:

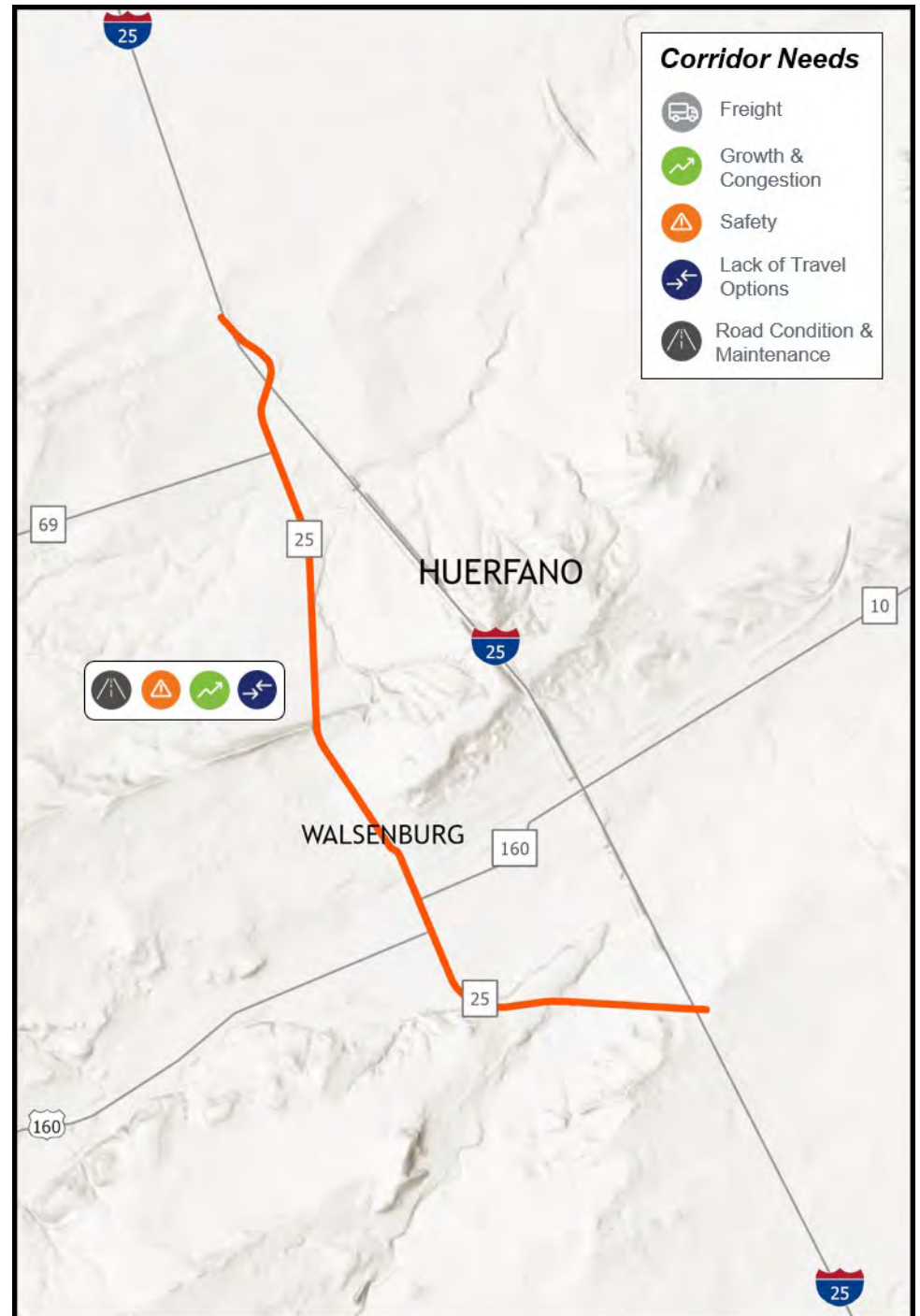
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled, minority, and low-income populations
<i>Bicycling</i>	High stress for bicycling
<i>Economics</i>	High concentration of jobs in Walsenburg





Corridor Needs

- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (downtown areas)
- Improve access to jobs
- Address environmental impacts (air pollution)
- Address roadway condition
- Address congestion caused by slow moving vehicles
- Eliminate shoulder deficiencies





Corridor Projects: Interstate I-25C: Business Loop (Walsenburg) (PSC7005)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I25C & US160 Intersection Improvements	Roundabout or other mitigation to address intersection operation & drainage issues (The intersection of I-25C and US 160).	1502				\$4.00
I-25 Business Route through Walsenburg	Rural road surface treatment.	2616				\$2.83

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate I-25C: Business Loop (Walsenburg) (PSC7005)



Asset Management

- I-25 Business Route through Walsenburg



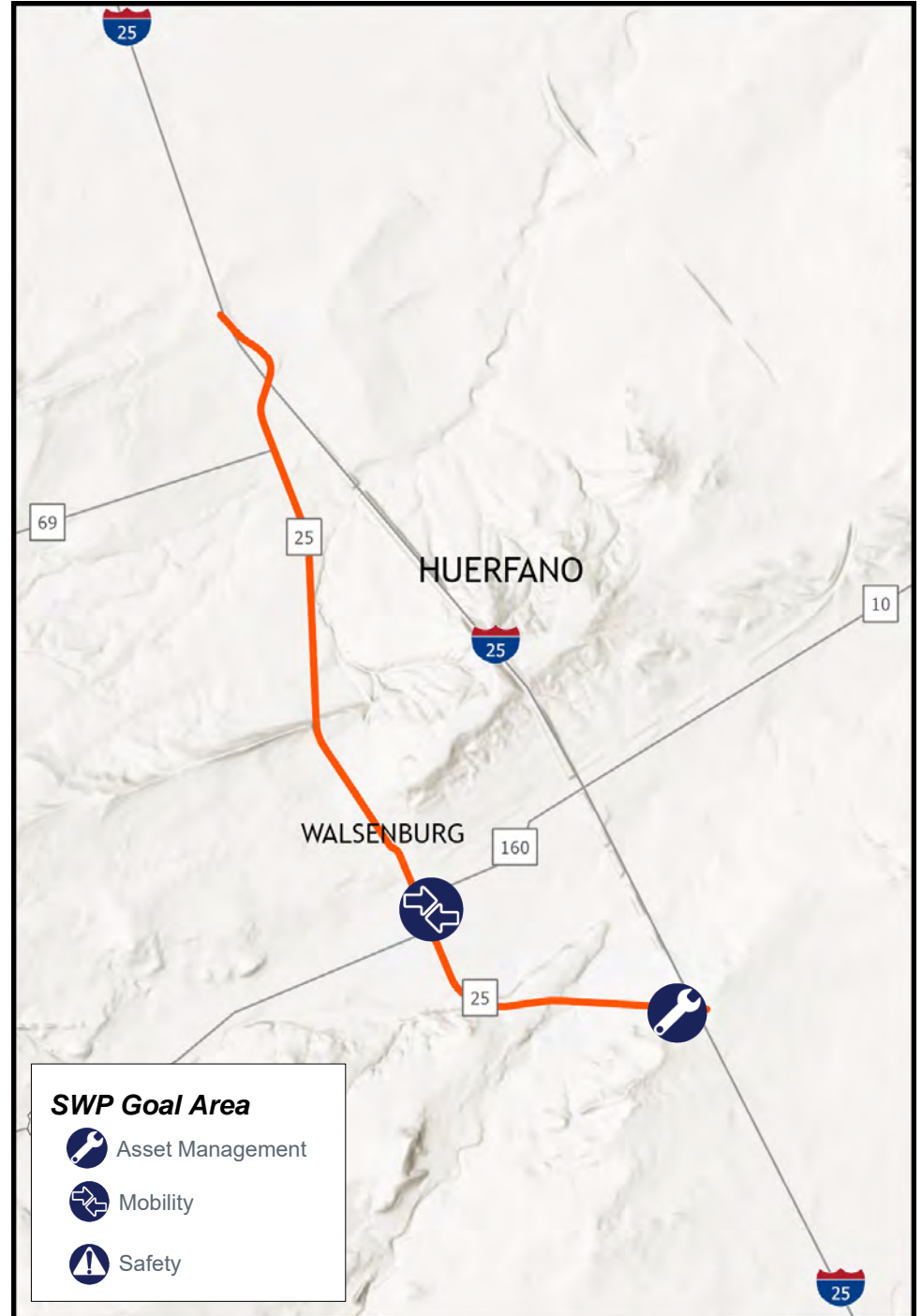
Mobility

- I25C & US160 Intersection Improvements



Safety

- See project : I-25C & US 160 Intersection Improvements





State Highway 69: Between US 160 (Walsenburg) and the Custer County Line (PSC7006)



Corridor Name

State Highway 69: Between US 160 (Walsenburg) and the Custer County Line

Corridor Vision

The Vision for State Highway 69, (Walsenburg) to Custer County Line, corridor is to maintain system quality as well as to improve safety.

Corridor Description

State Highway 69 provides north-south connectivity between Walsenburg and US 50. The corridor serves as main street for smaller local communities like Gardner and also provides freight connections between South Central Colorado and Northwest Colorado. The corridor's safety and operations are impacted by the increase in freight.

Corridor Designations

- None

What we heard about the Corridor

- 7 comments specifically about this corridor
- Concerns about the increase in truck traffic
- Curves and lack of shoulders create unsafe conditions
- Desire for shoulders



Key Data Findings: State Highway 69: Between US 160 (Walsenburg) and the Custer County Line (PSC7006)



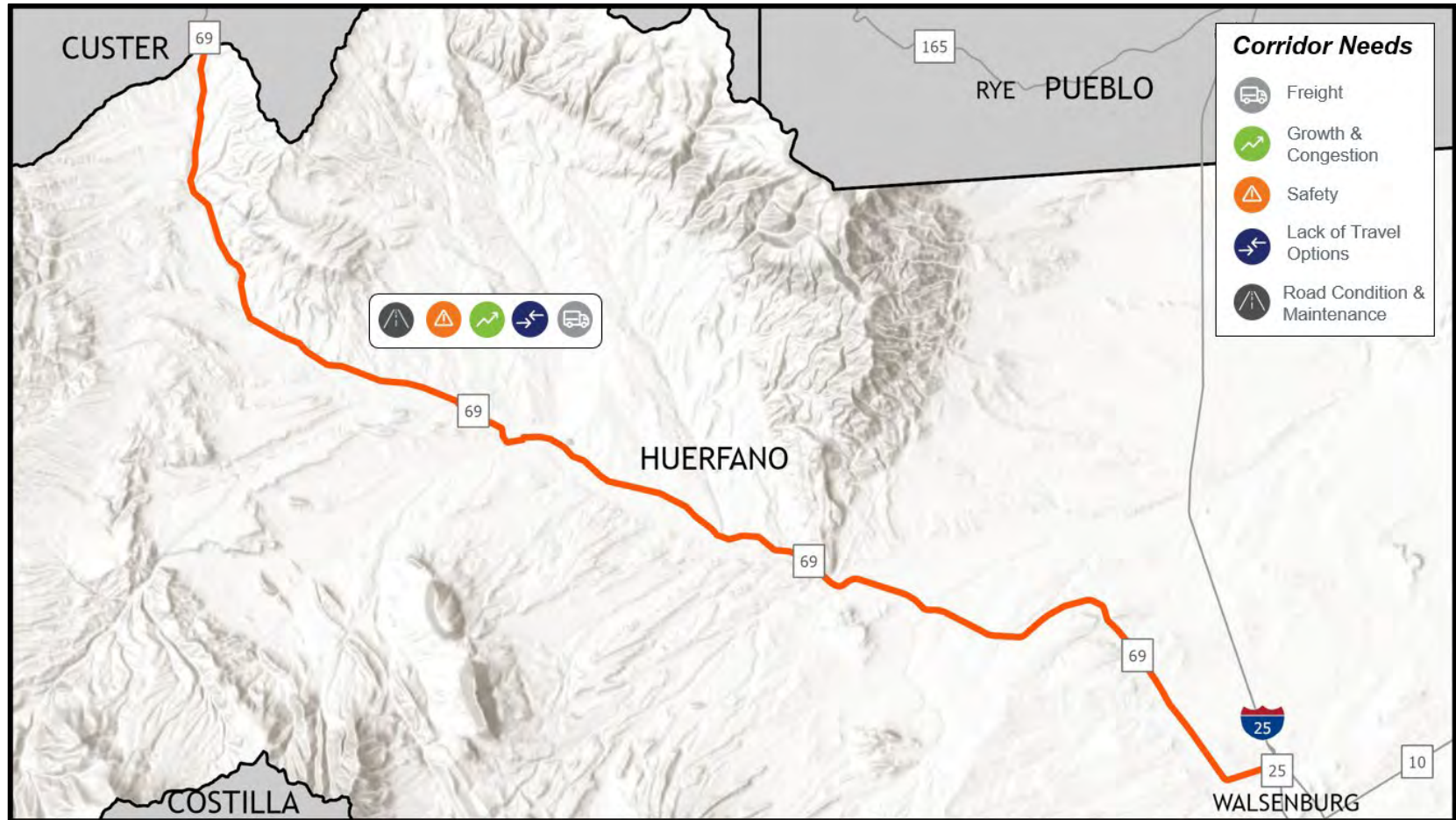
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled, minority, and low-income (near Walsenburg) populations
<i>Safety</i>	Majority of corridor has shoulders <2' One segment with elevated crash patterns (LOSS 3 or 4) Dense wildlife crashes
<i>Asset Management</i>	One bridge in poor condition (west of Gardner)

<i>Transit</i>	SCCOG operates on corridor
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Very low redundancy
<i>Economics</i>	High concentration of jobs in Walsenburg



Corridor Needs: State Highway 69: Between US 160 (Walsenburg) and the Custer County Line (PSC7006)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (including wildlife crashes)
- Improve access to jobs
- Eliminate shoulder deficiencies
- Address bridge in poor condition
- Accommodate seasonal increases in truck activity and associated congestion



Corridor Projects: State Highway 69: Between US 160 (Walsenburg) and the Custer County Line (PSC7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 69 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-42).	1037				\$21.00
Expanded Regional Transit Service between Walsenburg-La Veta-Gardner-Cuchara	New Vans (3) to expand Walsenburg Service to La Veta, Gardner, and Cuchara w/ operating expenses.	1038				\$1.40
Improve M-16-Q on SH 69	Replace M-16-Q (MP 27.50).	1505				\$5.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

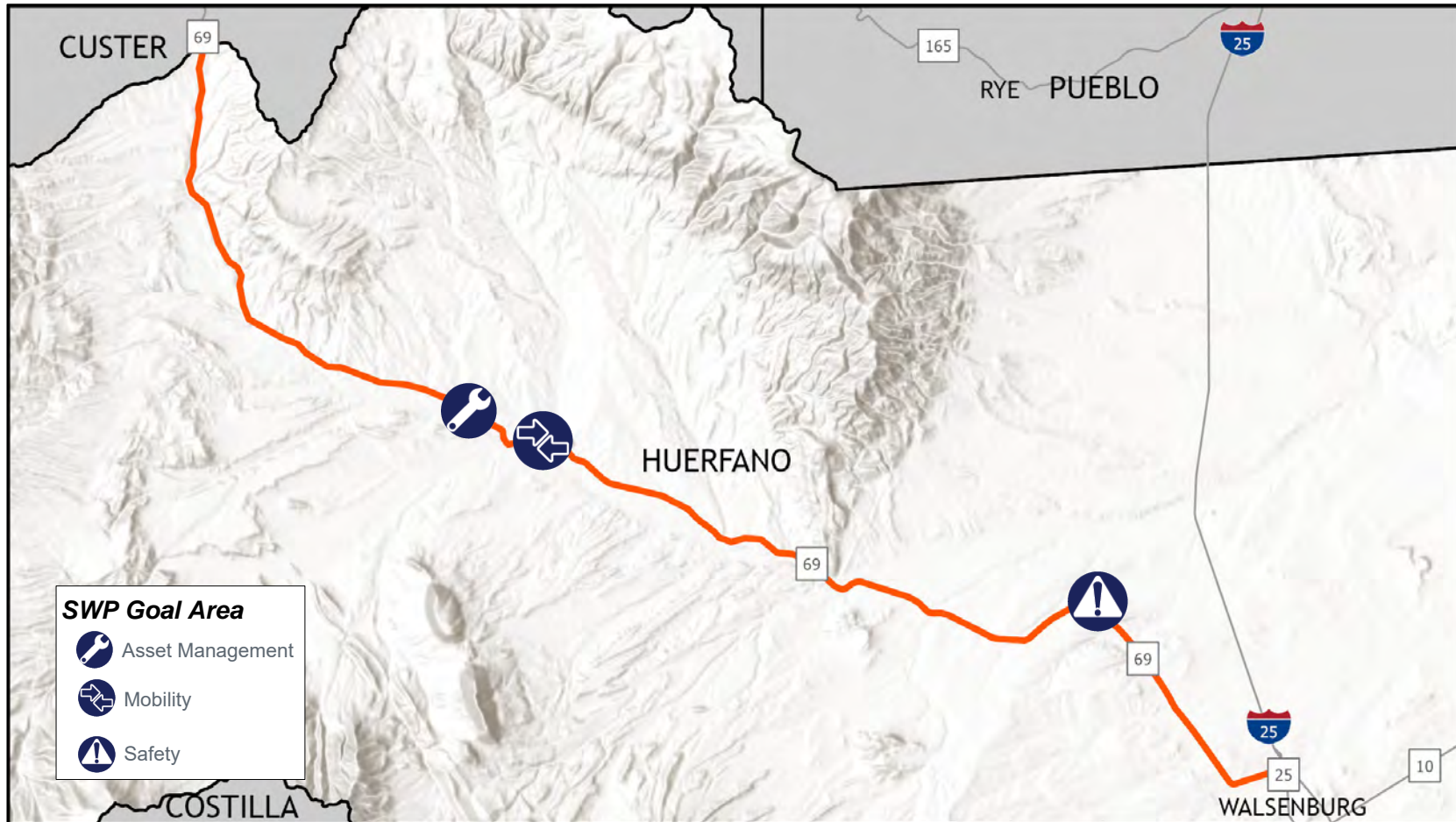
- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area




- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 69: Between US 160 (Walsenburg) and the Custer County Line (PSC7006)




SWP Goal Area

-  Asset Management
-  Mobility
-  Safety

 **Asset Management**

- Improve M-16-Q on SH 69

 **Mobility**

- Expanded Regional Transit Service between Walsenburg-La Veta-Gardner-Cuchara

 **Safety**

- SH 69 Improvements



State Highway 109: Between US 160 and the Bent County Line (PSC7007)



Corridor Name

State Highway 109: Between US 160 and the Bent County Line

Corridor Vision

The Vision for the State Highway 109, from US 160 north to Bent County Line, corridor is primarily to maintain system quality while improving safety.

Corridor Description

State Highway 109 provides local access between Kim and La Junta and makes north-south connections within South Central Colorado. The corridor primarily serves local properties, small towns, and destinations like the Comanche National Grassland along the corridor. The communities along the corridor place a high value on system preservation and safety.

Corridor Designations

- None

What we heard about the Corridor

- 6 comments specifically about this corridor
- Significant concerns about the pavement condition and low drivability life
- Concerns about the increase in truck traffic

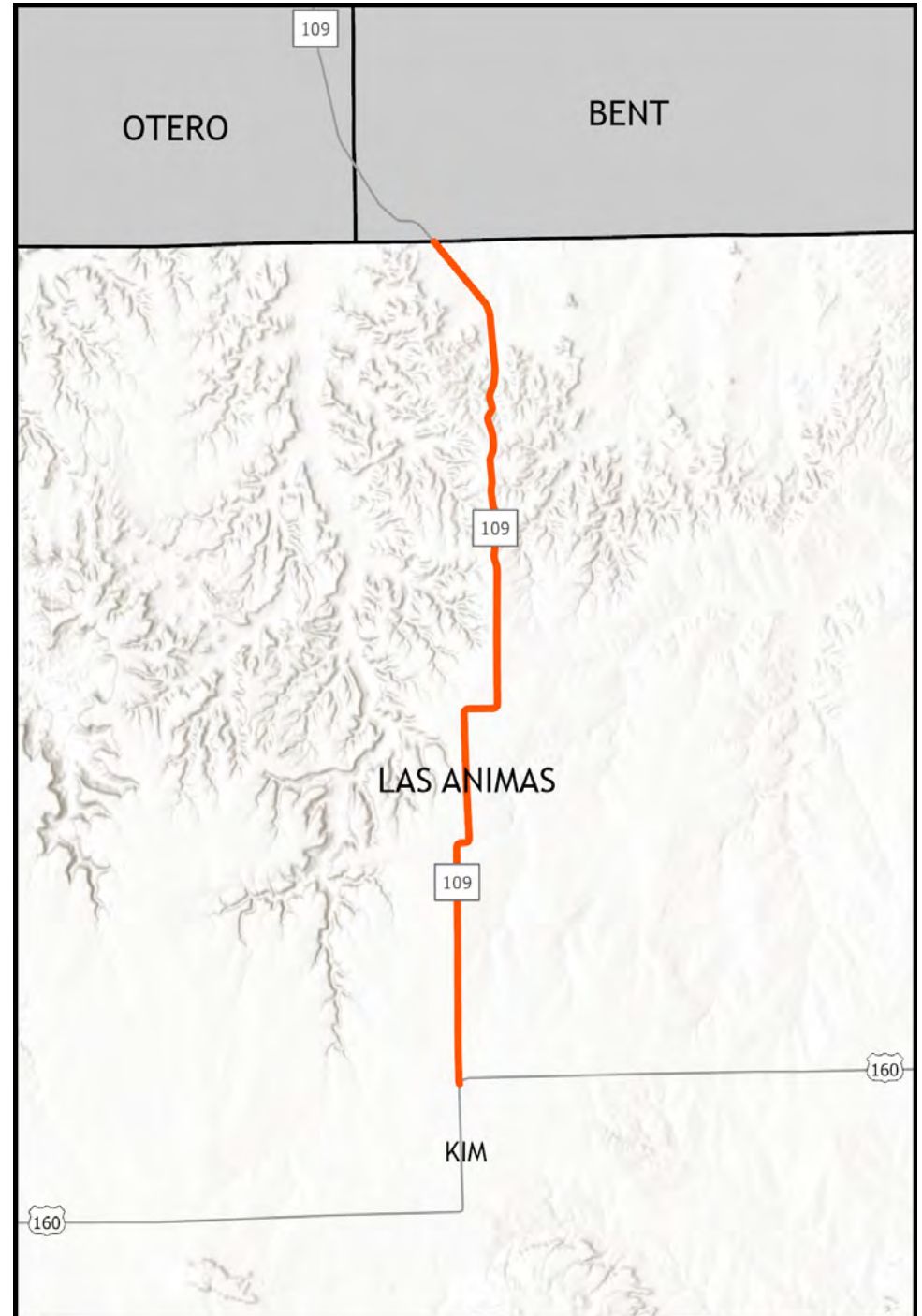


Key Data Findings: State Highway 109: Between US 160 and the Bent County Line (PSC7007)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations
Freight Safety	Entire corridor has shoulders <2' Hazmat route
Freight Asset Management	Majority of the corridor has low drivability life
Bicycling	High stress for bicycling
Freight Resiliency	Very low redundancy
Economics	Provides access to recreational area (National Forest)
Economics Freight	High percentage of truck traffic (greater than 20%)



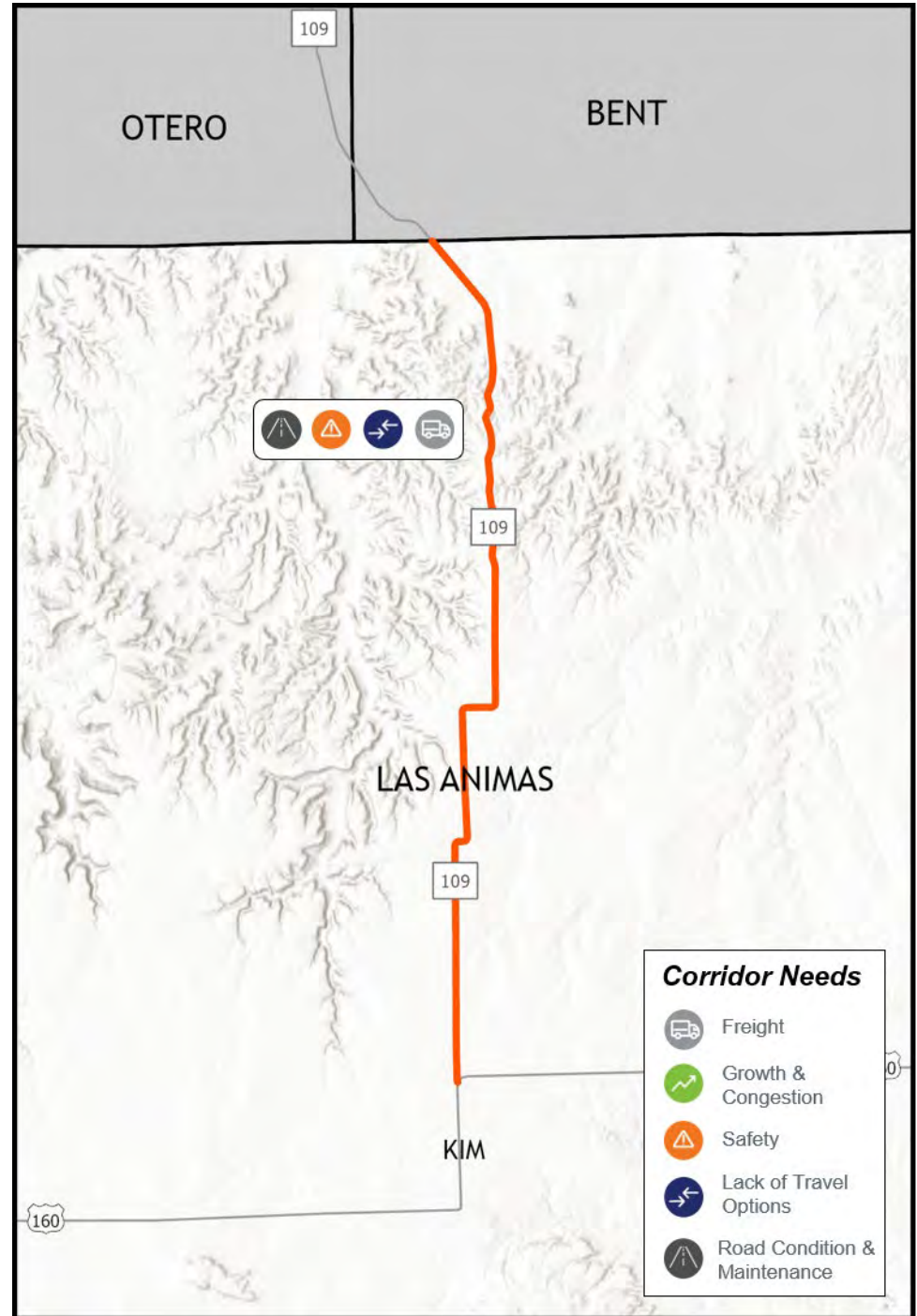


Corridor Needs: State Highway 109: Between US 160 and the Bent County Line (PSC7007)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Address pavement condition where drivability life is poor
- Improve access to recreation
- Improve travel conditions for trucks and heavy vehicles





Corridor Projects: State Highway 109: Between US 160 and the Bent County Line (PSC7007)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 109A from SH 160 to south of County Rd E, MP 0 to MP 31	Rural road surface treatment	29				\$15.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 109: Between US 160 and the Bent County Line (PSC7007)



Asset Management

- SH 109A from SH 160 to south of County Rd E, MP 0 to MP 31



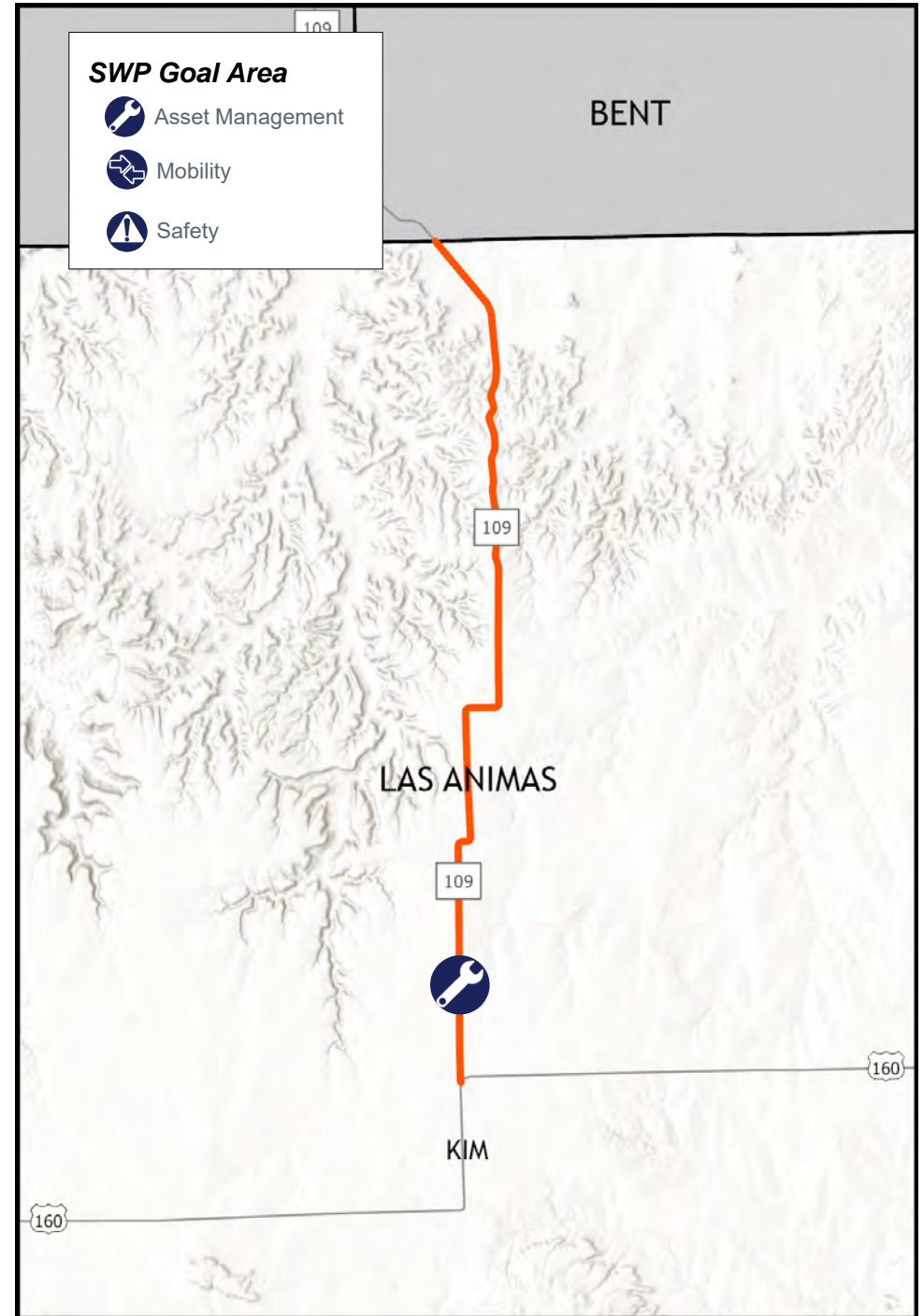
Mobility

- No projects have been identified for this goal area



Safety

- No projects have been identified for this goal area





US Highway 160A: Between La Veta Pass to the UPRR in Walsenburg (PSC7008)



Corridor Name

US Highway 160A: Between La Veta Pass to the UPRR in Walsenburg

Corridor Vision

The Vision for the US 160, La Veta Pass east to (Walsenburg) corridor, is primarily to increase mobility while maintaining system quality and improving safety.

Corridor Description

US 160 is the primary east-west facility in South Central Colorado. US 160 is a multimodal facility, connecting the South Central region to places outside the region. The corridor will continue to serve as a major freight and tourism route connecting to other major corridors such as I-25 and US 50. The corridor is important to commuters and tourists as it provides access to jobs and recreation in the region.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R2-11)
- Section of Scenic Byway, La Veta (SH 12) to Walsenburg (Highway of Legends)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 11 comments specifically about this corridor
- Acknowledgement of route's significance to the region
- Desire for more passing lanes; appreciation for recent additions
- Desire for bicycle facilities
- Concerns about flooding and the criticality of US 160 as an evacuation route



Key Data Findings: US Highway 160A: Between La Veta Pass to the UPRR in Walsenburg (PSC7008)

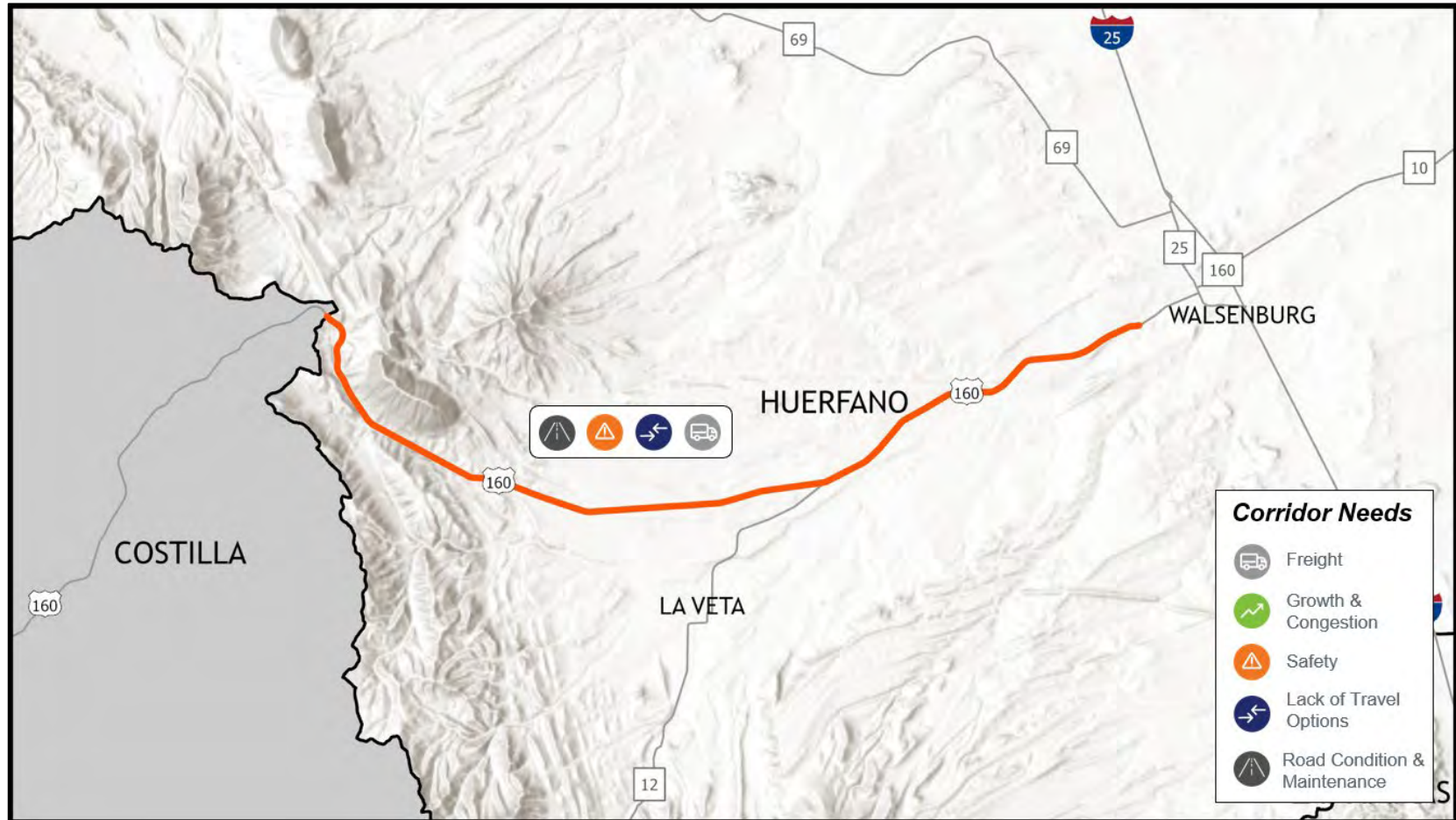


Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled, and low-income (near Walsenburg) populations	<i>Transit</i>	SCCOG operates on corridor Walsenburg Transit Garage (SCCOG)
<i>Freight Safety</i>	One segment with elevated crash patterns (LOSS 3 or 4); Dense wildlife crashes near between TPR border and Walsenburg; Hazmat route	<i>Bicycling</i>	Sections with high bicyclist activity Medium to high stress for bicycling
<i>Freight Asset Management</i>	Segments of low drivability life	<i>Economics Resiliency</i>	Very low redundancy
		<i>Economics Freight</i>	Concentration of oil and gas wells
		<i>Freight</i>	High percentage of truck traffic (greater than 20%)



Corridor Needs: US Highway 160A: Between La Veta Pass to the UPRR in Walsenburg (PSC7008)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Mitigate elevated crash patterns (including wildlife crashes)
- Address pavement condition where drivability life is poor
- Address unsafe passing conditions
- Improve bicycle accommodation
- Improve travel conditions for trucks and heavy vehicles
- Provide tourism amenities (signage, pull-offs)



Corridor Projects: US Highway 160A: Between La Veta Pass to the UPRR in Walsenburg (PSC7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expanded Regional Transit Service between Walsenburg-La Veta-Gardner-Cuchara	New Vans (3) to expand Walsenburg Service to La Veta, Gardner, and Cuchara w/ operating expenses.	1038				\$1.40
Bike/Pedestrian: Southern Mountain Loop Trail	This trail project will complete the Southern Mountain Loop of the Colorado Front Range Trail. This portion of the Southern Mountain Loop will run approximately 85 miles with segments that are both on the road and segments that are separated from the road, providing a bicycle and pedestrian trail connecting Interstate 25 in Walsenburg with Interstate 25 in Trinidad.	1039				\$33.00
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
US 160 by CR 504 West of Walsenburg (Wildlife safety improvements)	Install wildlife safety improvements such as fencing and/or overpass	1507				\$1.40

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 160A: Between La Veta Pass to the UPRR in Walsenburg (PSC7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 160 Freight and Safety Improvements	Increase truck park, improve existing pull-offs, and install passing lanes at selected locations between La Veta Pass and Walsenburg.	1508				\$18.00
Walsenburg West	Rural road surface treatment.	2617				\$1.92
Between North La Veta Pass & Junction SH 12	Rural road surface treatment.	2621				\$3.54

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 160A: Between La Veta Pass to the UPRR in Walsenburg (PSC7008)



Asset Management

- Walsenburg West
- Between North La Veta Pass & Junction SH 12



Mobility

- Expanded Regional Transit Service between Walsenburg-La Veta-Gardner-Cuchara
- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- Bike/Pedestrian: Southern Mountain Loop Trail



Safety

- US 160 Freight and Safety Improvements
- US 160 by CR 504 West of Walsenburg (Wildlife safety improvements)



US Highway 160B: Business Loop in Walsenburg (PSC7009)



Corridor Name

US Highway 160B: Business Loop in Walsenburg

Corridor Vision

The Vision for the US 160, I-25 Business Loop (Walsenburg), corridor is primarily to improve safety, but also includes maintaining system quality and increasing multimodal mobility.

Corridor Description

US 160 is the primary east-west facility in South Central Colorado. This corridor serves as a multimodal National Highway System facility, acts as a main street for Walsenburg, and makes east-west connections within the downtown area. Maintaining the downtown character of the corridor is important while also providing freight movement and supporting local access and connectivity.

Corridor Designations

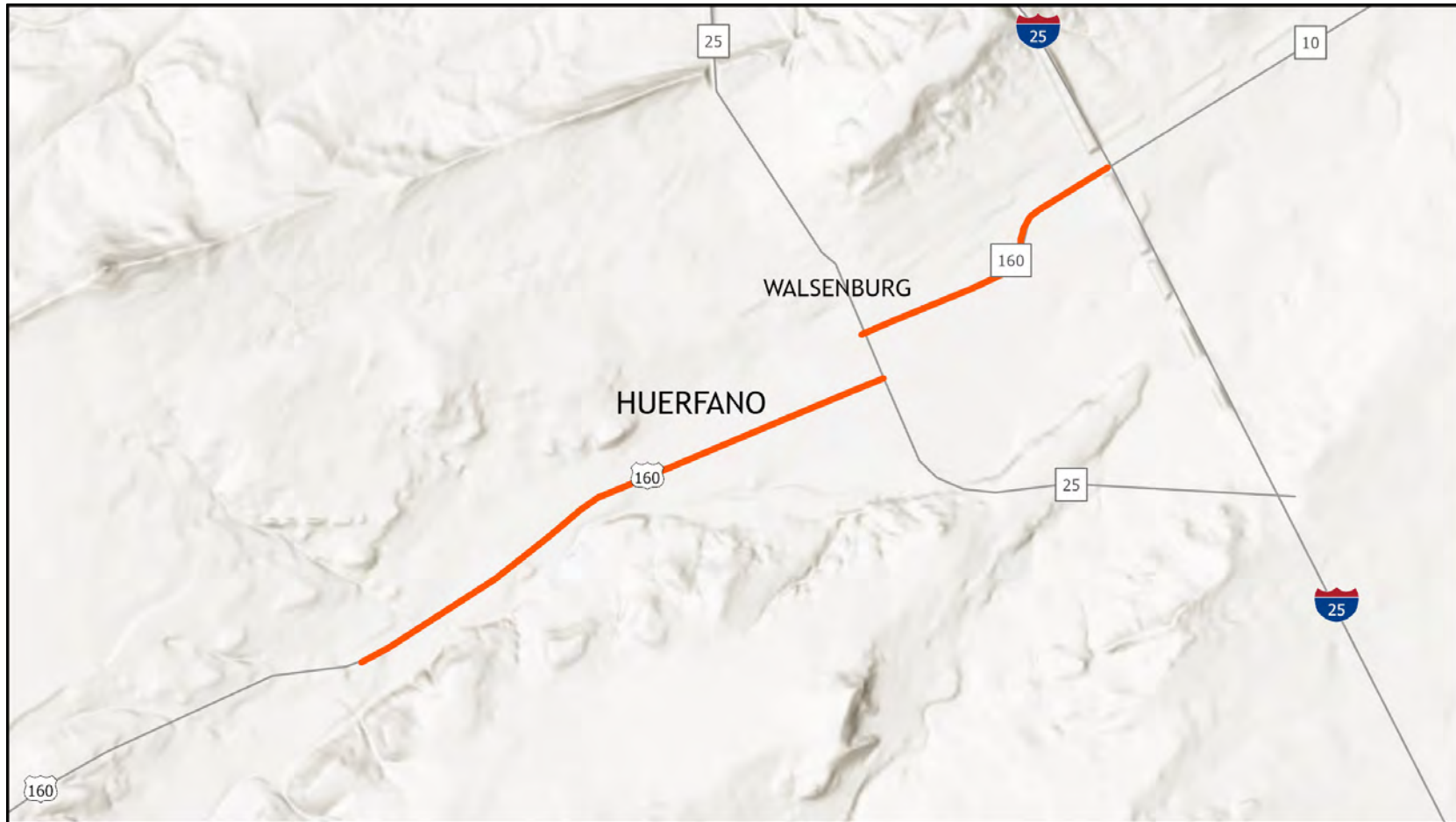
- On National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 13 comments specifically about this corridor
- Acknowledgement of the corridor's role as main street in Walsenburg
- Desire for walking improvements in downtown Walsenburg
- Concerns about travel reliability and signal timing in downtown Walsenburg
- Desire for crosswalk and sidewalk improvements



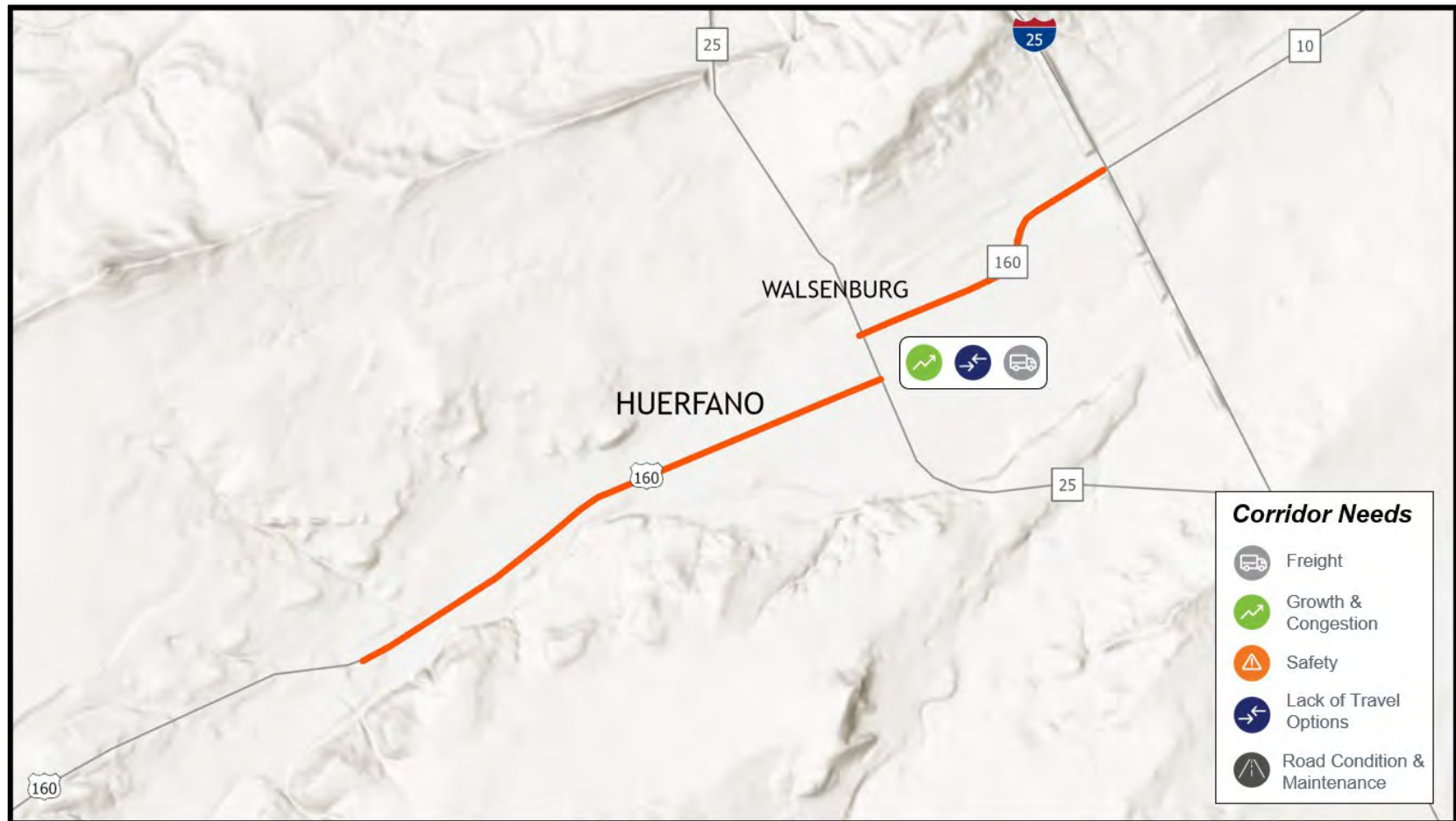
Key Data Findings: US Highway 160B: Business Loop in Walsenburg (PSC7009)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled, minority, and low-income populations
<i>Freight Safety</i>	Hazmat route
<i>Pedestrian Economics</i>	Main street through Walsenburg (DOLA affiliated Main Street)

<i>Economics</i>	High concentration of jobs in Walsenburg
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Corridor Needs

- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (downtown areas)
- Improve travel conditions for trucks and heavy vehicles
- Provide tourism amenities (signage, pull-offs)
- Reduce travel delays and improve travel time reliability




Corridor Projects: US Highway 160B: Business Loop in Walsenburg (PSC7009)











Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-25: SH 10/ US 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/US 160 Interchange (MP 50).	1036	 	-	 	\$50.00
Bike/Pedestrian: Southern Mountain Loop Trail	This trail project will complete the Southern Mountain Loop of the Colorado Front Range Trail. This portion of the Southern Mountain Loop will run approximately 85 miles with segments that are both on the road and segments that are separated from the road, providing a bicycle and pedestrian trail connecting Interstate 25 in Walsenburg with Interstate 25 in Trinidad.	1039	 	    	  	\$33.00
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041		  		\$5.02

Project Types




-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian

-  Mobility Options
-  Safety
-  Asset Management
-  Aviation
-  Freight
-  Transit















SWP Goal Area

-  Asset Management
-  Mobility
-  Safety









Corridor Projects: US Highway 160B: Business Loop in Walsenburg (PSC7009)




Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Walsenburg Stop Sign Gap Assist Project	Alerts drivers when it is not safe to enter a stop sign-controlled intersection. This is intended to improve safety at non-signalized intersections where only the minor road has posted stop signs. It includes both onboard (for connected vehicles) and roadside signage warning systems (for non-equipped vehicles).	1277	 	-	 	\$0.01
I-25C/US 160 Ped/Bike Improvements	Improve ADA ramps, sidewalks along I25C and US160 at selected locations (I-25C & US 160).	1509	 	  	 	\$2.45
Between I-25 BR (Walsenburg) & Junction I-25	Rural road surface treatment.	2622				\$0.64







Project Types

-  Safety
-  Freight
-  Operations
-  Bicycle
-  Capacity
-  Transit
-  Asset Management
-  Pedestrian




Project Benefits

-  Economic Vitality
-  Public Health
-  Tourism
-  Environmental
-  Quality of Life
-  Bicycle
-  Resilience
-  Pedestrian

Project Benefits

-  Mobility Options
-  Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: US Highway 160B: Business Loop in Walsenburg (PSC7009)



Asset Management

- Between I-25 BR (Walsenburg) & Junction I-25



Mobility

- I-25: SH 10/ US 160 Interchange Reconstruction at Walsenburg
- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- Bike/Pedestrian: Southern Mountain Loop Trail



Safety

- Walsenburg Stop Sign Gap Assist Project
- I-25C/US 160 Ped/Bike Improvements



US Highway 160C: Between I-25 in Trinidad and the Baca County Line (PSC7010)



Corridor Name

US Highway 160C: Between I-25 in Trinidad and the Baca County Line

Corridor Vision

The Vision for the US 160, I-25 (Trinidad) east to Baca County Line, corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

US 160 is the primary east-west facility in South Central Colorado. This corridor provides local access in Trinidad, and makes east-west connections between communities within South Central Colorado. This corridor is a designated a hazardous material route and is experiencing increased agricultural, energy, and bicycle use. Increasing mobility to support the movement of freight and tourism is important for the corridor.

Corridor Designations

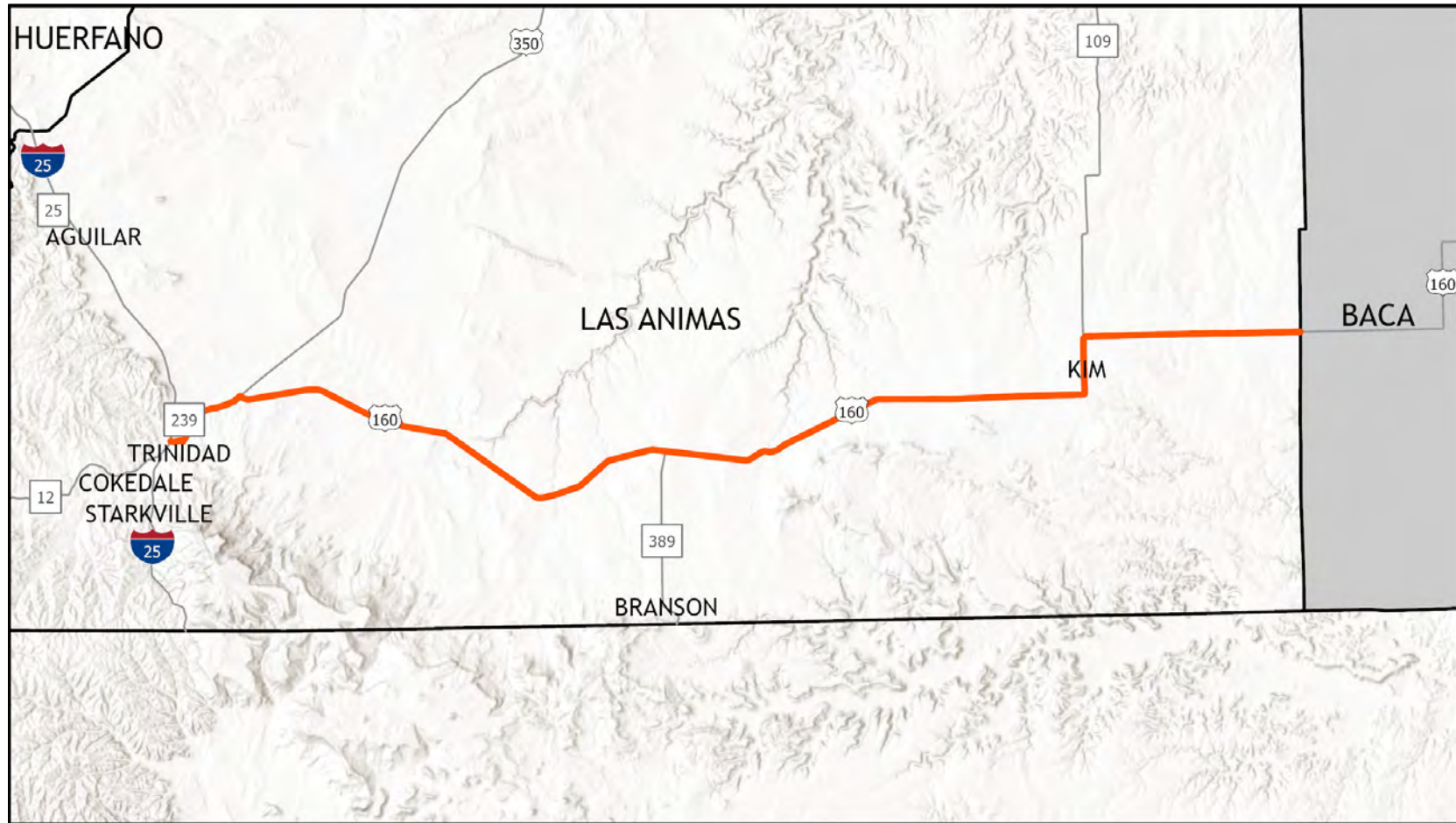
- On National Highway System
- Colorado Freight Corridor
- Section of Scenic Byway, Trinidad to SH 350 (Santa Fe Trail)

What we heard about the Corridor

- 5 comments specifically about this corridor
- Desire for better road conditions
- Concerns about increasing truck congestion
- Concerns about trucks using Main Street in Trinidad instead of the truck bypass
- Desire for shoulders



Key Data Findings: US Highway 160C: Between I-25 in Trinidad and the Baca County Line (PSC7010)



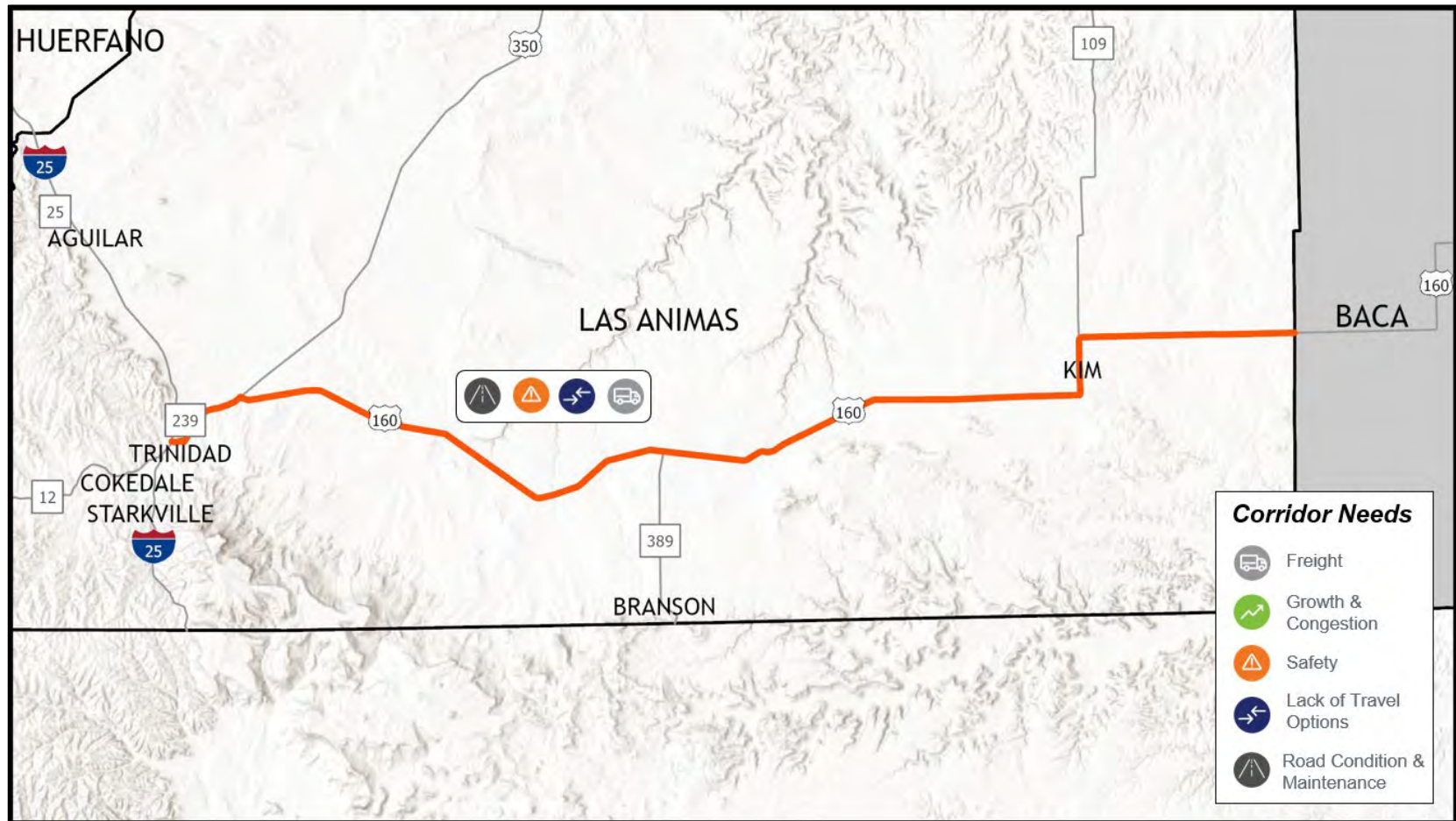
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations
Freight Safety	Majority of corridor has shoulders <2' One segment with elevated crash patterns (LOSS 3 or 4); Hazmat route
Freight Asset Management	Segments of low drivability life between Trinidad and SH 389
Transit	SCCOG operates on corridor Seasonal trolley service operated by City of Trinidad

Bicycling	Section with high bicyclist activity (next to Trinidad) High stress for bicycling
Pedestrian Economics	Main street through Trinidad (DOLA affiliated Main Street)
Freight Resiliency	Very low redundancy
Economics	High concentration of jobs in Trinidad segment
Economics	Provides access to recreational area (National Forest in Kim)
Freight	High percentage of truck traffic (greater than 20%)



Corridor Needs: US Highway 160C: Between I-25 in Trinidad and the Baca County Line (PSC7010)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns
- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Provide additional travel options
- Enhance walkability in areas with high pedestrian demand (downtown areas)
- Improve bicycle accommodation
- Provide tourism amenities for National Forest (signage, pull-offs)



Corridor Projects: US Highway 160C: Between I-25 in Trinidad and the Baca County Line (PSC7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Kim Transit Garage	Garage and offices for expanded transit services by SCCOG to Kim, Branson and Baca County . This will hold 2 vans.	1044				\$0.50
Expanded Regional Transit Service between Kim-Branson-Baca County	New Vans (2) to expand Transit Service to Kim, Branson, and Baca County w/ operating expenses.	1045				\$0.60
Proposed US160C shoulder widening	Widen shoulders on both sides along the corridor at selected areas (selected areas between MP 344.61 to MP 431.69).	1510				\$20.00
US 160 Curve Alignment	Soften Curve on US 160 near MP 412.8	1628				\$1.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 160C: Between I-25 in Trinidad and the Baca County Line (PSC7010)



Asset Management

- US 160 Curve Alignment



Mobility

- Kim Transit Garage
- Expanded Regional Transit Service between Kim-Branson-Baca County



Safety

- Proposed US 160C shoulder widening



State Highway 239: Between US 160 in Trinidad and Road E (PSC7011)



Corridor Name

State Highway 239: Between US 160 in Trinidad and Road E

Corridor Description

State Highway 239 provides local access and makes north-south connections between Trinidad and El Mora. The corridor serves local land uses, and agriculture along the corridor. Maintain the rural character of the corridor is important for this corridor.

Corridor Designations

- None

What we heard about the Corridor

- No comments specifically about this corridor

Corridor Vision

The Vision for the State Highway 239, US 160 (Trinidad) to Rd. E (El Mora Rd.), corridor is primarily to maintain system quality as well as to improve safety.

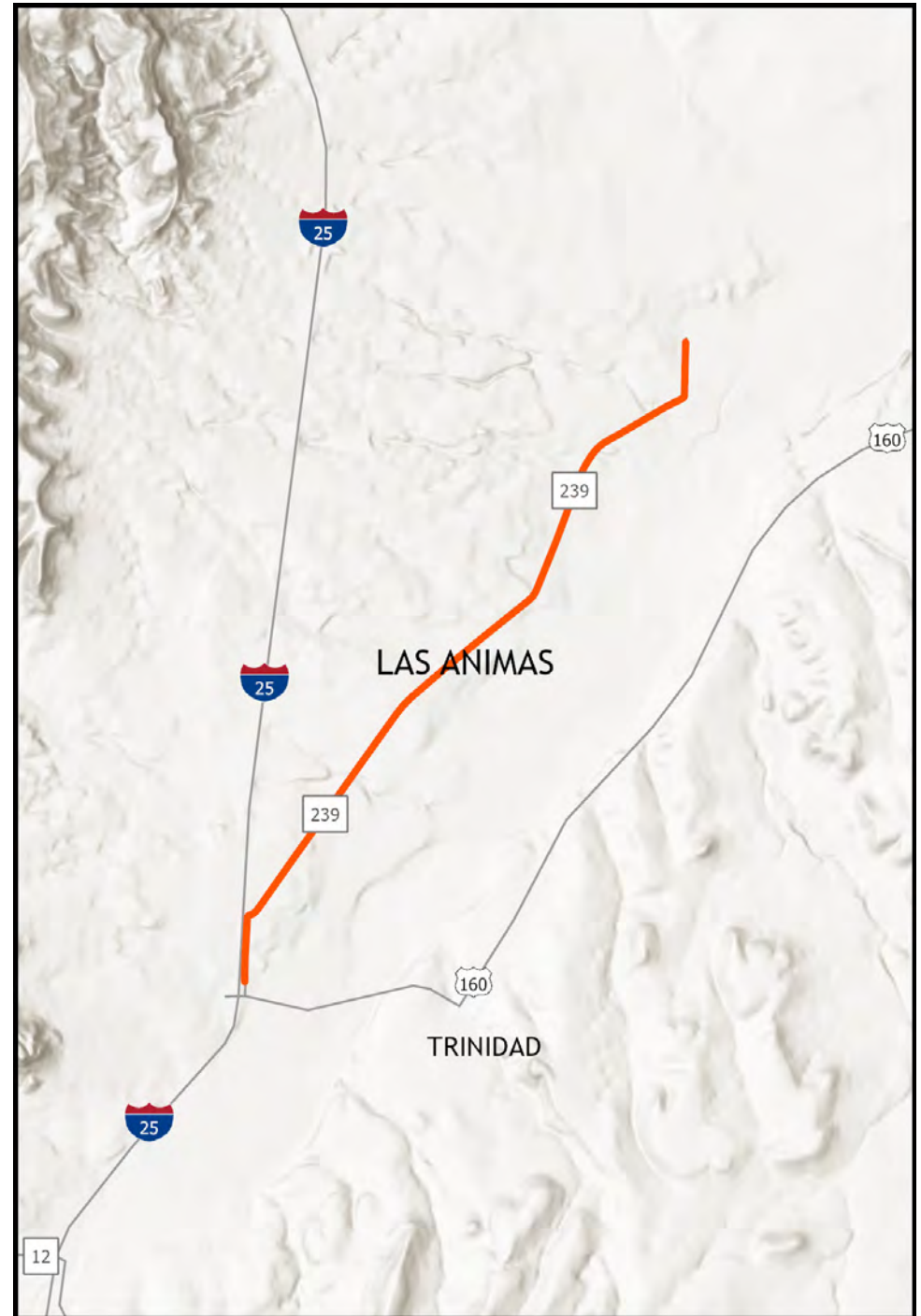


Key Data Findings: State Highway 239: Between US 160 in Trinidad and Road E (PSC7011)



Key Data Findings:

<i>Demographics</i>	Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population.
<i>Transit</i>	
<i>Safety</i>	Entire corridor has shoulders <2'
<i>Transit</i>	Seasonal Trolley service operated by City of Trinidad
<i>Bicycling</i>	High stress for bicycling





Corridor Needs: State Highway 239: Between US 160 in Trinidad and Road E (PSC7011)

Corridor Needs

- ← Accommodate travel needs of vulnerable populations
- ⚠ Eliminate shoulder deficiencies





Corridor Projects: State Highway 239: Between US 160 in Trinidad and Road E (PSC7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- No projects have been identified for this goal area



Safety

- No projects have been identified for this goal area





US Highway 350: Between US 160 and the Otero County Line (PSC7012)



Corridor Name

US Highway 350: Between US 160 and the Otero County Line

Corridor Vision

The Vision for the US Highway 350, US 160 (Beshoar Jct) north to Otero County Line, corridor is primarily to maintain system quality and improve safety.

Corridor Description

US Highway 350 provides local access and makes north-east connections from Trinidad to La Junta in South Central Colorado. Preserving the rural and agricultural character of the corridor while supporting the movement of agricultural products and freight along the corridor is important.

Corridor Designations

- Scenic Byway (Santa Fe Trail)

What we heard about the Corridor

- 1 comment specifically about this corridor
- Desire for wider shoulders



Key Data Findings: US Highway 350: Between US 160 and the Otero County Line (PSC7012)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population.
<i>Freight Safety</i>	Majority of corridor has shoulders <2' Hazmat route
<i>Bicycling</i>	High stress for bicycling
<i>Freight Resiliency</i>	Very low redundancy
<i>Freight</i>	High percentage of truck traffic (greater than 20%)

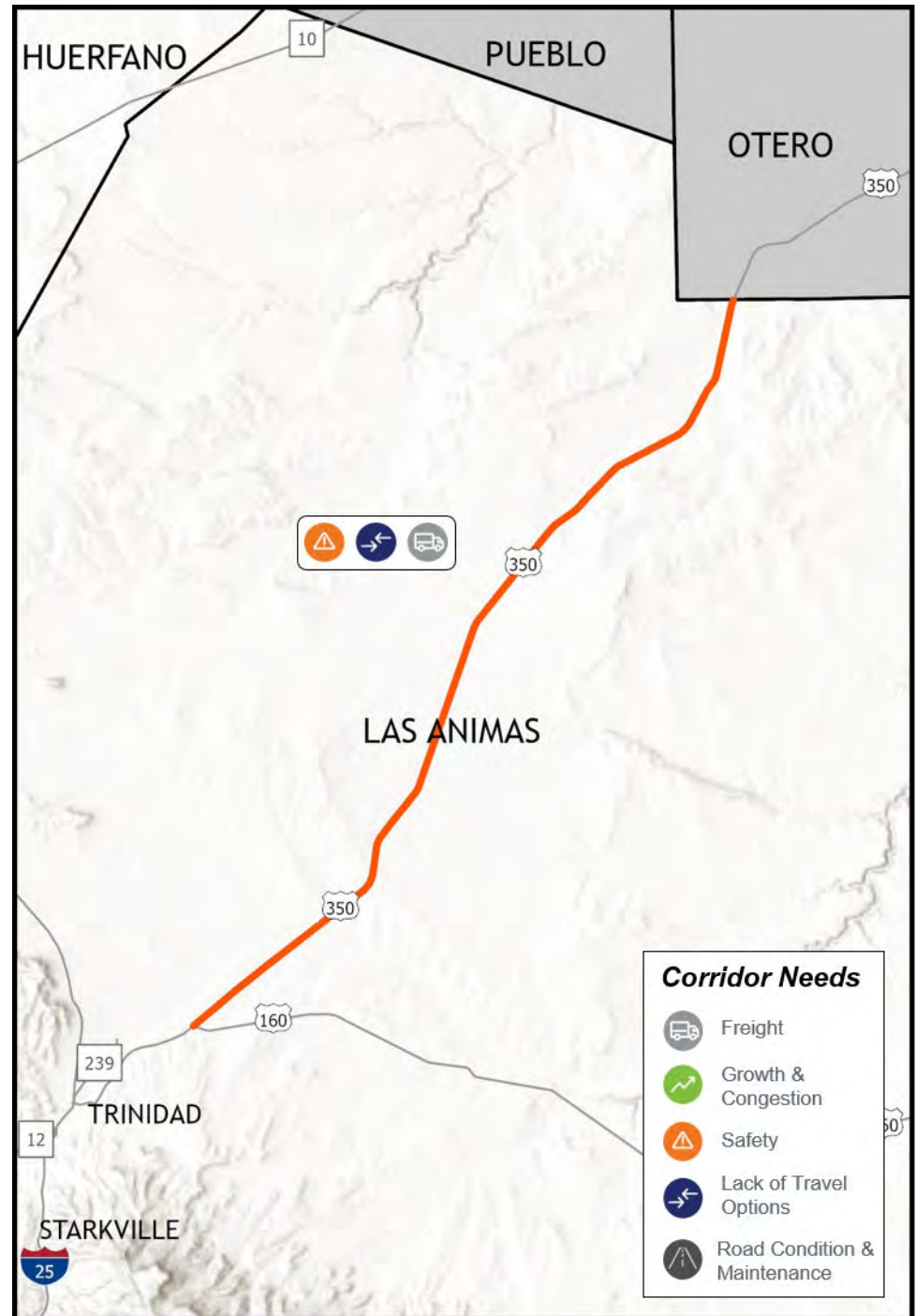




Corridor Needs: US Highway 350: Between US 160 and the Otero County Line (PSC7012)

Corridor Needs

- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles





Corridor Projects: US Highway 350: Between US 160 and the Otero County Line (PSC7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Proposed US 350 shoulder widening	Widen shoulders on both sides along the corridor at selected areas (selected areas between MP 0.0 to MP 73).	1511		 	 	\$20.00
Southwest Chief Track Improvements - BUILD Grant Match	CDOT portion of Southwest Chief track improvements – Rail replacement, turnouts and grade crossing replacements on La Junta Subdivision between Kansas and Colorado.	2735				\$0.30

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 350: Between US 160 and the Otero County Line (PSC7012)



Asset Management

- See project: Proposed US 350 shoulder widening



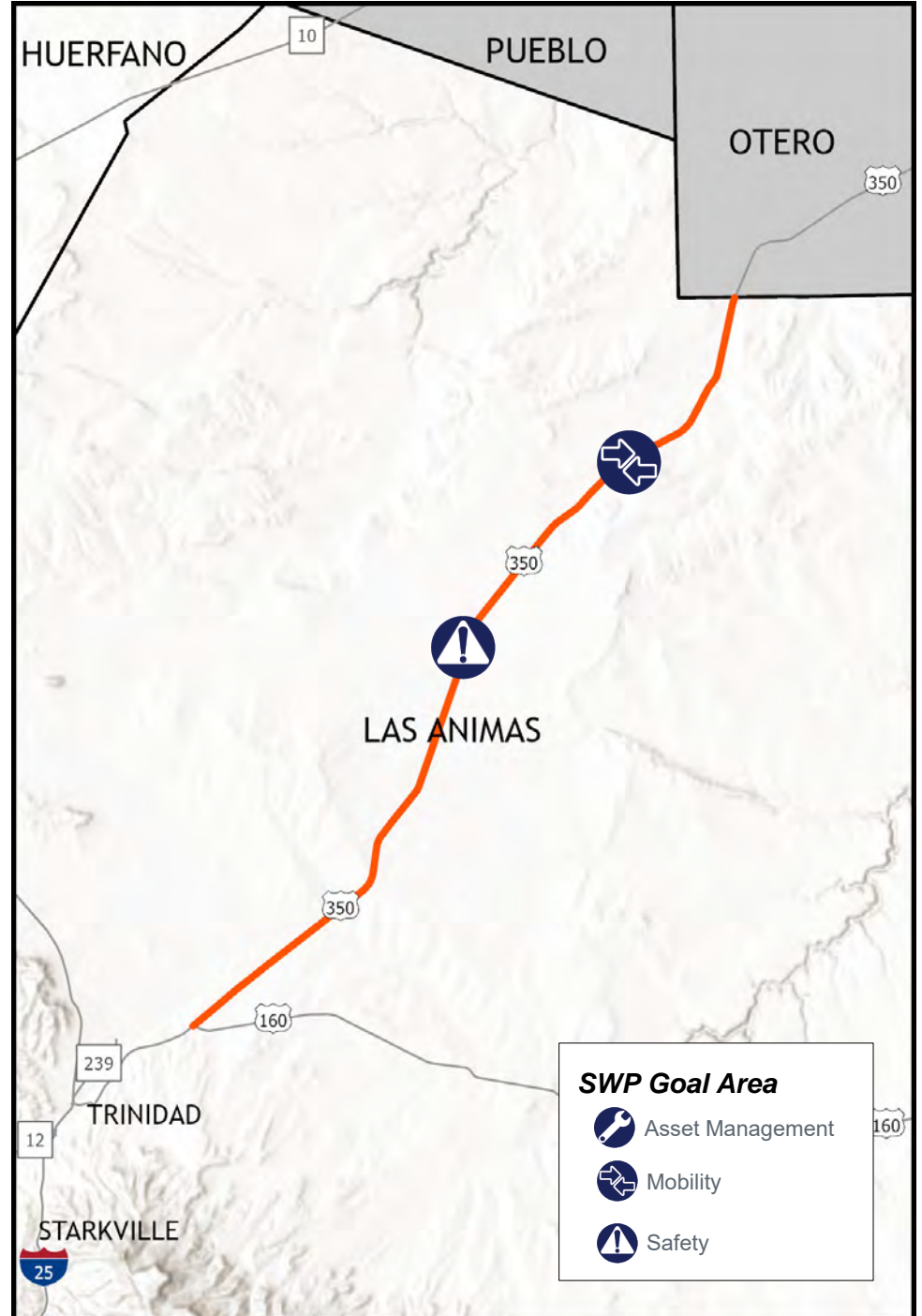
Mobility

- Southwest Chief Track Improvements - BUILD Grant Match



Safety

- Proposed US 350 shoulder widening





State Highway 389: Between New Mexico and US 160 (PSC7013)



Corridor Name

State Highway 389: Between New Mexico and US 160

Corridor Description

State Highway 389 provides local access and makes north-south connections within South Central Colorado between US 160 and into New Mexico. The transportation system in the area primarily serves local land uses and small towns along the corridor. Maintaining the rural and agricultural character of the corridor while supporting multimodal transportation like bicycling and transit is important.

Corridor Designations

- None

What we heard about the Corridor

- No comments specifically about this corridor

Corridor Vision

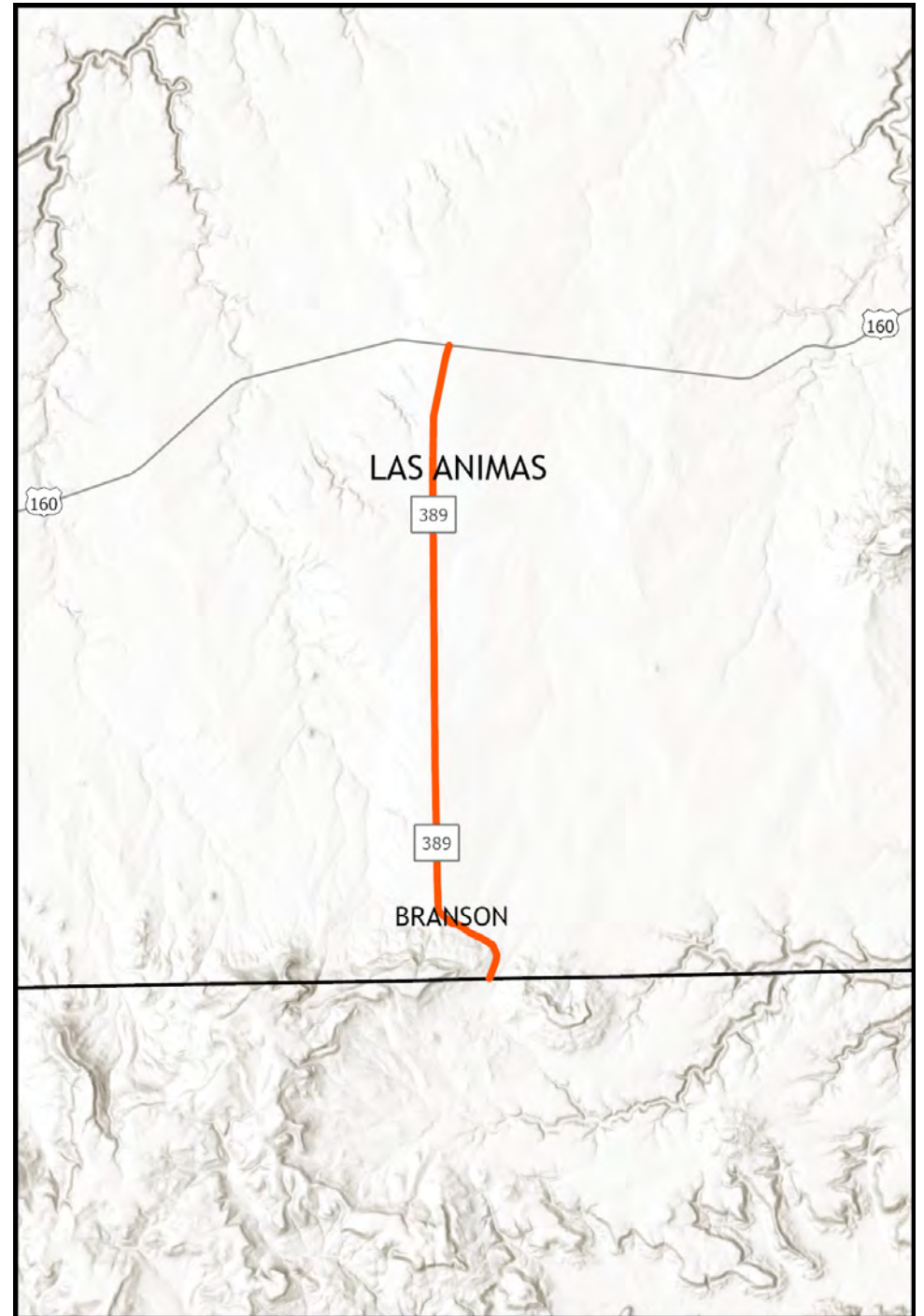
The Vision for the State Highway 389, CO/NM state line north to US 160, corridor is primarily to maintain system quality and to improve safety.



Key Data Findings: State Highway 389: Between New Mexico and US 160 (PSC7013)

Key Data Findings:

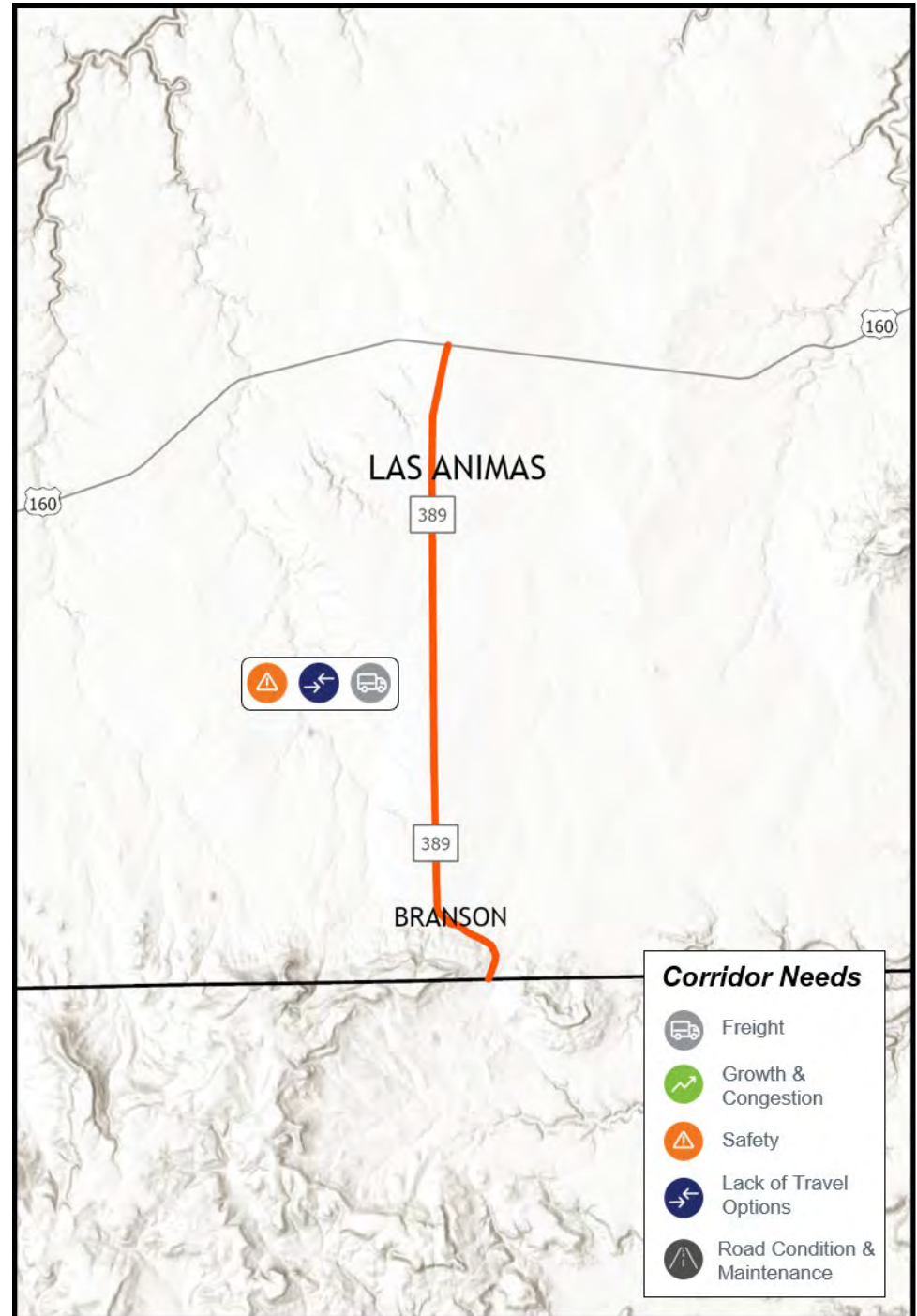
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population.
<i>Freight Safety</i>	Entire corridor has shoulders <2'
<i>Bicycling</i>	Section with very high bicyclist activity (South of Branson) High stress for bicycling
<i>Freight Resiliency</i>	Very low redundancy
<i>Freight</i>	High percentage of truck traffic (greater than 20%)





Corridor Needs

- ↔ Accommodate travel needs of vulnerable populations
- ⚠ Eliminate shoulder deficiencies
- 🚲 Improve bicycle accommodation
- 🚛 Improve travel conditions for trucks and heavy vehicles





Corridor Projects: State Highway 389: Between New Mexico and US 160 (PSC7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expanded Regional Transit Service between Kim-Branson-Baca County	New Vans (2) to expand Transit Service to Kim, Branson, and Baca County w/ operating expenses.	1045				\$0.60
Resurfacing SH 389 to improve drivability	MP 0.0 to MP 12.903.	1512				\$8.00
Between CO/NM State Line & Junction US 160	Rural road surface treatment.	2623				\$5.28

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 389: Between New Mexico and US 160 (PSC7013)



Asset Management

- Between CO/NM State Line & Junction US 160



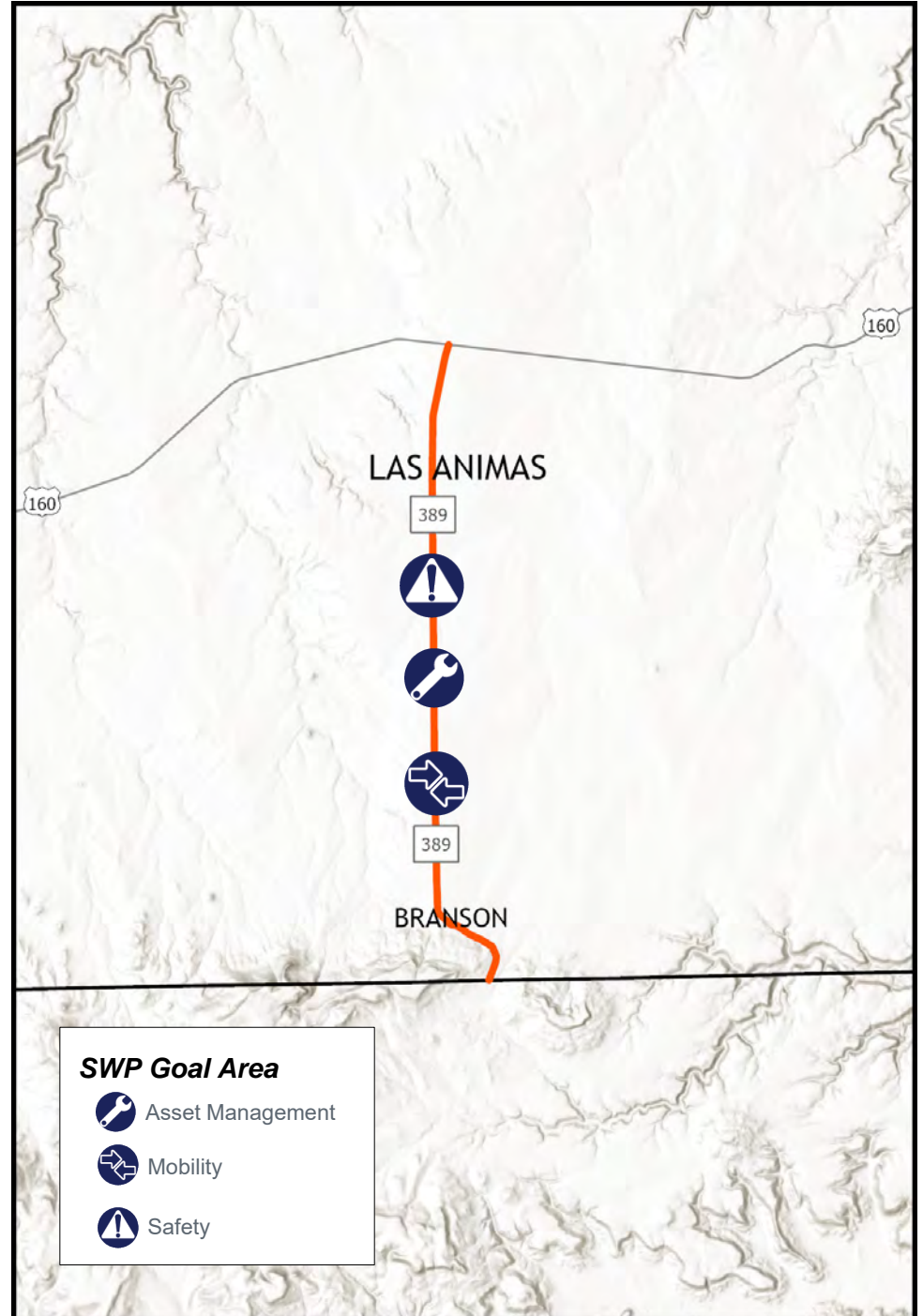
Mobility

- Expanded Regional Transit Service between Kim-Branson-Baca County



Safety

- Resurfacing SH 389 to improve drivability





Southeast Transportation Planning Region - Final

CDOT Region 2

Counties:

Baca, Bent, Crowley, Kiowa, Otero, Prowers

Non-Corridor Specific Needs

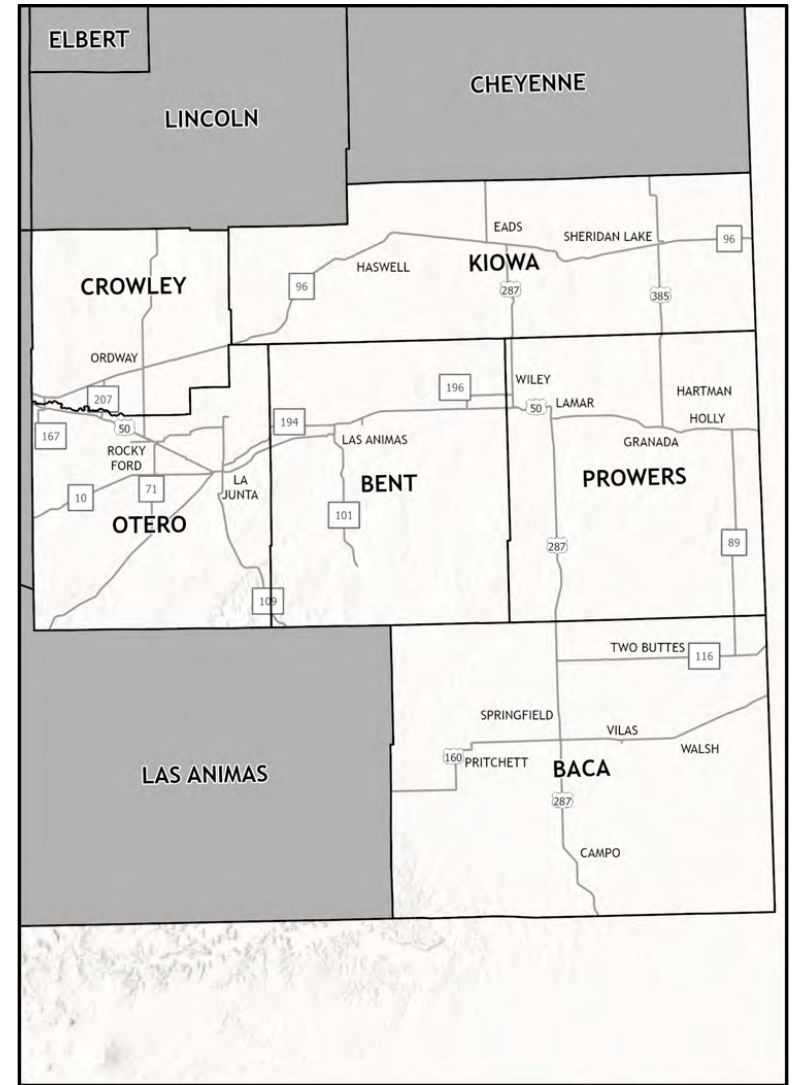
- Provide additional travel options
- Accommodate travel needs of vulnerable populations
- Address unsafe passing conditions
- Eliminate shoulder deficiencies
- Address mowing operations

* Corridor needs are listed in order of importance based on TPR and public feedback

What We've Heard about the Southeast TPR

- 905 public and stakeholder comments specifically about the SE TPR
- 75 surveys completed by residents with a zip code in the Southeast TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" public survey respondents in the SE TPR, combined with stakeholder input selected:
 - Road Condition and Safety
 - Lack of Travel Options
 - Moving Goods
- The highest frequency topics for location-specific comments in the Southeast TPR (in order of frequency) include: Safety, Trucking/Freight, Road Condition, Bus Service/Transit, Roadway Capacity

“ The vision for the Southeast TPR will provide a safe, convenient, reliable, and efficient transportation network to support the region’s multimodal needs. ”



Key Data Findings:

Demographics	2015 Population: 41,240 2045 Forecasted Population: 39,831
Economics	2015 Jobs: 19,854 2045 Forecasted Jobs: 19,542
Economics	Top Industries: Agriculture, Manufacturing, Energy and Natural Resources, Tourism, Hunting

Growth	2015 Vehicle Miles of Travel (VMT): 1.2 Million 2045 Vehicle Miles of Travel (VMT): 1.4 Million
Asset Management	152 Miles of highway with high drivability life 418 Miles of highway with moderate drivability life 179 Miles of highway with low drivability life



US Highway 287: Colorado/Oklahoma State Line to Kiowa/Cheyenne Co. Line (PSE7001)



Corridor Name

US Highway 287: Colorado/Oklahoma State Line to Kiowa/Cheyenne Co. Line

Corridor Vision

The vision for this corridor is primarily to increase the north-south mobility from Laredo, Texas to the Denver metropolitan area and the various communities and facilities along the route as part of the National Ports to Plains Trade Route. The vision is also to improve safety, reliability and to maintain system quality on the corridor.

Corridor Description

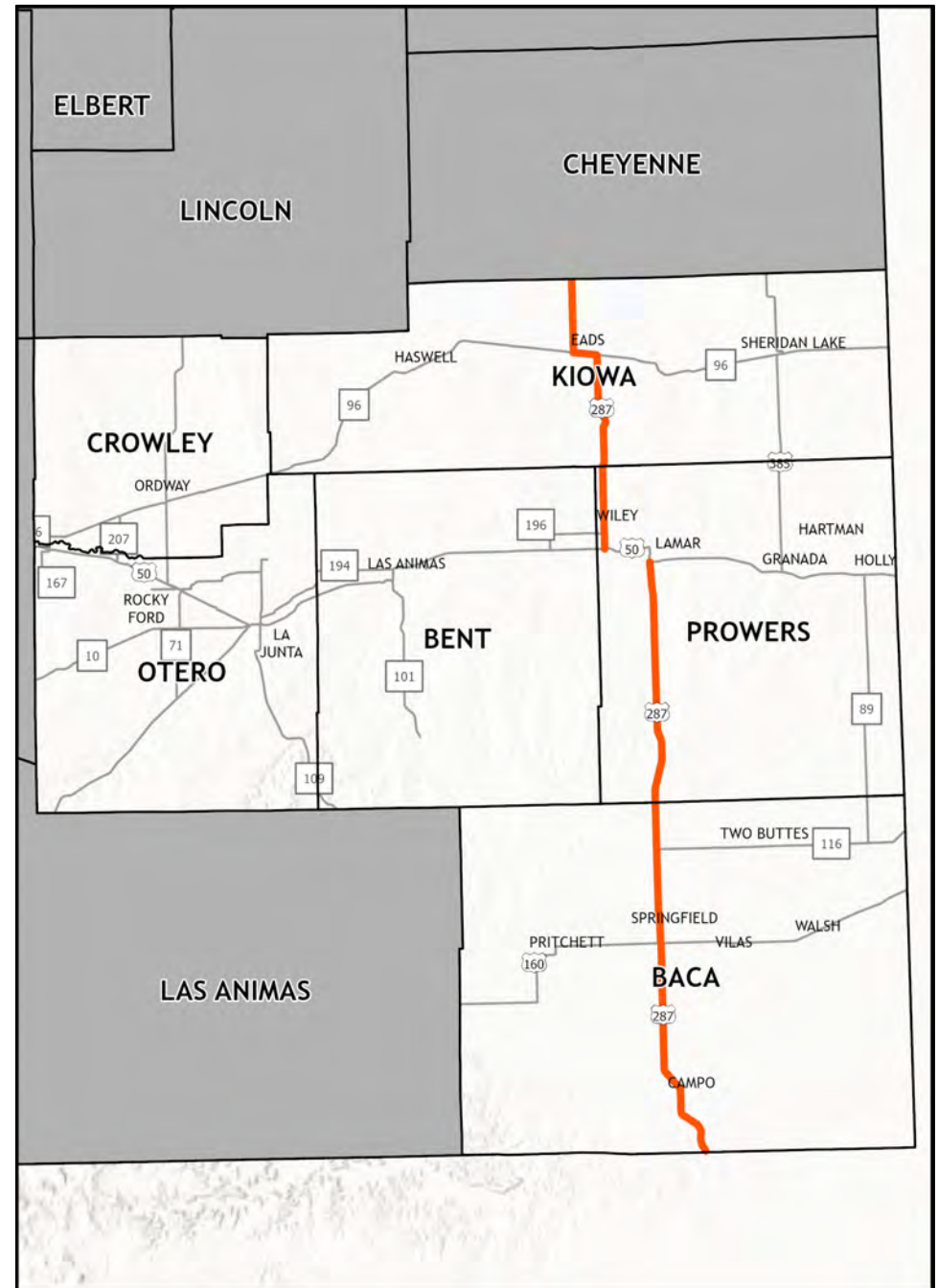
This corridor serves as a multimodal National Highway System facility and is a critical link in the Ports to Plains Corridor which will facilitate interstate and international trade commerce between Mexico and the United States. In addition, this corridor will provide a critical link in the nationwide system of routes which are essential to the nation's economy, defense and overall mobility.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor R2-9 (Eads to US 287)
- Tier 1 CNG Corridor

What we heard about the Corridor

- 103 comments specifically about this corridor
- Desired improvements for freight and truck movement
- Pavement condition is poor
- Desire for roadway expansion
- Desire for passing lanes
- Frustration with congestion
- Concerns about safety
- Concerns about weather and natural incidents

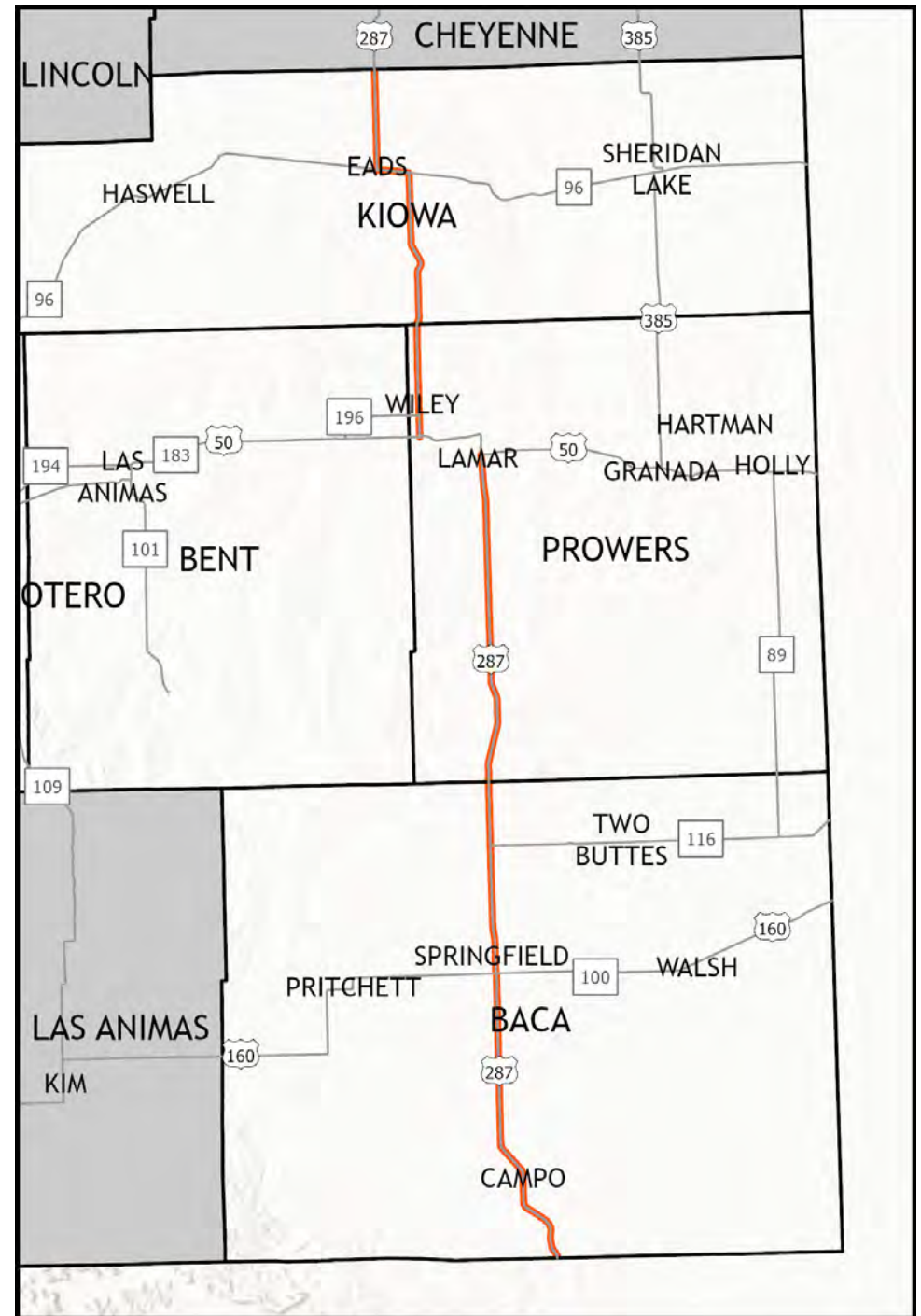




Key Data Findings: US Highway 287: Colorado/Oklahoma State Line to Kiowa/Cheyenne Co. Line (PSE7001)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population and disabled populations, and a higher rate of poverty
<i>Freight Safety</i>	Segments with shoulders less than 2' in Lamar Hazmat route
<i>Pedestrian Transit</i>	Greyhound operates on corridor Inter-city bus stations in Springfield and Lamar Amtrak station in Lamar Kiowa County Transit operates on corridor
<i>Bicycling</i>	High bicycle activity near Lamar
<i>Pedestrian Economics</i>	Main Street through Campo, Springfield, and DOLA designated Main Street through Lamar
<i>Freight Resiliency</i>	Low redundancy Crosses 100-year floodplain
<i>Economics</i>	Concentration of jobs in Springfield and Lamar
<i>Economics Freight</i>	Concentration of wind turbines Agricultural corridor
<i>Bicycling</i>	High truck traffic









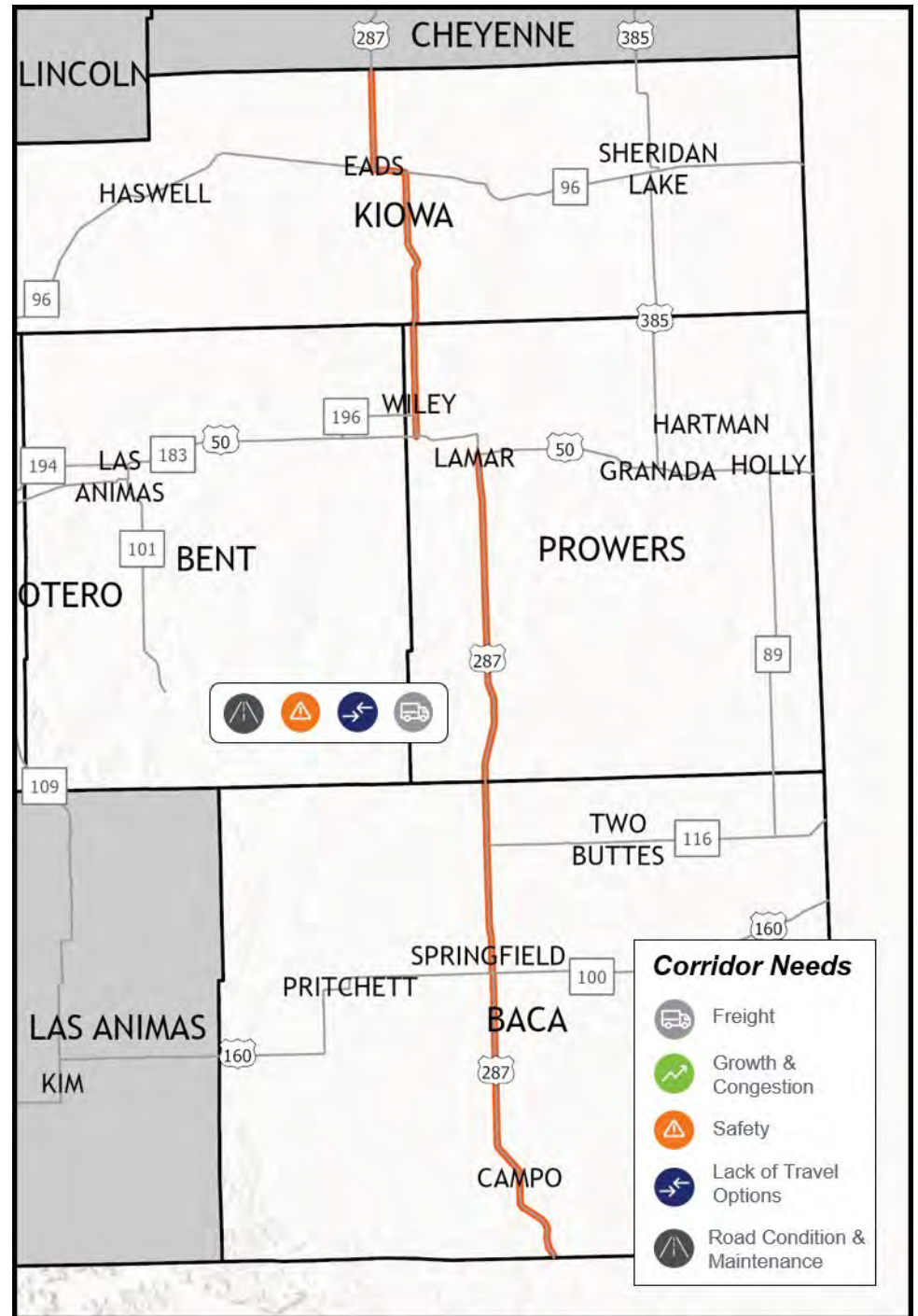


Corridor Needs: US Highway 287: Colorado/Oklahoma State Line to Kiowa/Cheyenne Co. Line (PSE7001)



Corridor Needs

-  Address unsafe passing conditions
-  Address safety concerns
-  Improve travel conditions for trucks and heavy vehicles
-  Address roadway condition
-  Accommodate travel needs of vulnerable populations
-  Enhance walkability in areas with high pedestrian demand
(bus stops, downtown areas)





Corridor Projects: US Highway 287 Colorado/Oklahoma State Line to Kiowa/Cheyenne Co. Line (PSE7001)(Part 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50, US 287 (north of US 50), and US 350	Add fiber network on US 50, US 287, and US 350	1046				\$16.00
Kiowa County Bus Storage Facility	Metal storage facility; heated; 2-4 vehicles	1281				\$0.20
US 287: Lamar Reliever Route	Phase I and II of the Lamar Reliever Route. Realignment of US 50 to the South - needed for future US 50/US 287 Interchange.(US 50: MP 433-435). Phase II is the construction of the new two lane reliever route. (US 287: MP 73-81)	1282				\$211.07
US 287 - Freight Truck Parking	Smart Truck Parking	1283		-		\$0.05
Stop Sign Gap Assist	Alerts drivers when it is not safe to enter a stop sign-controlled intersection. This is intended to improve safety at non-signalized intersections where only the minor road has posted stop signs. It includes both onboard (for connected vehicles) and roadside signage warning systems (for non-equipped vehicles).	1284		-		\$0.01
US287 Passing Lane	Install four passing lanes (At 8 locations between the State line and Kit Carson)	1607				\$25.00
US 287 Wiley North SB Pass Lane	-	1608				\$5.00
US 287 Campo South SB Pass Lane	-	1609				\$5.00
US 287 Passing Lanes (Lamar to Eads)	-	1610	-	-	-	\$5.70
Springfield, CO	Address truck parking demand	1612		-		\$0.93
Crosswalk improvement in Springfield	Install pedestrian crossing device in Springfield	1613				\$0.02

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 287 Colorado/Oklahoma State Line to Kiowa/Cheyenne Co. Line (PSE7001)(Part 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 287 Bridge Preventative Maintenance Phases 1 & 2	Repairs nine bridges on the Ports to Plains freight corridor. The bridges are quite dated, with the oldest built in 1935.	7				\$5.00
US 287 (Park Street South) Lamar Downtown PCCP Phases 1 & 2	This project concrete paves US 287 through downtown Lamar. US 287 is part of the Ports to Plains corridor, which is used heavily by freight, and was last paved with asphalt in 2004. This rural paving project is a major priority for Prowers County.	10				\$30.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 287 Colorado/Oklahoma State Line to Kiowa/Cheyenne Co. Line (PSE7001)



Asset Management

- US 287 Bridge Preventative Maintenance Phases 1 & 2
- US 287 (Park Street South) Lamar Downtown PCCP Phases 1 & 2



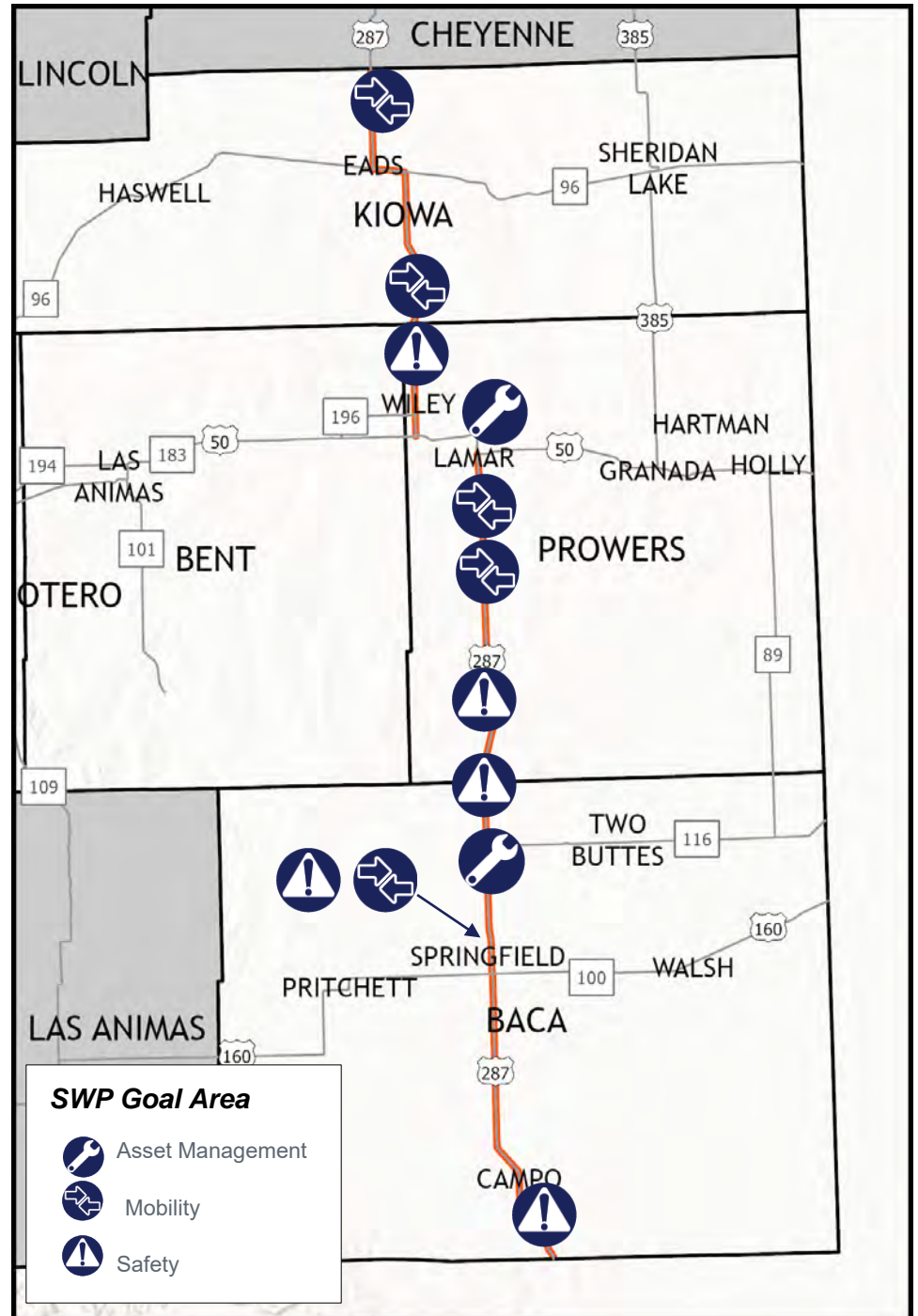
Mobility

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50, US 287 (north of US 50), and US 350
- Kiowa County Bus Storage Facility
- US 287: Lamar Reliever Route
- US 287 - Freight Truck Parking
- Springfield, CO



Safety

- Stop Sign Gap Assist
- US 287 Passing Lane
- US 287 Wiley North SB Pass Lane
- US 287 Campo South SB Pass Lane
- Crosswalk improvement in Springfield





US Highway 50: I-25 in Pueblo to Colorado/Kansas State Line (PSE7002)



Corridor Name

US Highway 50: I-25 in Pueblo to Colorado/Kansas State Line

Corridor Vision

The vision for this corridor is primarily to increase the east-west mobility from the Lower Arkansas Valley to the Pueblo metropolitan area and the various communities and facilities along the route, as well as to improve safety, reliability and maintain system quality.

Corridor Description

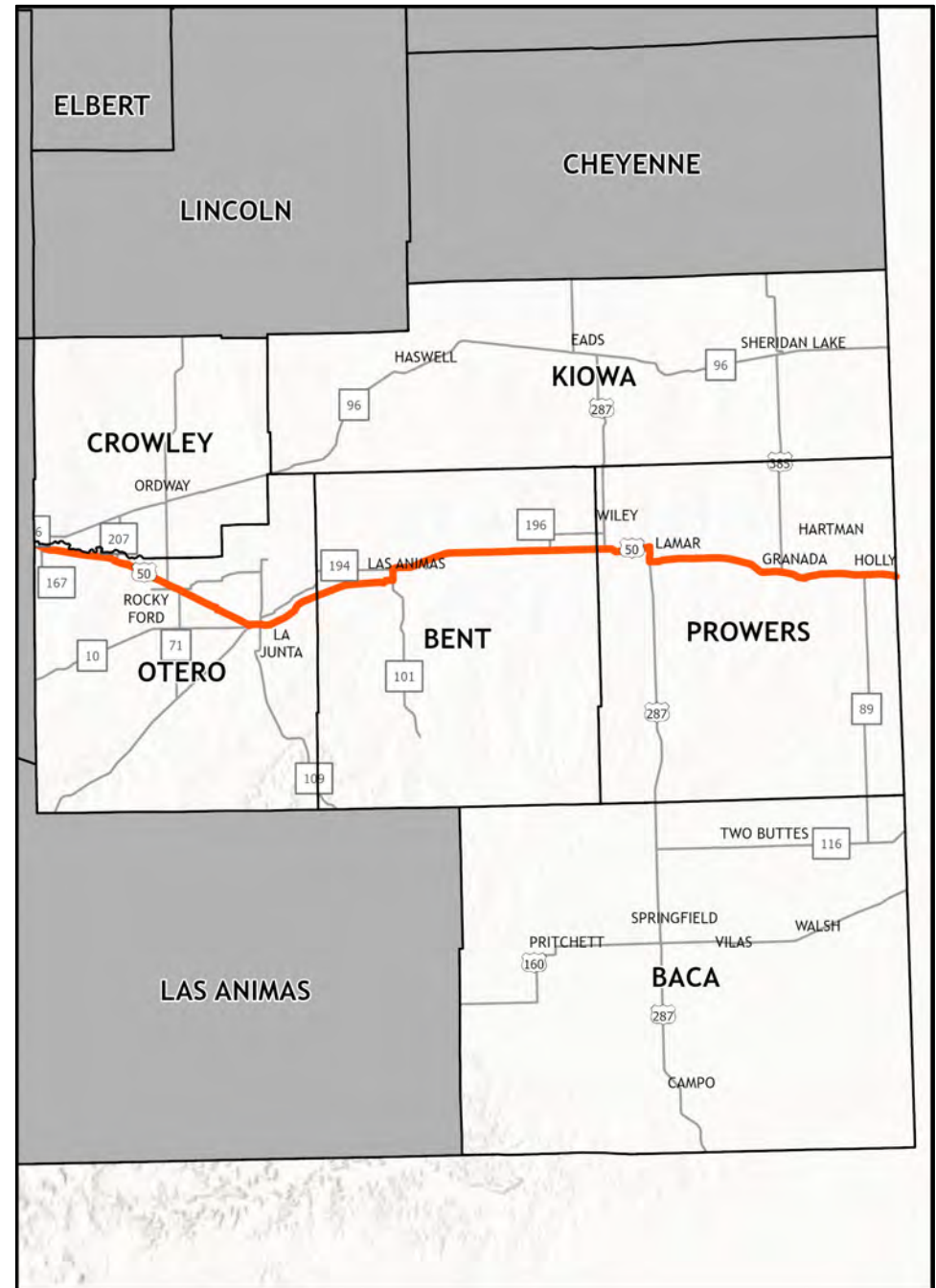
This corridor serves as a multimodal National Highway System facility and makes the east-west connection within southeast Colorado including the making the connection to the Ports to Plains route (US 287) to I-25 in the City of Pueblo. This corridor will provide a southern east-west alternative to I-70 for region residents, tourists and freight movements by providing interstate level mobility for southern Colorado

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- Scenic Byway (La Junta to Colorado/Kansas State Line)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 212 comments specifically about this corridor
- Concerns about safety
- Desired improvements for freight and truck movement
- Desire for roadway expansion
- Desire for passing lanes
- Desire for regional transit
- Questions/ concerns about funding
- Concerns about economic vitality
- Concerns about weather and natural incidents
- Concerns for safety due to wildlife management
- Questions about technology/data





Key Data Findings: US Highway 50: I-25 in Pueblo to Colorado/Kansas State Line (PSE7002)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty		
Safety	Three segments of elevated crash patterns (LOSS 3 or 4)	Pedestrian Transit	Greyhound operates on corridor; Beeline operates on corridor; Bustang Outrider stops in Fowler, Manzanola, Rocky Ford, Wink, La Junta, Las Animas, Hasty, and Lamar Inter-city bus stations in Fowler, Rocky Ford, Las Animas, Lamar and Holly; Amtrak operates on corridor- stations in La Junta and Lamar; Golden Age Transportation Services operates along corridor in Bent county; Publicly operated transit services in La Junta
Freight Safety	Segments with shoulders less than 2' in Lamar Dense wildlife crashes Hazmat route	Economics Pedestrian	Main Street through Holly, Granada, Las Animas, Rocky Ford and DOLA affiliated Main Street through La Junta
Freight Asset Management	Low drivability life (two segments)	Freight Resiliency	High criticality west of Rocky Ford; Low redundancy
Bicycling	High to very high bicycle activity near Lamar	Economics Freight	Concentration of jobs in Springfield; Concentration of oil and gas wells ; Agricultural corridor; High truck traffic



Corridor Needs: US Highway 50: I-25 in Pueblo to Colorado/Kansas State Line (PSE7002)



Corridor Needs

- Address unsafe passing conditions
- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns (LOSS 3 or 4) (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Mitigate risk associated with natural disasters (floodplain, dust storms)
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: I-25 in Pueblo to Colorado/Kansas State Line (PSE7002)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50, US 287 (north of US 50), and US 350	Add fiber network on US 50, US 287, and US 350	1046				\$16.00
Expanded RSVP Program to Serve Rocky Ford and Ordway	Expand RSVP program to include transportation to Rocky Ford and Ordway. 2 trips per week, estimated annual hours 500	1050				\$0.37
La Junta Multimodal Transit Center	New facility build, Santa Fe & San Juan & 1st St., La Junta; including Park-n-Ride facility	1285				\$4.00
Lamar Depot Multimodal Improvements	New Park-n-Ride facility adjacent to existing depot, 70 spaces, \$560k; Bus access improvements \$50k; pedestrian access improvements to new lot and to existing depot site \$100k; bus shelter \$30	1286				\$0.84
La Junta to Fowler Fixed-Route Service	Fixed route service, 2 R/T routes/day; Purchase of one 15-passenger bus	1287				\$0.60
City of La Junta Bus Barn Rehabilitation	Rehabilitate existing facility, 5th St & Gardner, La Junta; increase size; electrical rehab; adding restrooms	1288				\$0.20
Expand Deviated Fixed Route Services in La Junta	Expanded service hours throughout the day; requires one add'l 15-passenger bus	1289				\$0.40
US 50B: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318-467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	1291				\$100.00
US 50 La Junta to Holly - Freight Congestion, Signals, Passing Lanes, Some Signals	Freight Advanced Traveler Information Systems (FRATIS)	1292				\$20.00
US 50 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Pueblo and Lamar	1293				\$27.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: I-25 in Pueblo to Colorado/Kansas State Line (PSE7002)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
More US50B Passing Lanes	Install a few more passing lanes before significant funding is available for the 4 lane project	1614				\$15.00
Realign US50B as a part of US287 Relieve Route project	Realign US50B as a part of US287 Relieve Route project	1617				\$34.20
Increase Truck Parking. Additional parking could be provided through CDOT investment in Holly Rest Area.	-	1618				\$0.31
US 50B West of Las Animas East (Passing Lanes + Overlay + Strc Repair)	-	1619				\$1.50
Corridor drainage improvements	Design and construct drainage facilities	1620				\$10.00
Prowers Area Transit Bus Barn Expansion	Add a transit office on the east side of the existing bus storage barn	2485				\$0.15
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 8 locations: Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	2495				\$0.60

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

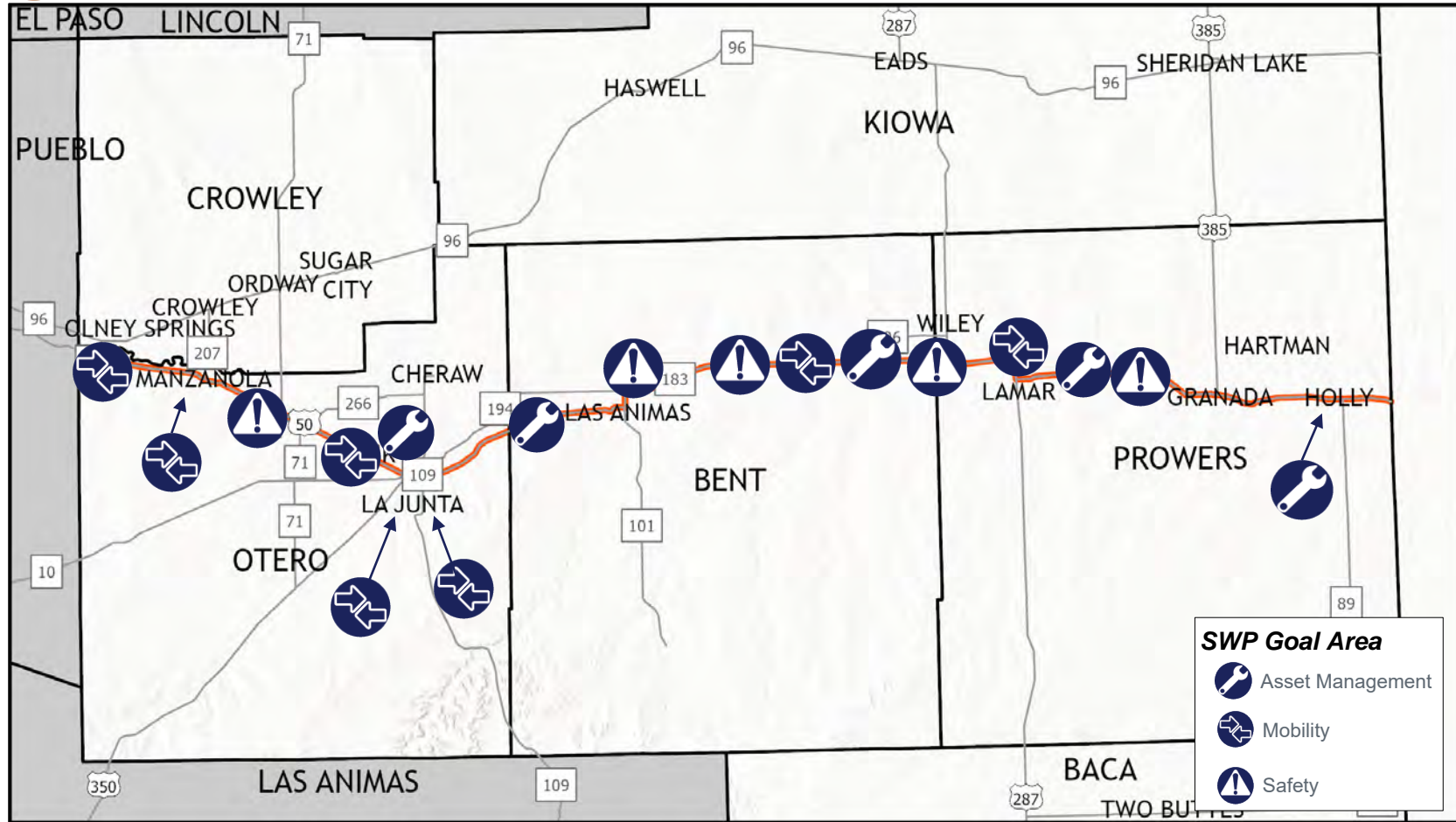
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: I-25 in Pueblo to Colorado/Kansas State Line(PSE7002)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- City of La Junta Bus Barn Rehabilitation
- Realign US50B as a part of US287 Relieve Route project
- Increase Truck Parking. Additional parking could be provided through CDOT investment in Holly Rest Area.
- Corridor drainage improvements
- Prowers Area Transit Bus Barn Expansion

Mobility

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50, US 287 (north of US 50), and US 350
- Expanded RSVP Program to Serve Rocky Ford and Ordway
- La Junta Multimodal Transit Center
- Lamar Depot Multimodal Improvements
- La Junta to Fowler Fixed-Route Service
- Expand Deviated Fixed Route Services in La Junta
- Outrider Stop/Shelter Improvements

Safety

- US 50B: East Widening
- US 50 La Junta to Holly - Freight Congestion, Signals, Passing Lanes, Some Signals
- US 50 Intelligent Transportation Systems Infrastructure
- More US50B Passing Lanes
- US 50B West of Las Animas East (Passing Lanes + Overlay + Strc Repair)



Key Data Findings: State Highway 101: Junction US 50 to Junction at Bent County Road K in Toonerville (PSE7003)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
<i>Freight Safety</i>	Majority of corridor has shoulders less than 2'
<i>Freight Asset Management</i>	Low drivability life
<i>Pedestrian Transit</i>	Golden Age Transportation Services operates on corridor in Bent County Inter-city bus station in Las Animas and Springfield
<i>Bicycling</i>	High stress for bicycling
<i>Freight Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of jobs in Los Animas
<i>Economics Freight</i>	High truck traffic in Toonerville

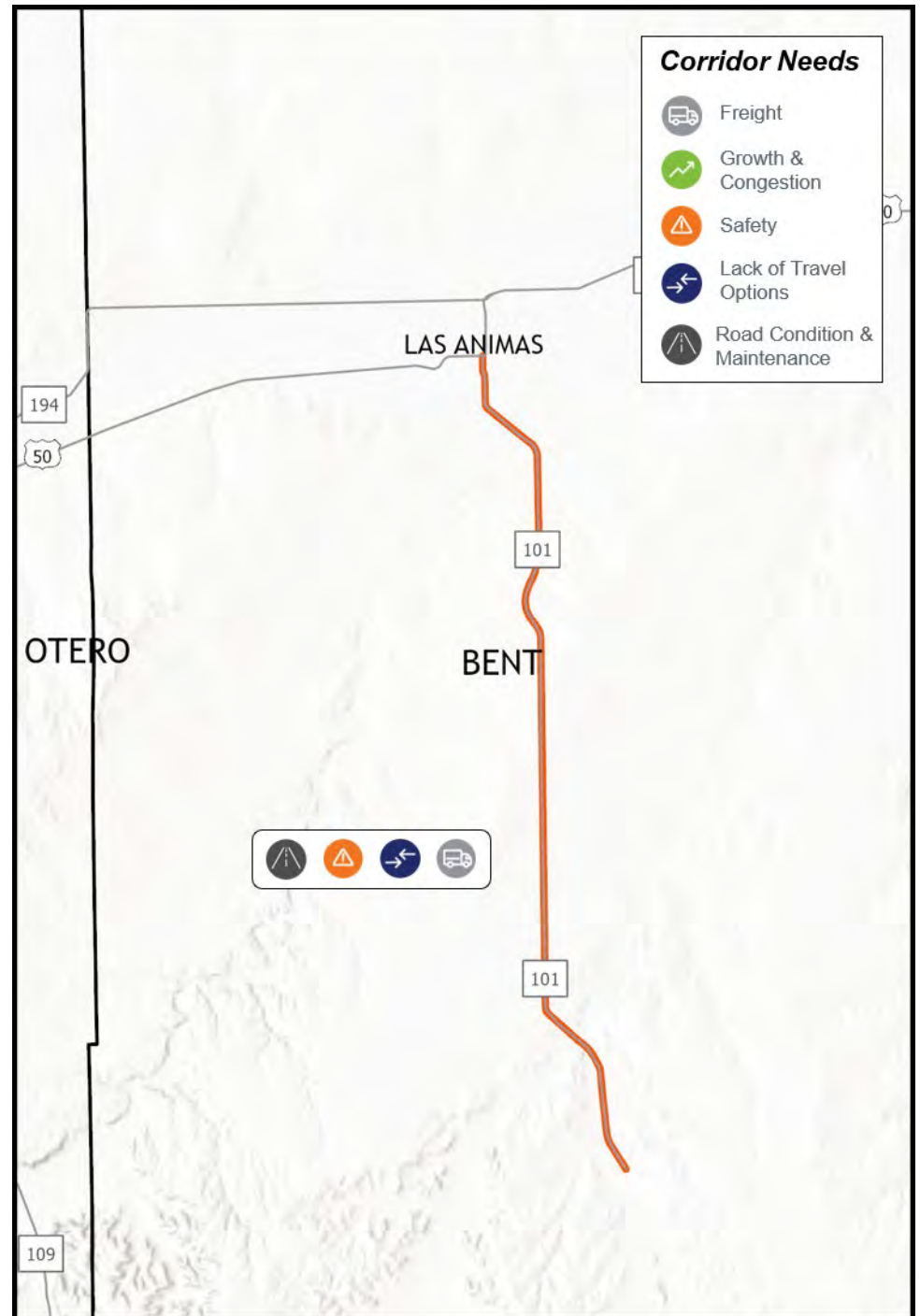




Corridor Needs: State Highway 101: Junction US 50 to Junction at Bent County Road K in Toonerville (PSE7003)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Mitigate risk associated with natural disasters (floodplain, avalanche, rockfalls)





Corridor Projects: State Highway 101: Junction US 50 to Junction at Bent County Road K in Toonerville (PSE7003)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
RRST 101A - MP 0-21.4	Rural road surface treatment	2625		-		\$9.83

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Junction US 50 to Junction at Bent County Road K in Toonerville (PSE7003)



Asset Management

- RRST 101A - MP 0-21.4



Mobility

- No projects have been identified for this strategy



Safety

- No projects have been identified for this strategy





State Highway 96: Pueblo/Crowley County Line to Colorado/Kansas State Line State Line (PSE7004)



Corridor Name

State Highway 96: Pueblo/Crowley County Line to Colorado/Kansas State Line

Corridor Vision

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor.

Corridor Description

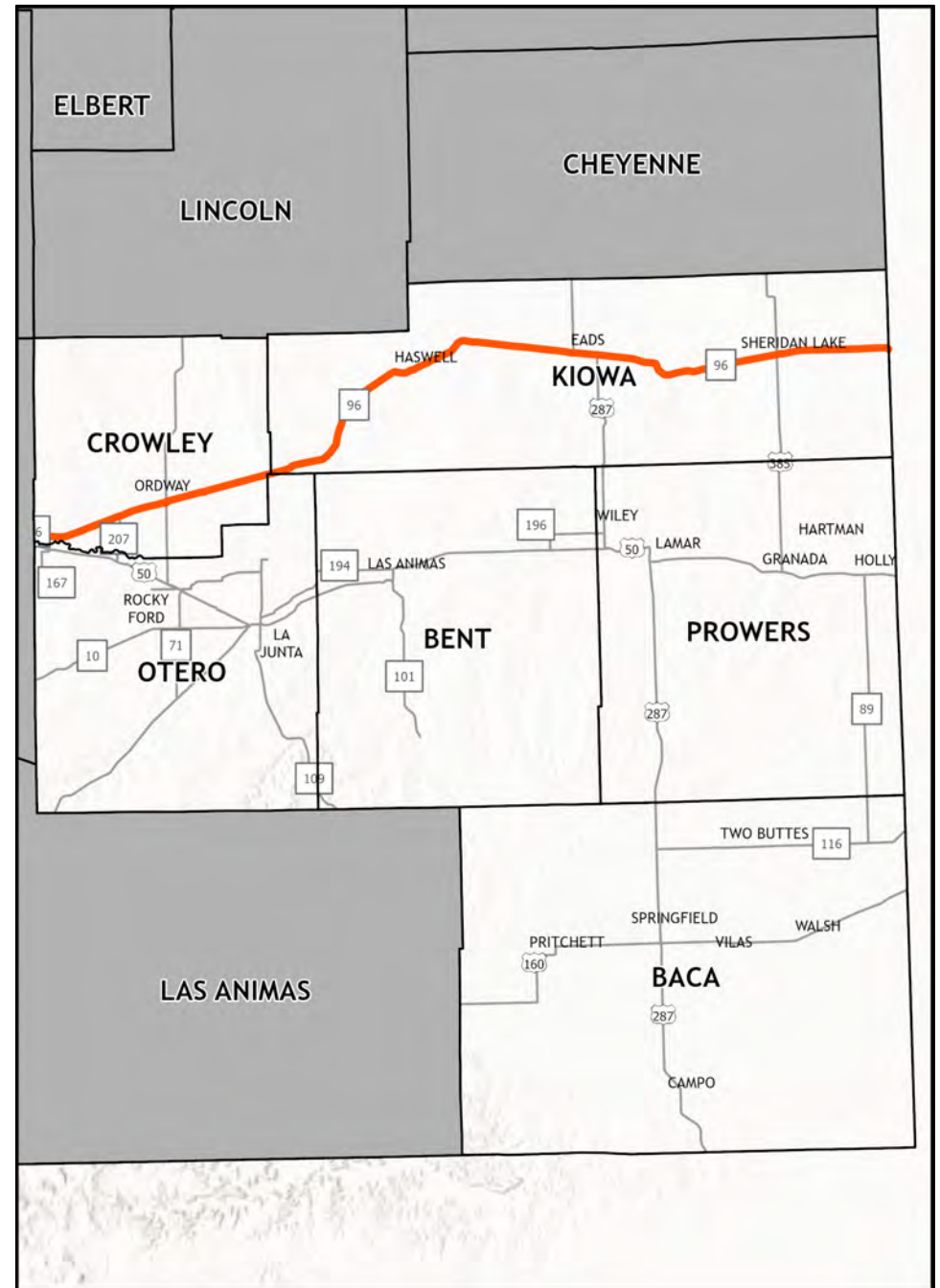
This corridor connects to places outside the Region and serves as a northern east-west alternative for US 50 within the Region.

Corridor Designations

- National Highway System (Eads to US 287)
- High Demand Bicycle Corridor R2-9

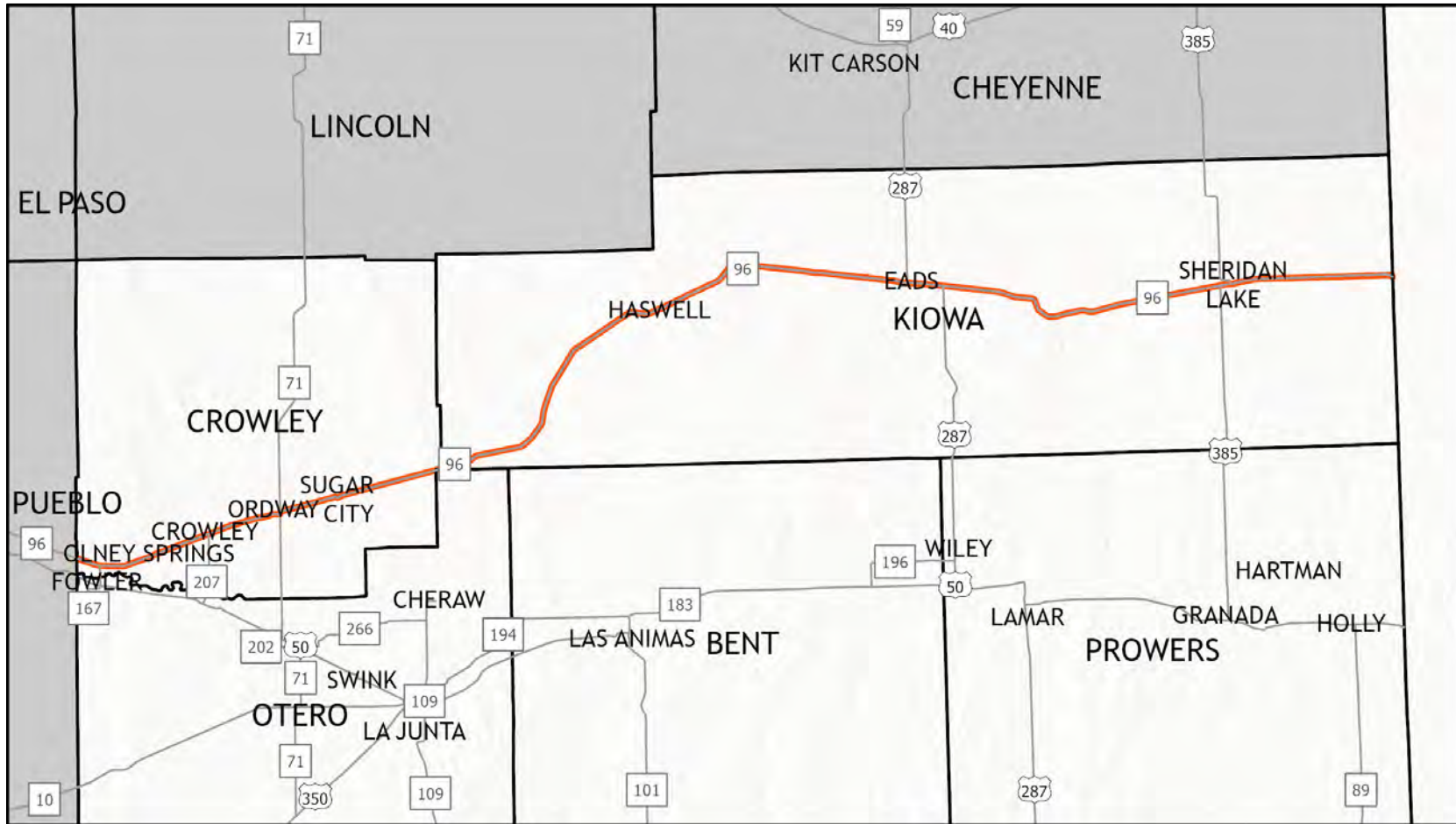
What we heard about the Corridor

- 42 comments specifically about this corridor
- Concerns about safety
- Pavement condition is poor
- Frustration with lack of maintenance
- Desire for better bicycle facilities
- Desired improvements for freight and truck movement
- Frustration with congestion





Key Data Findings: State Highway 96: Pueblo/Crowley County Line to Colorado/Kansas State Line (PSE7004)



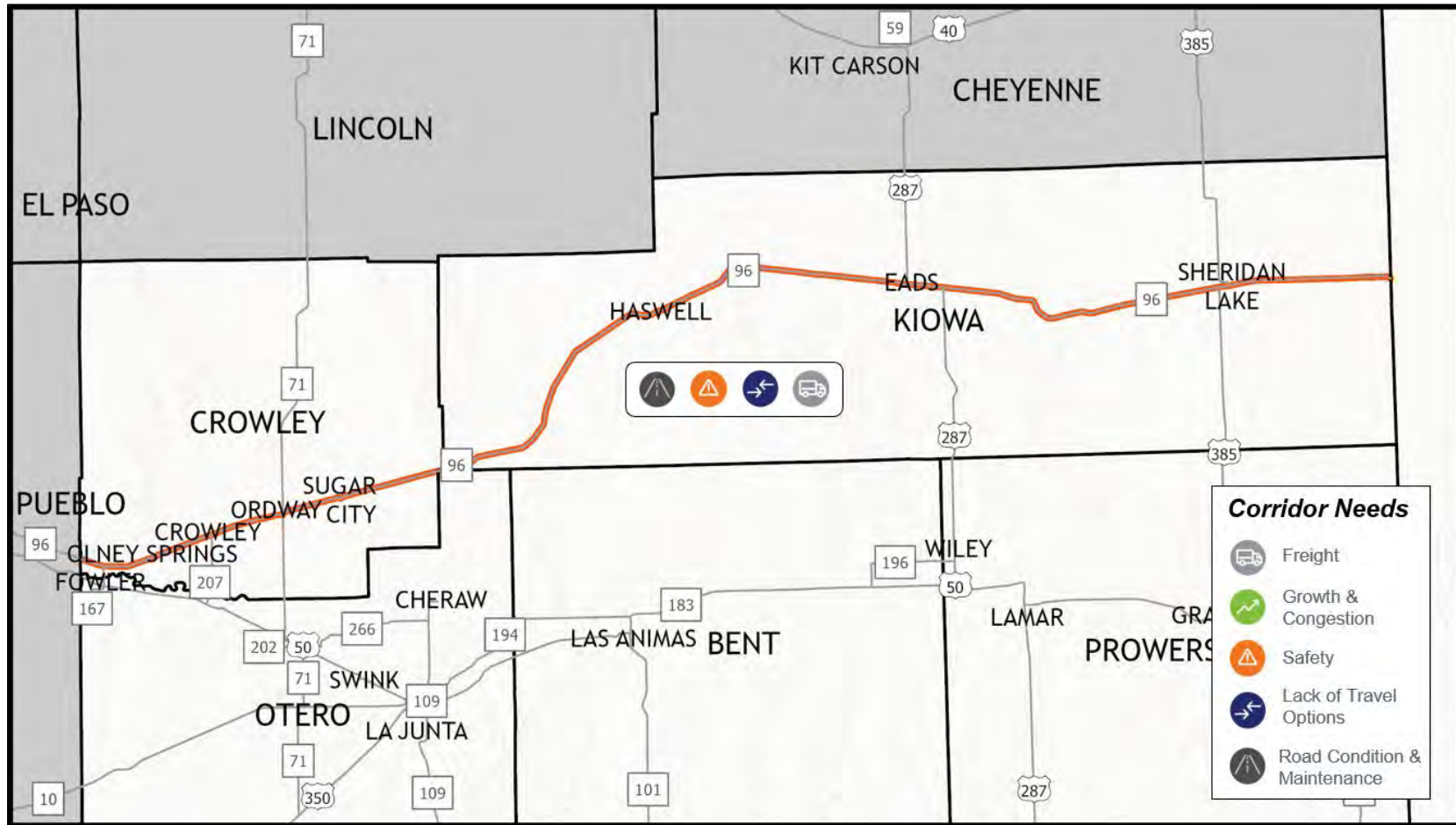
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
Freight Safety	Multiple segments of corridor have shoulders less than 2' (east of Chivington) Hazmat route
Freight Asset Management	Low drivability life (multiple segments)






Transit	Kiowa County Transit operates on corridor
Bicycling	High bicycle activity High stress for bicycling
Economics Pedestrian	Main Street through Olney Springs and Eads
Freight Resiliency	Low redundancy
Economics Freight	Concentration of oil and gas wells Agricultural corridor
Economics	High truck traffic



Corridor Needs: State Highway 96: Pueblo/Crowley County Line to Colorado/Kansas State Line (PSE7004)



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
-  Eliminate shoulder deficiencies for safety, freight, and bicycles
-  Accommodate travel needs of vulnerable populations
-  Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: State Highway 96: Pueblo/Crowley County Line to Colorado/Kansas State Line (PSE7004)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expanded RSVP Program to Serve Rocky Ford and Ordway	Expand RSVP program to include transportation to Rocky Ford and Ordway. 2 trips per week, estimated annual hours 500	1050				\$0.37
Expand Crowley County Transit Service in Crowley County and Sugar City	Expand Crowley County transit service including in Sugar City (US 96). 4 additional hours daily, estimated annual hours 1,040 in both Crowley County and Sugar City	1294				\$0.40
CO 96 shoulder widening	Widen CO 96 6' to each side (From Sugar City to Arlington)	1621				\$20.00
Construct Rest Area for Bicyclist	Construct a rest area for bicyclists between Haswell and Sugar City	1623				\$0.10
Intersection Improvements at SH 96/SH 167	Add turning lanes at the intersection	1624		-		\$0.20
Intersection Improvements at SH 96/SH 71 & SH96/SH 71/CR G	Add turning lanes at these two intersections	1625				\$0.80
SH 96 Ordway to Arlington from MP 106 to 131.75	Rural road surface treatment	24				\$10.00
SH 96D from MP 168.99 to 193.7 near Eads to Sheridan Lake	Rural road surface treatment	25				\$11.60

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

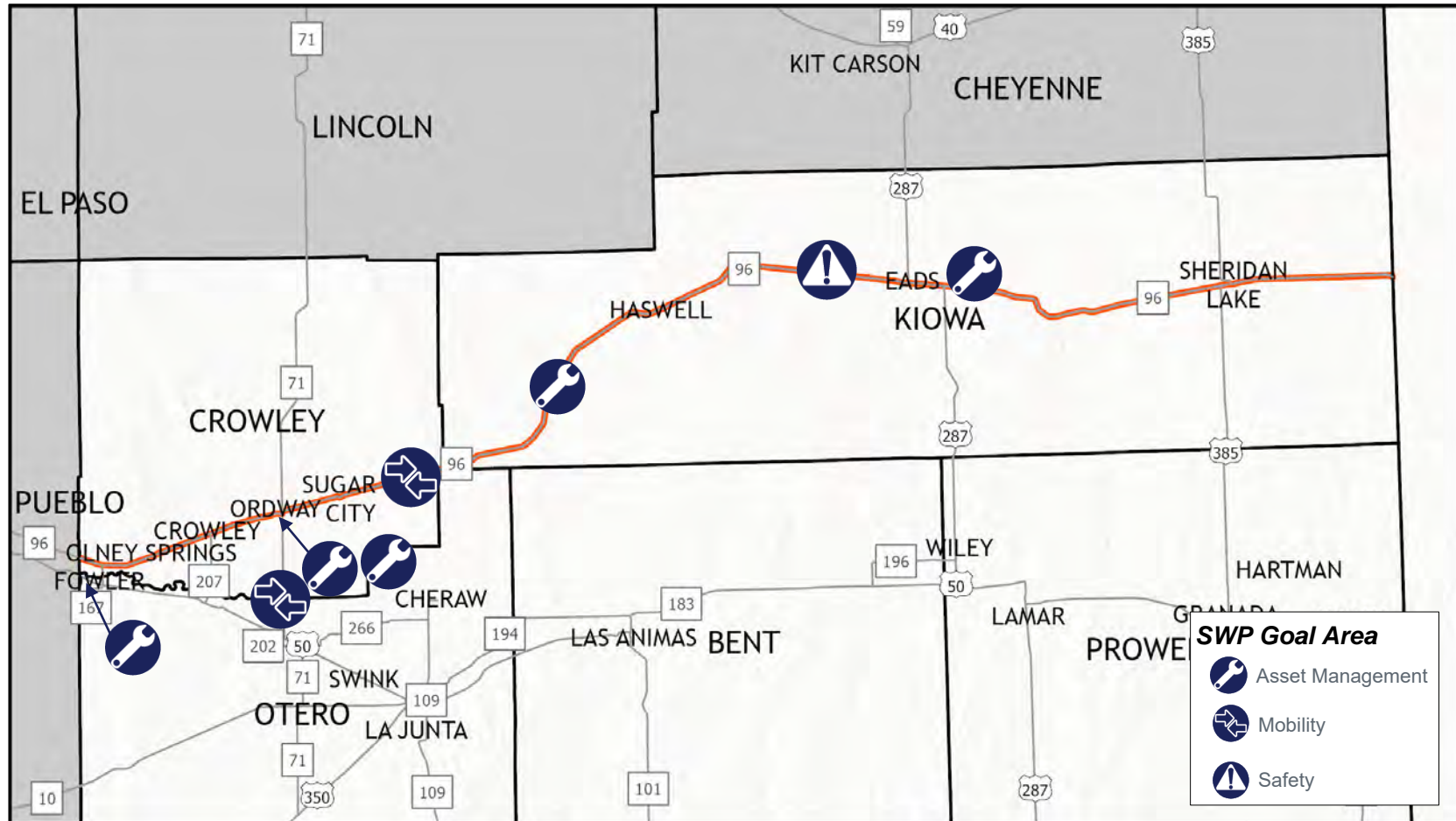
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Asset Management
- Mobility
- Safety
- Aviation



Project Based Strategies: State Highway 96: Pueblo/Crowley County Line to Colorado/Kansas State Line (PSE7004)



Asset Management

- Construct Rest Area for Bicyclists
- Intersection Improvements at SH 96/SH 167
- Intersection Improvements at SH 96/SH 71 & SH 96/SH 71/CR G
- SH 96 Ordway to Arlington from MP 106 to 131.75
- SH 96D from MP 168.99 to 193.7 near Eads to Sheridan Lake



Mobility

- Expanded RSVP Program to Serve Rocky Ford and Ordway
- Expand Crowley County Transit Service in Crowley County and Sugar City



Safety

- CO 96 shoulder widening



State Highway 109: Bent/Las Animas County Line to Junction at 3rd Street in Cheraw (PSE7005)



Corridor Name

State Highway 109: Bent/Las Animas County Line to Junction at 3rd Street in Cheraw

Corridor Vision

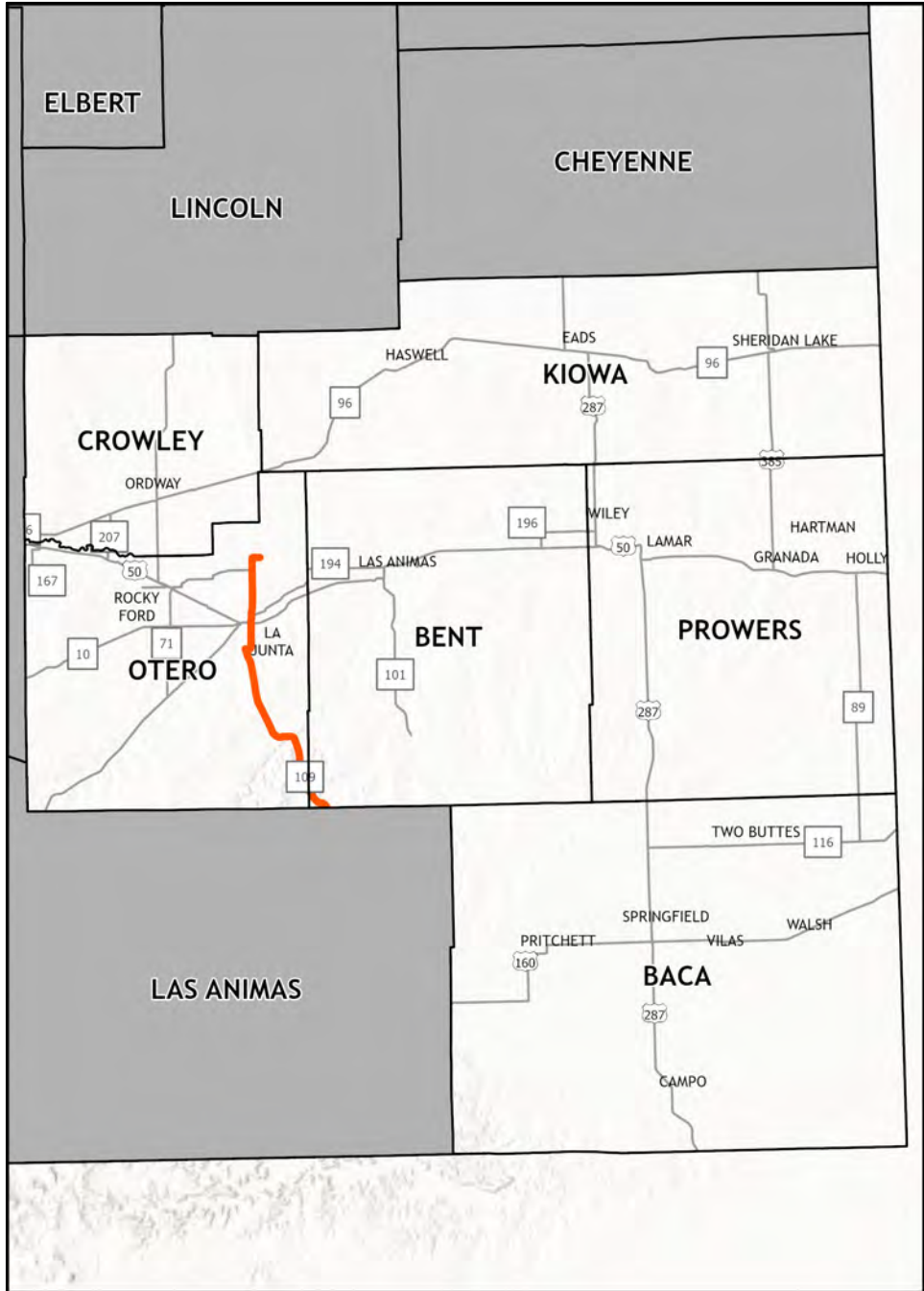
The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor.

Corridor Description

This corridor primarily connects the airport to the city of La Junta as well as intra-regional travel for the area around the city of La Junta.

Corridor Designations

- None
-
- 17 comments specifically about this corridor
 - Frustration with lack of maintenance
 - Concerns for safety due to wildlife management
 - Desire for better bicycle facilities
 - Desire for better pedestrian facilities
 - Desire for regional transit
 - Desire for multimodal design



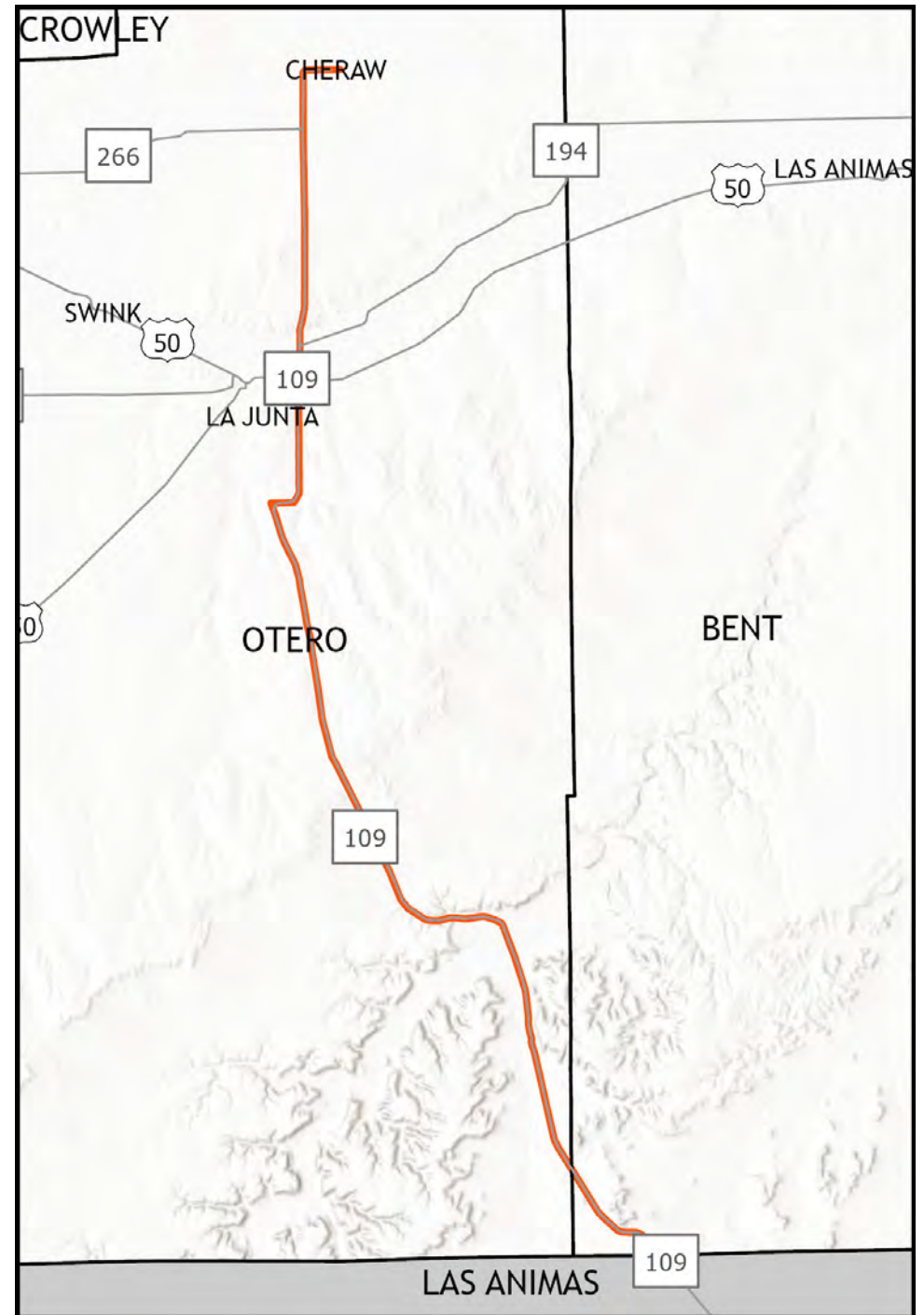


Key Data Findings: State Highway 109: Bent/Las Animas County Line to Junction at 3rd Street in Cheraw (PSE7005)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, and rate of poverty
Safety	One segment of elevated crash patterns (LOSS 3 or 4)
Freight Safety	Majority of corridor has shoulders less than 2'
Freight Asset Management	Low drivability life (one segment)
Mobility Hub Transit	Public transit service in La Junta Inter-city bus station in La Junta Amtrak station in La Junta Bustang Outrider stop in La Junta
Bicycling	High stress for bicycling
Economics	Concentration of jobs in La Junta
Economics Freight	High truck traffic

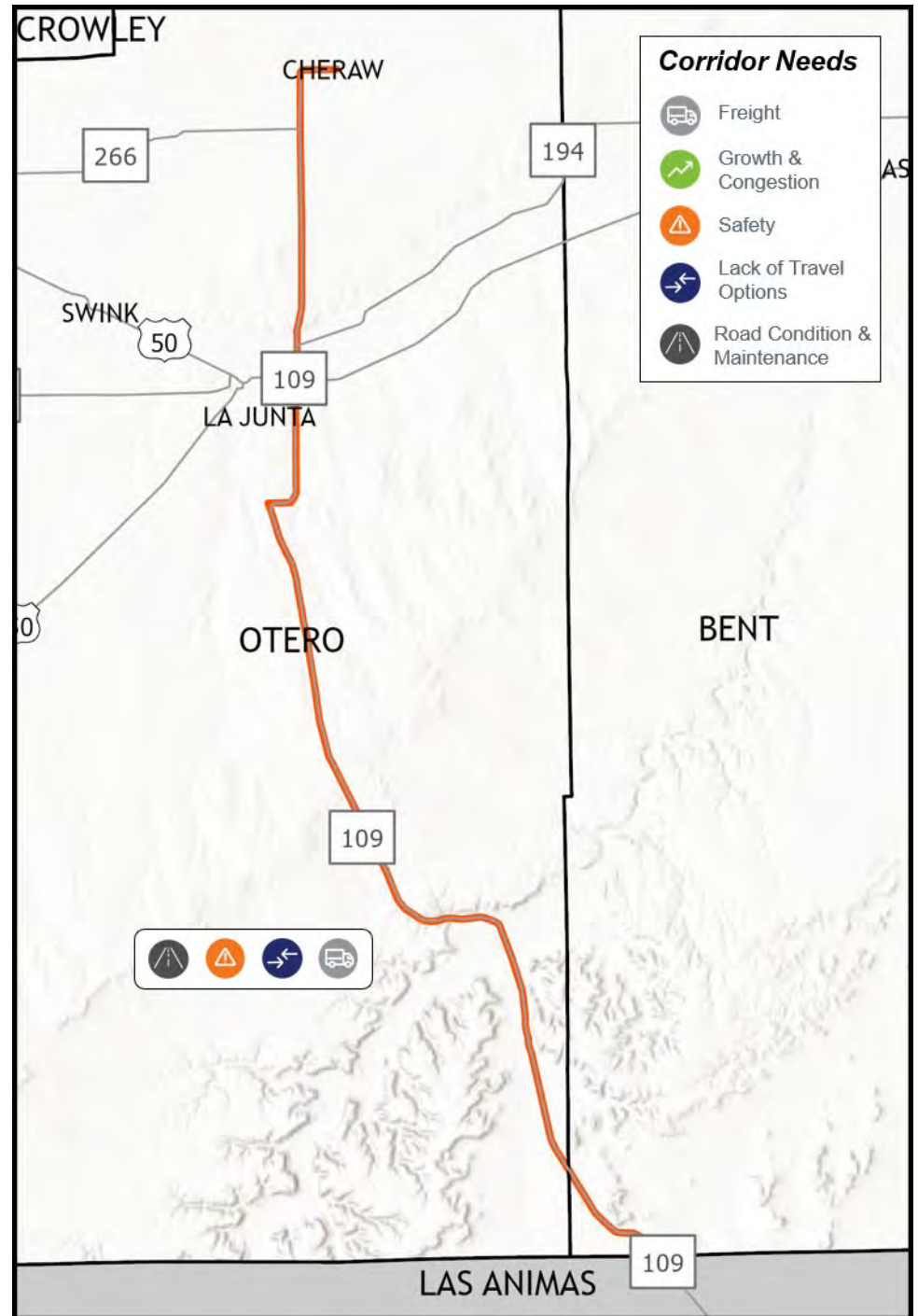




Corridor Needs: State Highway 109: Bent/Las Animas County Line to Junction at 3rd Street in Cheraw (PSE7005)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns (LOSS 3 or 4)
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Provide additional travel options
- Enhance walkability in areas with high pedestrian demand
(bus stops)





Corridor Projects: Bent/Las Animas County Line to Junction at 3rd Street in Cheraw (PSE7005)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 109 Safety Study	Most frequent crash types: Fixed Objects, Wild Animal, Overturning	2346				\$0.02
M-22-AY Bridge Repair on CO 109 over US 50B in La Junta	Repairs a bridge in an important freight region in La Junta. The bridge was built in 1967.	12				\$3.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Bent/Las Animas County Line to Junction at 3rd Street in Cheraw (PSE7005)



Asset Management

- M-22-AY Bridge Repair on CO 109 over US 50B in La Junta



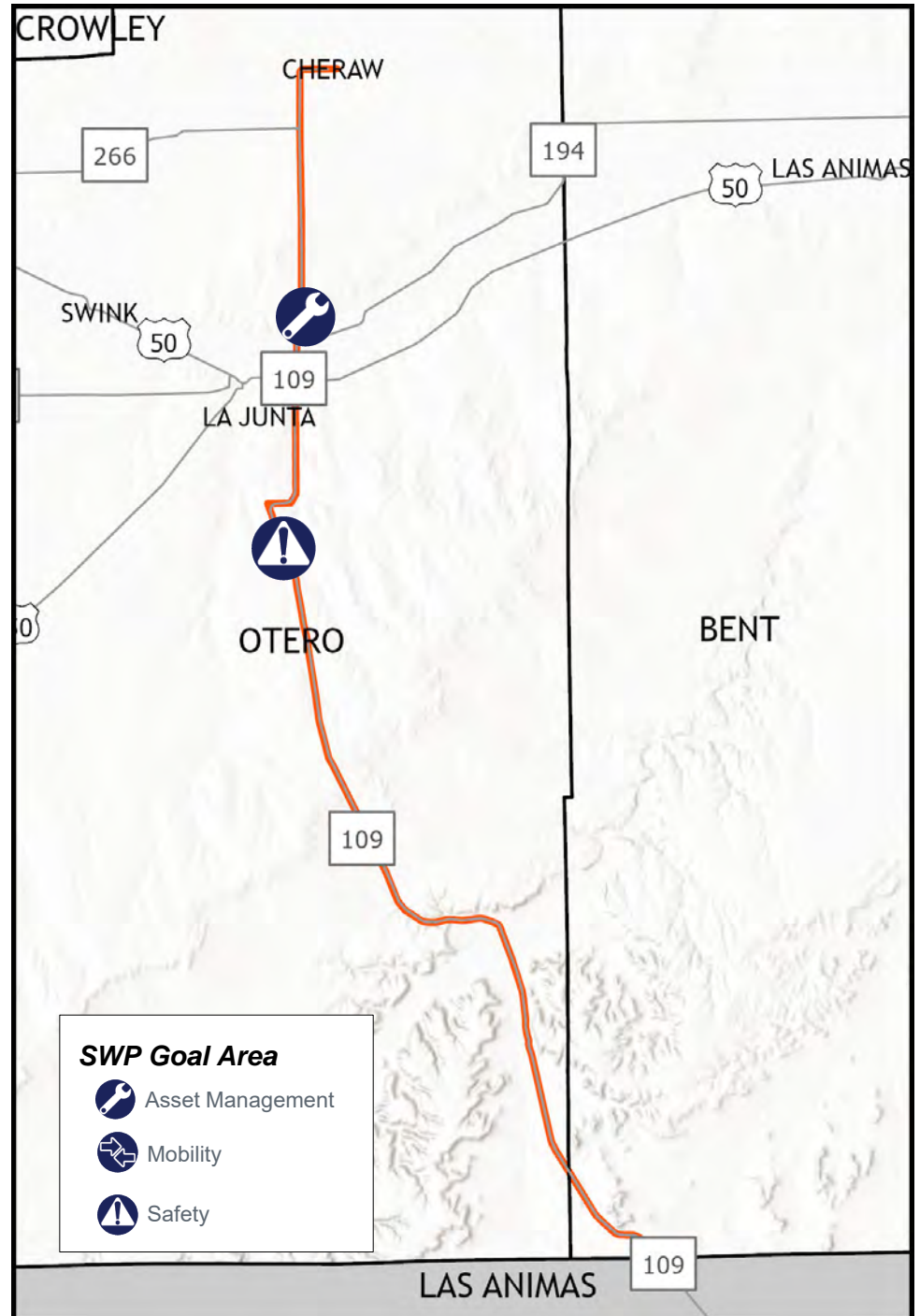
Mobility

- No projects have been identified for this strategy



Safety

- SH 109 Safety Study





State Highway 10: Pueblo/Otero County Line to Junction US 50 (PSE7006)



Corridor Name

State Highway 10: Pueblo/Otero County Line to Junction US 50

Corridor Vision

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor.

Corridor Description

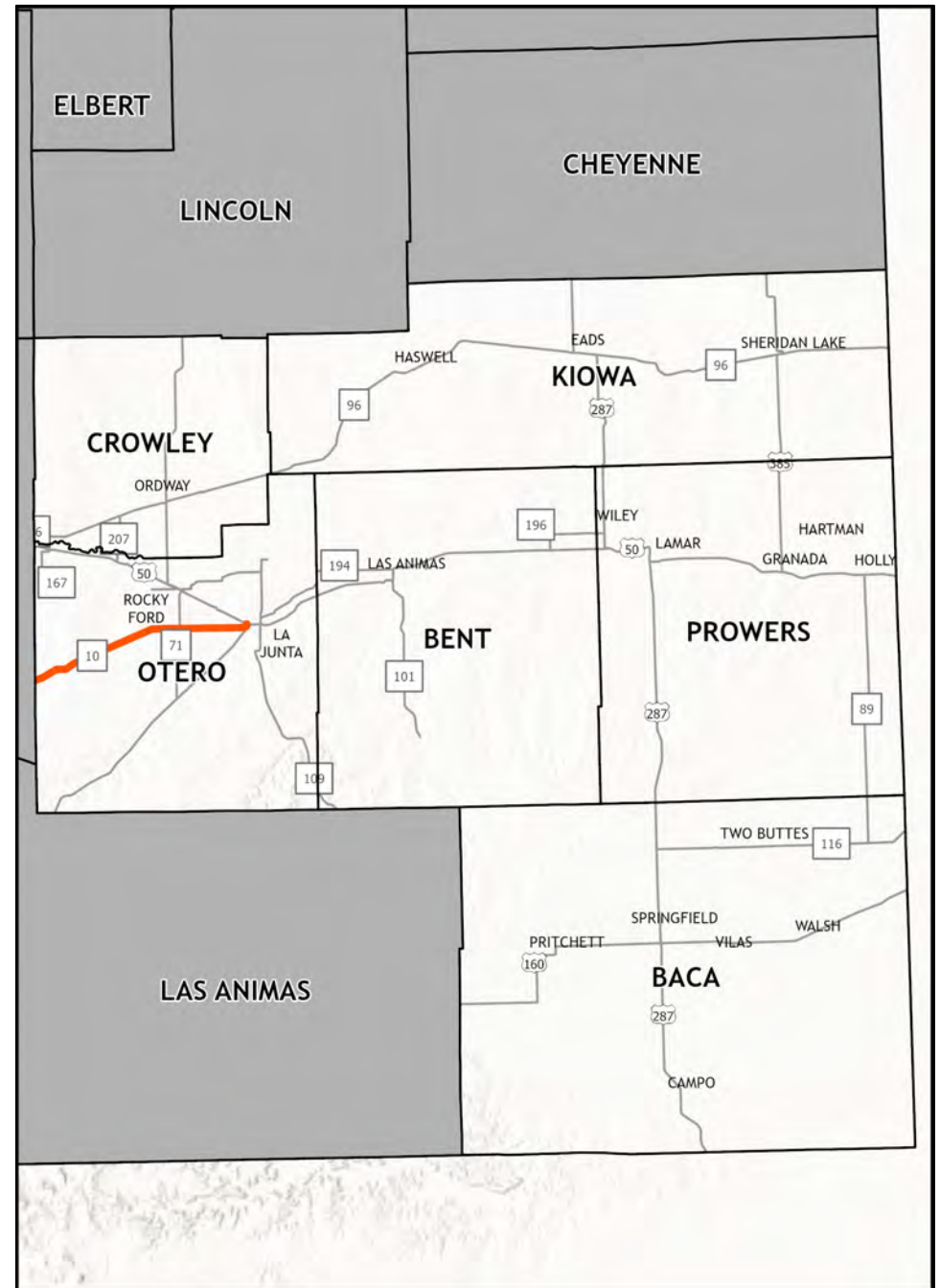
This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with US 350, to the southern portion of the State and areas south.

Corridor Designations

- Colorado Freight Corridor

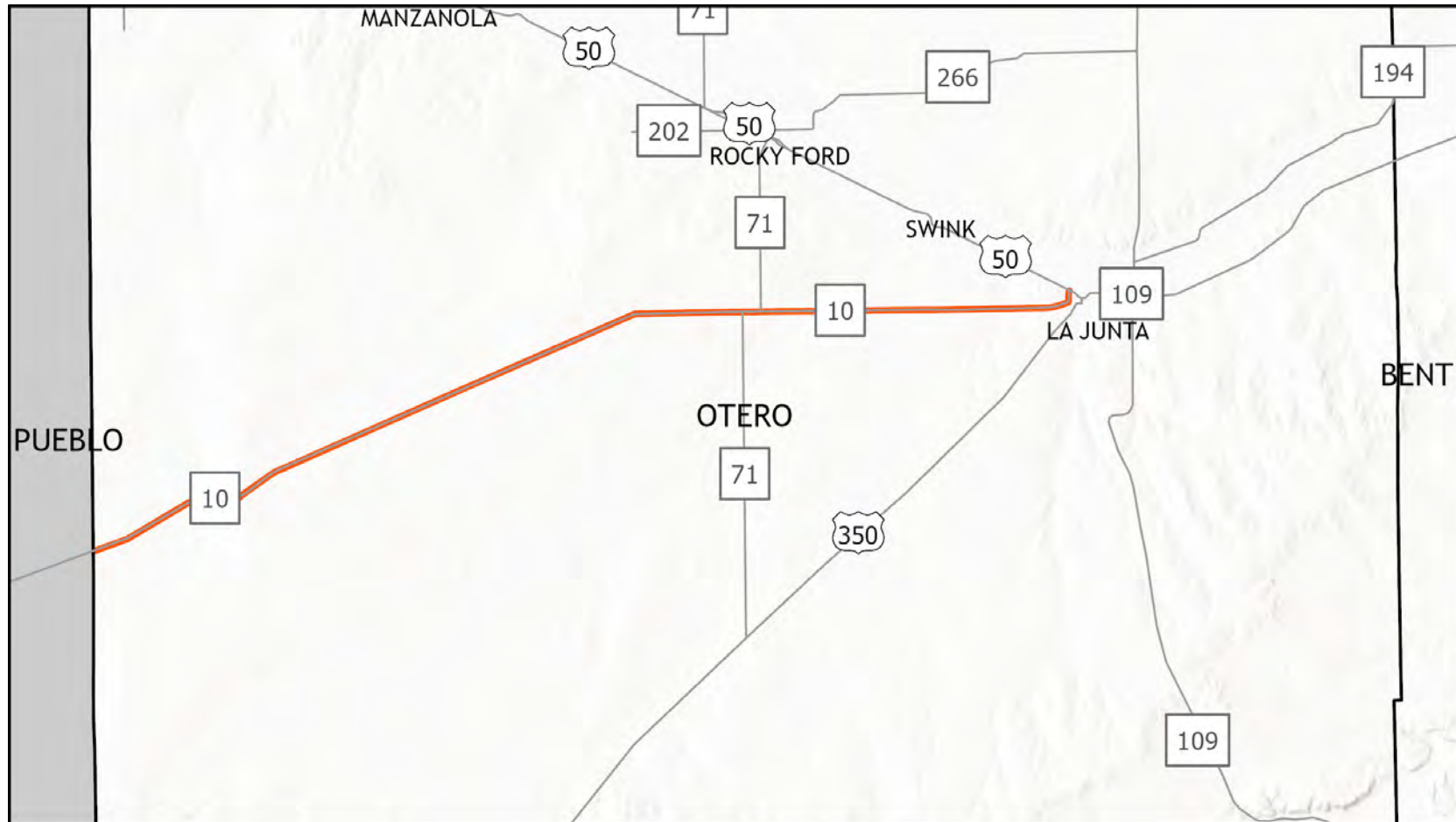
What we heard about the Corridor

- 5 comments specifically about this corridor
- Concerns about safety
- Desire for wider shoulders
- Pavement condition is poor





Key Data Findings: State Highway 10: Pueblo/Otero County Line to Junction US 50 (PSE7006)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty	<i>Bicycling</i>	High stress for bicycling
<i>Freight Safety</i>	Majority of corridor has shoulders less than 2' Hazmat route	<i>Freight Resiliency</i>	Low redundancy
<i>Freight Asset Management</i>	Low drivability life	<i>Economics</i>	Concentration of jobs in La Junta
<i>Mobility Hub Transit</i>	Public transit service in La Junta Inter-city bus station in La Junta Amtrak station in La Junta Bustang Outrider stop in La Junta	<i>Economics Freight</i>	Agricultural corridor
		<i>Freight</i>	High truck traffic



Corridor Needs: State Highway 10: Pueblo/Otero County Line to Junction L 50 (PSE7006)



Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Address safety concerns
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops)



Corridor Projects: Pueblo/Otero County Line to Junction US 50 (PSE7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Proposed SH 10 Shoulder Widening project	Widen SH 10 at select areas (SH 10 from county line to La Junta)	1626				\$20.00
SH 10 Safety Study	Most frequent crash types: Fixed Objects, Overturning, Domestic Animal	2347				\$0.05
RRST 10A - MP 43-46.5	Rural road surface treatment	2624		-		\$1.56

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Asset Management
- Mobility
- Safety
- Aviation



Project Based Strategies: Pueblo/Otero County Line to Junction US 50 (PSE7006)



Asset Management

- RRSST 10A - MP 43-46.5



Mobility

- Proposed SH 10 Shoulder Widening project



Safety

- SH 10 Safety Study



State Highway 71: Junction US 350 to Crowley/Lincoln County Line (PSE7007)



Corridor Name

State Highway 71: Junction US 350 to Crowley/Lincoln County Line

Corridor Vision

The vision for this corridor is to maintain the system quality and safety as well as the future mobility of this corridor.

Corridor Description

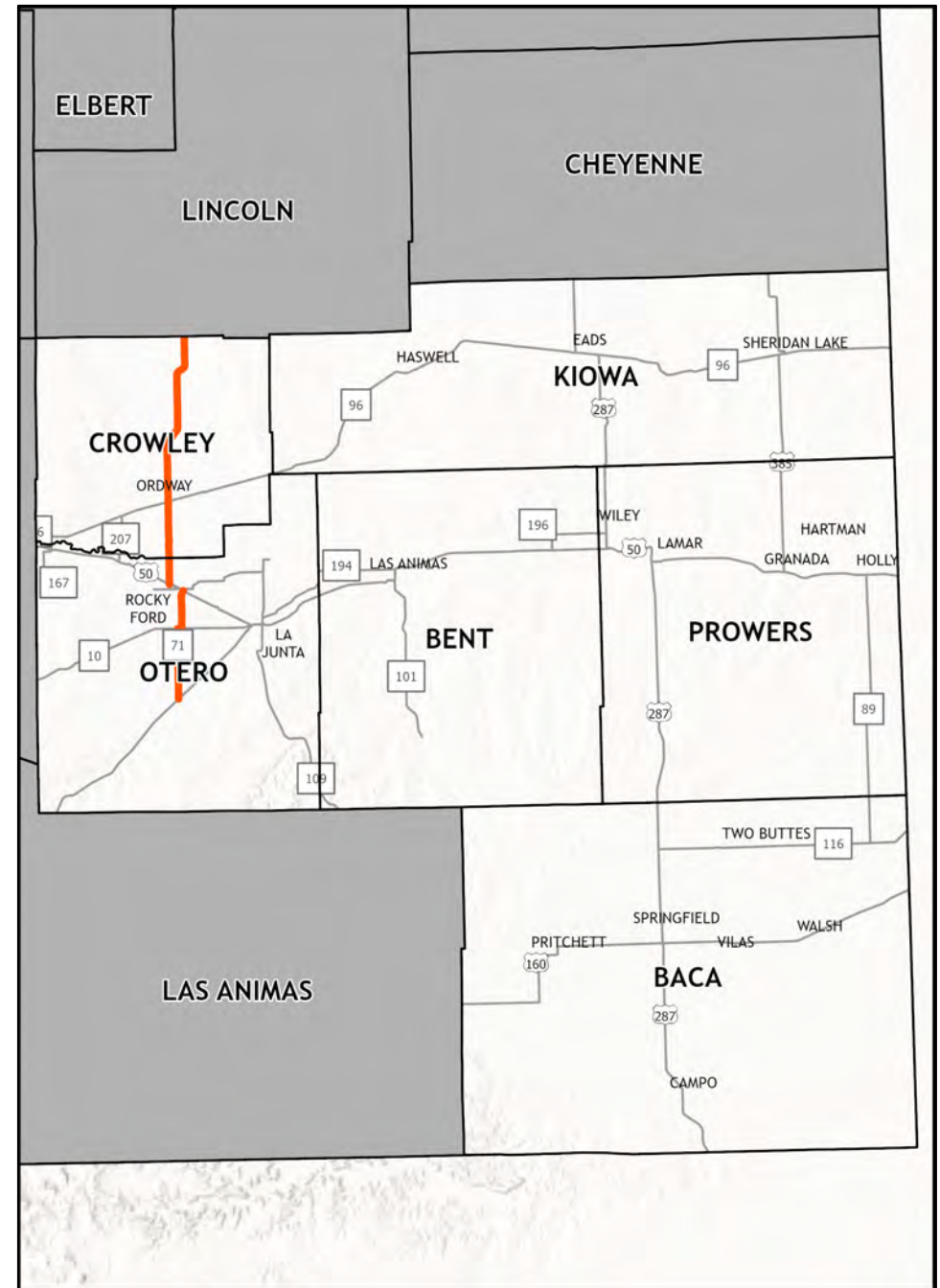
This corridor connects to places outside the Region and serves as a north-south alternative for the Region and the State mid-way between I-25 and US 287.

Corridor Designations

- National Highway System (Rocky Ford to US 50)
- High Demand Bicycle Corridor R2-9 (Ordway)

What we heard about the Corridor

- 11 comments specifically about this corridor
- Concerns about safety
- Pavement condition is poor
- Frustration with lack of maintenance

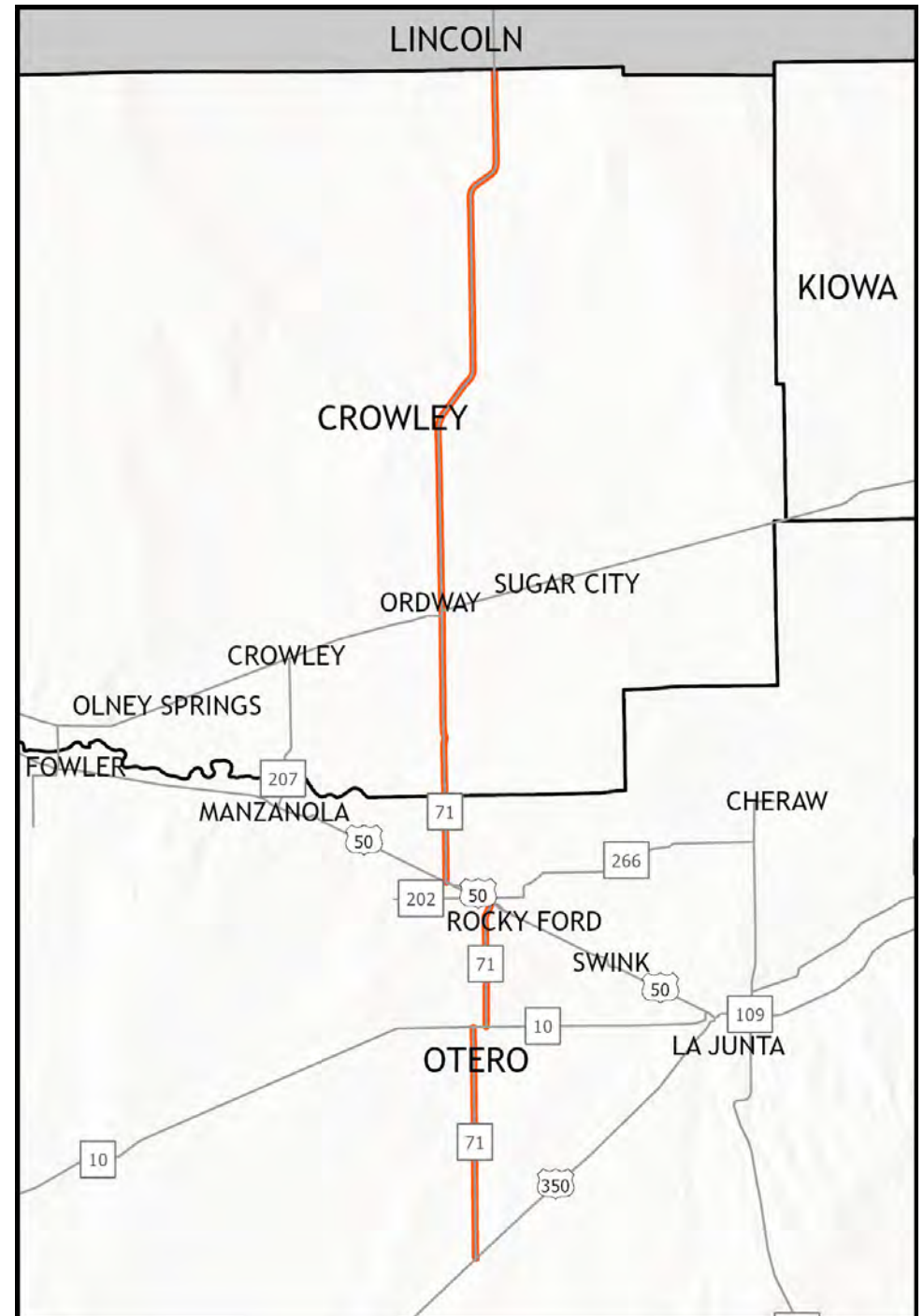




Key Data Findings: State Highway 71: Junction US 350 to Crowley/Lincoln County Line (PSE7007)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
<i>Freight Safety</i>	Segments of corridor have shoulders less than 2' Hazmat route north of Rocky Ford
<i>Freight Asset Management</i>	Low drivability life (two segments)
<i>Pedestrian Transit</i>	Inter-city bus station in Rocky Ford Bustang Outrider stop in Rocky Ford
<i>Bicycling</i>	High stress for bicycling
<i>Freight Resiliency</i>	Low redundancy
<i>Economics</i>	Concentration of jobs in Rocky Ford
<i>Economics Freight</i>	Agricultural corridor
<i>Freight</i>	High truck traffic



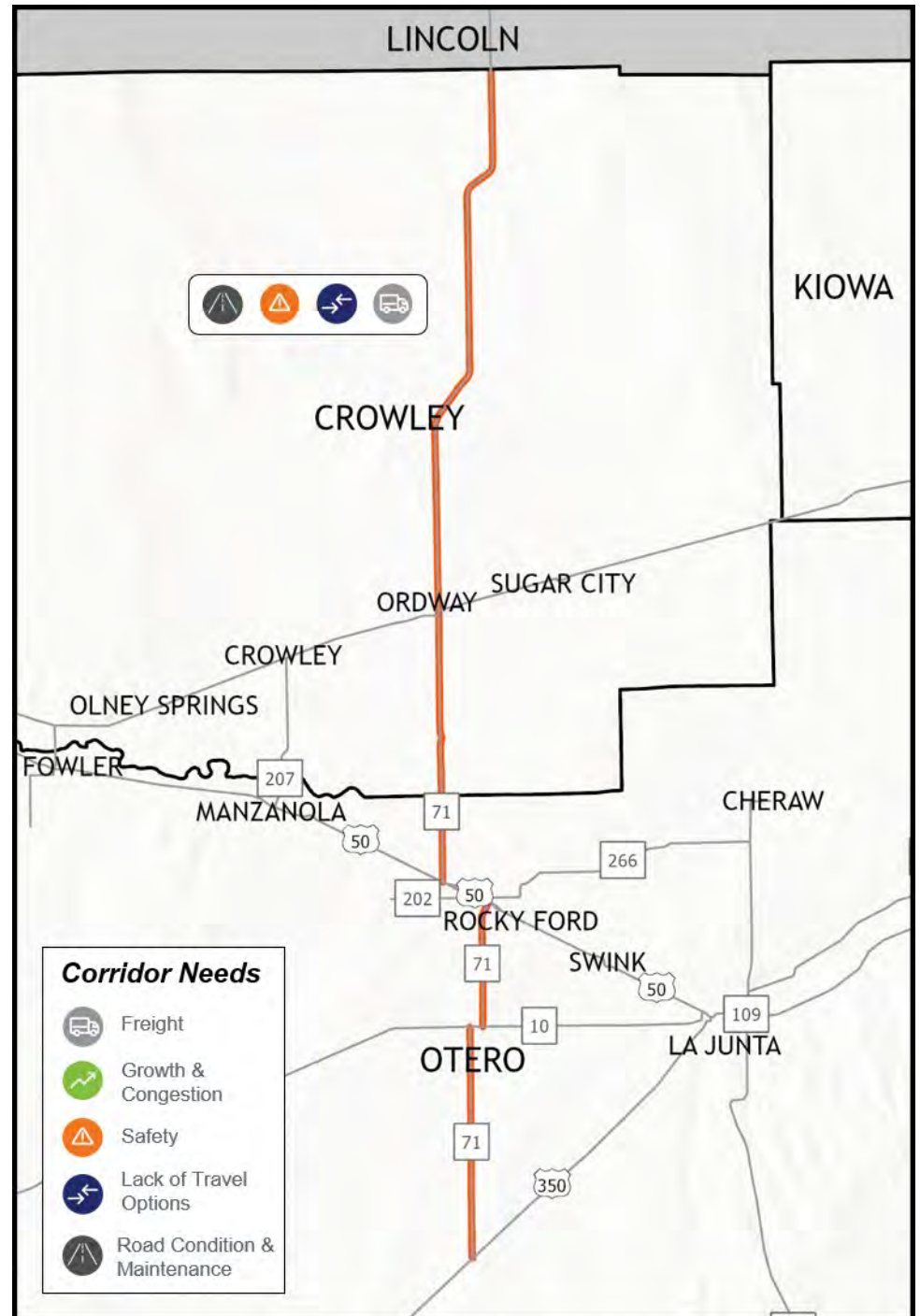


Corridor Needs: State Highway 71: Junction US 350 to Crowley/Lincoln County Line (PSE7007)



Corridor Needs













- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies for safety, freight, and bicycles
- Accommodate travel needs of vulnerable populations
- Address unsafe passing conditions













Corridor Projects: Junction US 350 to Crowley/Lincoln County Line (PSE7007)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Intersection Improvement at SH 71/US 50	Install a signal at US 50/SH 71	1632	 	-	 	\$0.80
SH 71 Passing Lanes	Passing Lanes on SH 71 between Rocky Ford and Lincoln County Line	1633		   	  	\$4.00

Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian
-  Mobility Options
-  Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Asset Management

- No projects have been identified for this strategy



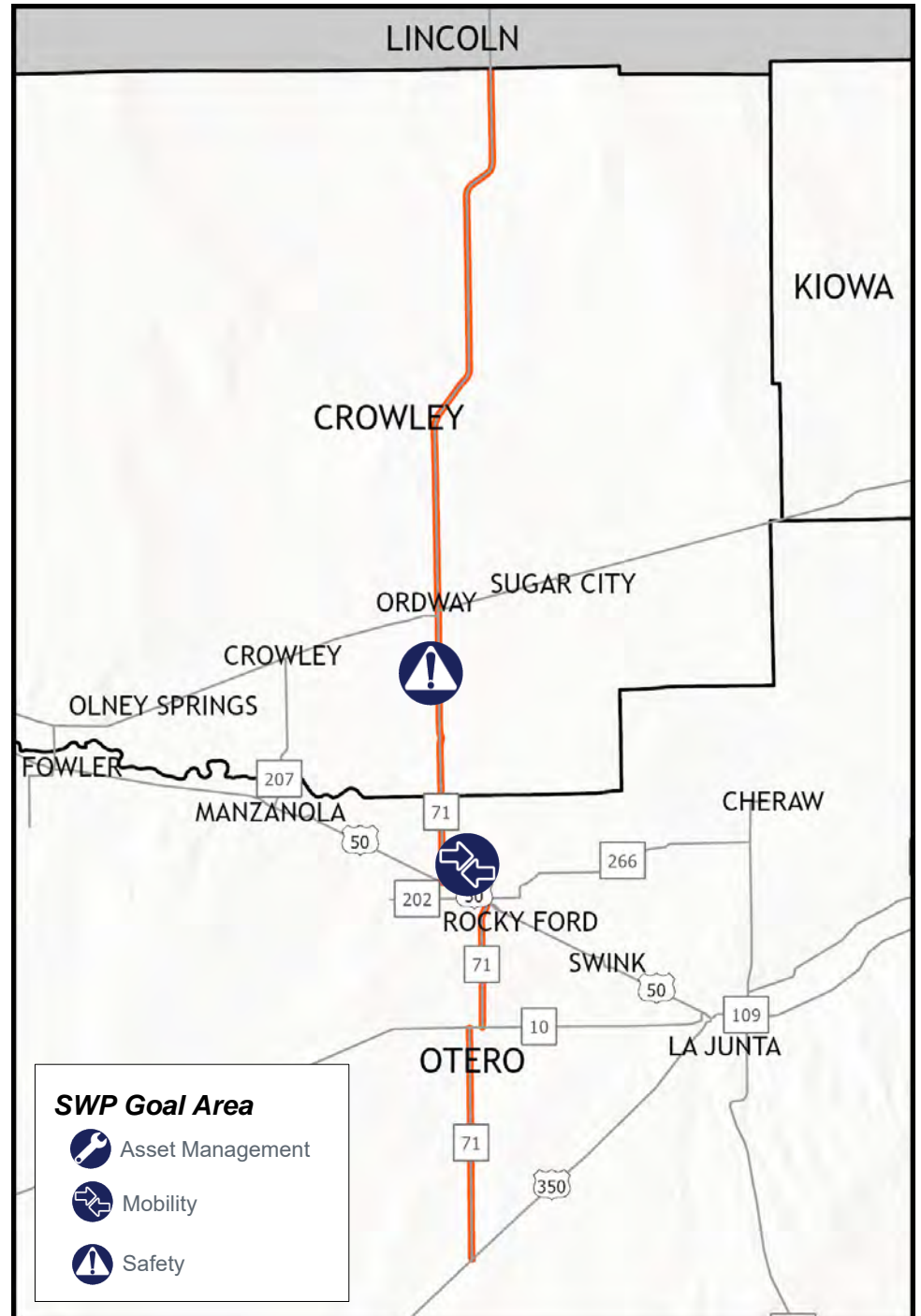
Mobility

- Intersection Improvement at SH 71/US 50



Safety

- SH 71 Passing Lanes



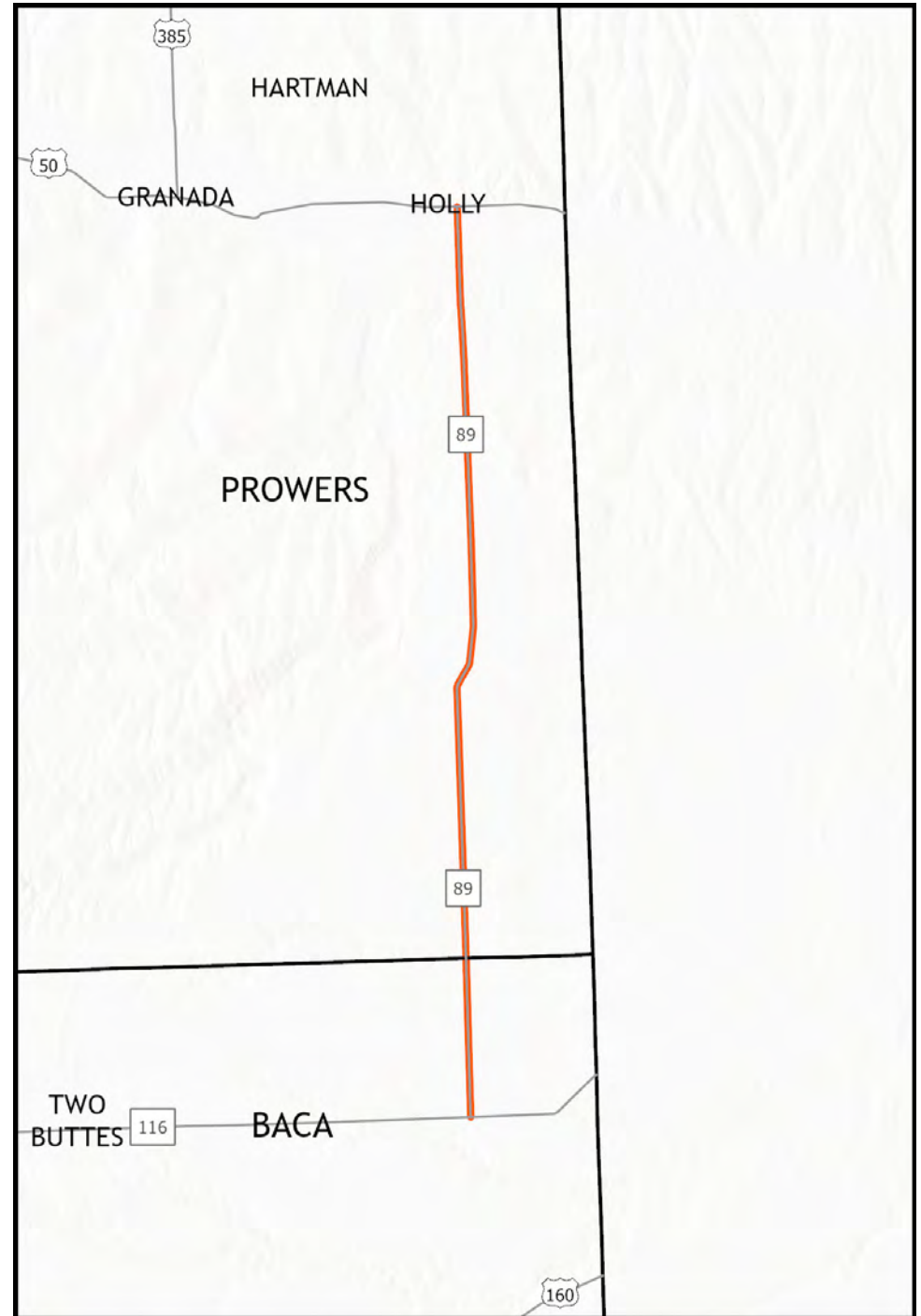


Key Data Findings: State Highway 89: Junction SH 116 to Junction US 50 (PSE7008)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
Freight Safety	Entire corridor has shoulders less than 2'
Freight Asset Management	Two segments of low drivability life
Mobility Hub Transit	Inter-city transit station in Holly
Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy Crosses 100-year floodplain
Economics Freight	Agricultural corridor
Freight	High truck traffic



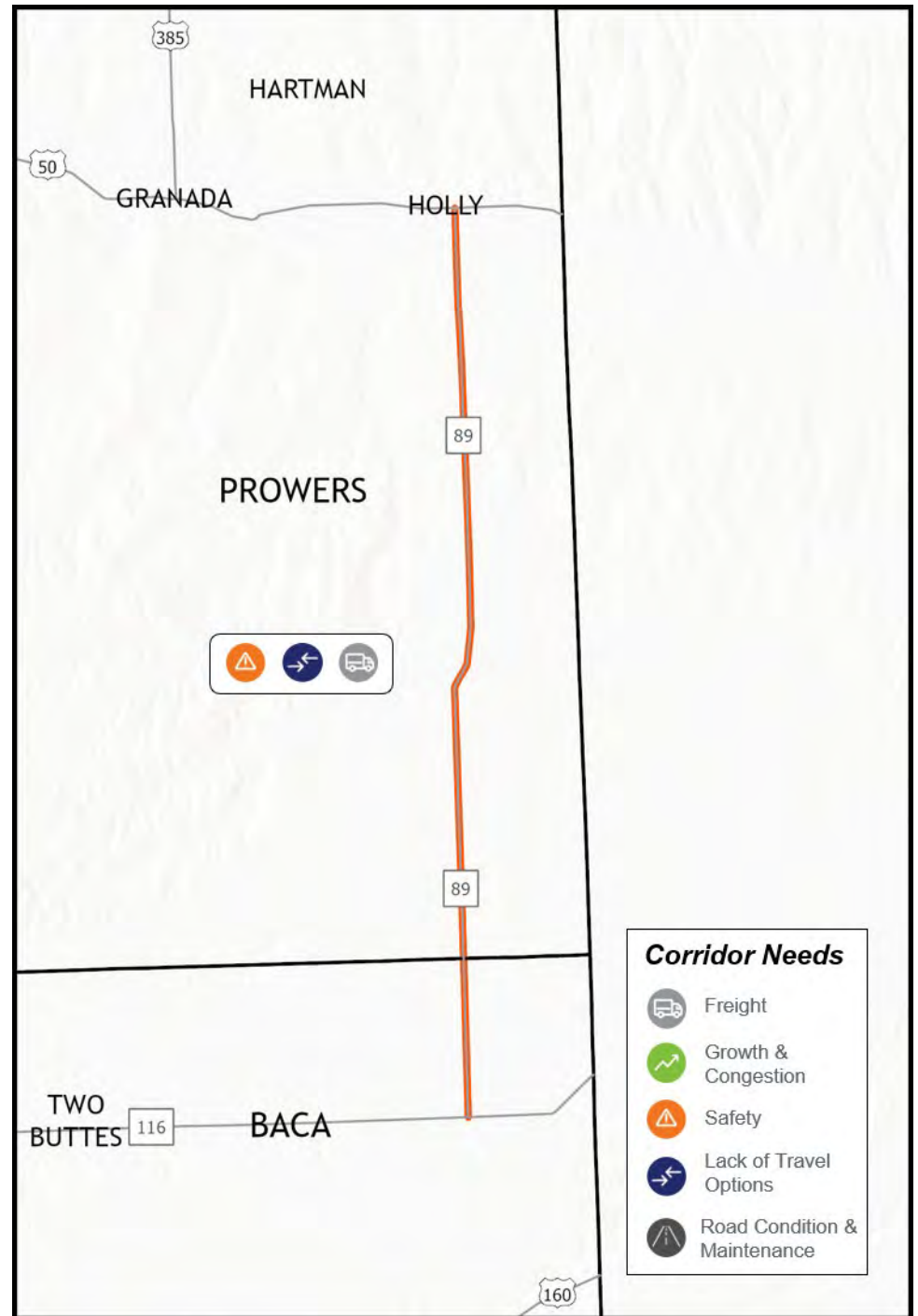


Corridor Needs: State Highway 89: Junction SH 116 to Junction US 50 (PSE7008)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies





Corridor Projects: Junction SH 116 to Junction US 50 (PSE7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- No projects have been identified for this corridor



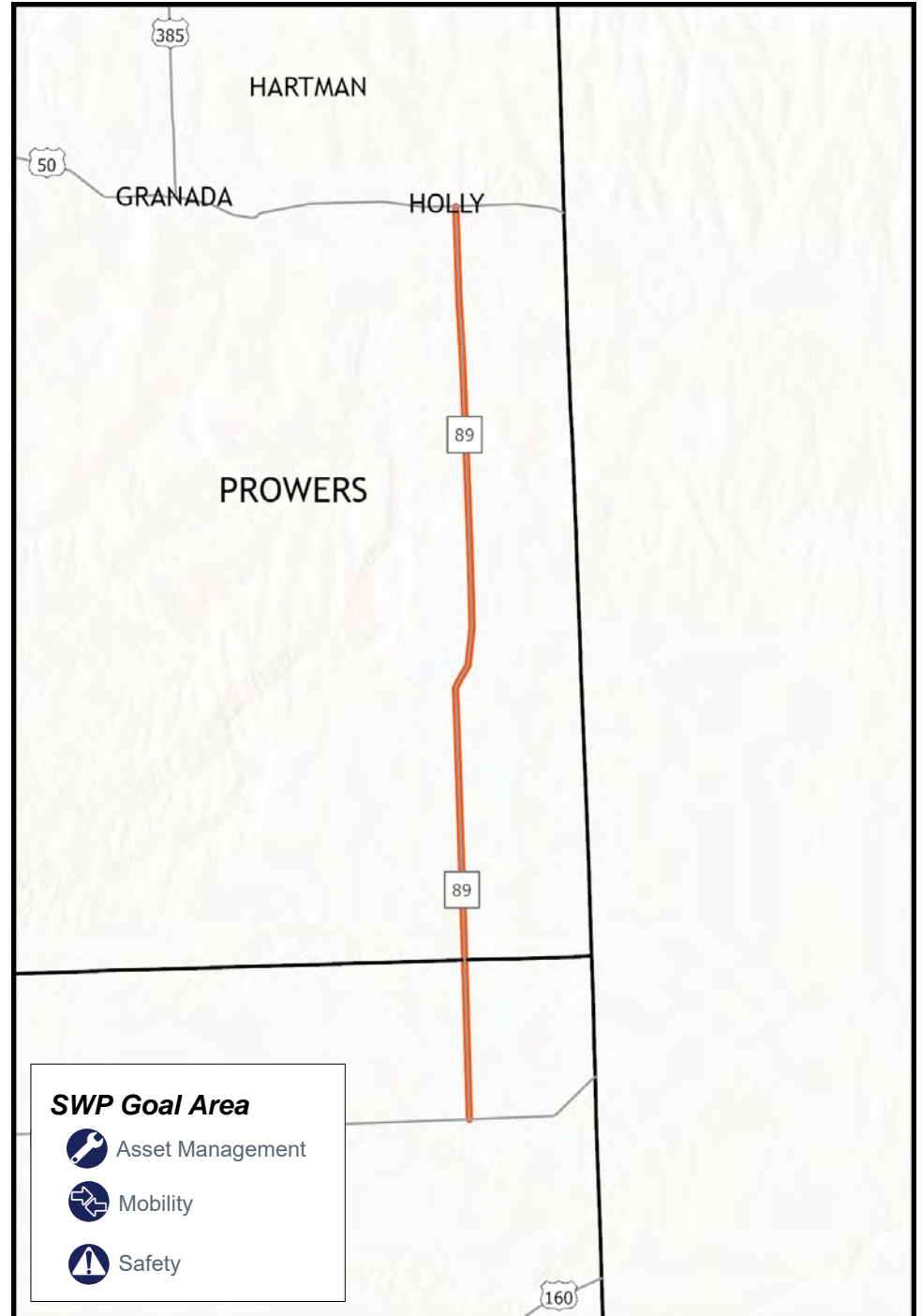
Mobility

- No projects have been identified for this corridor



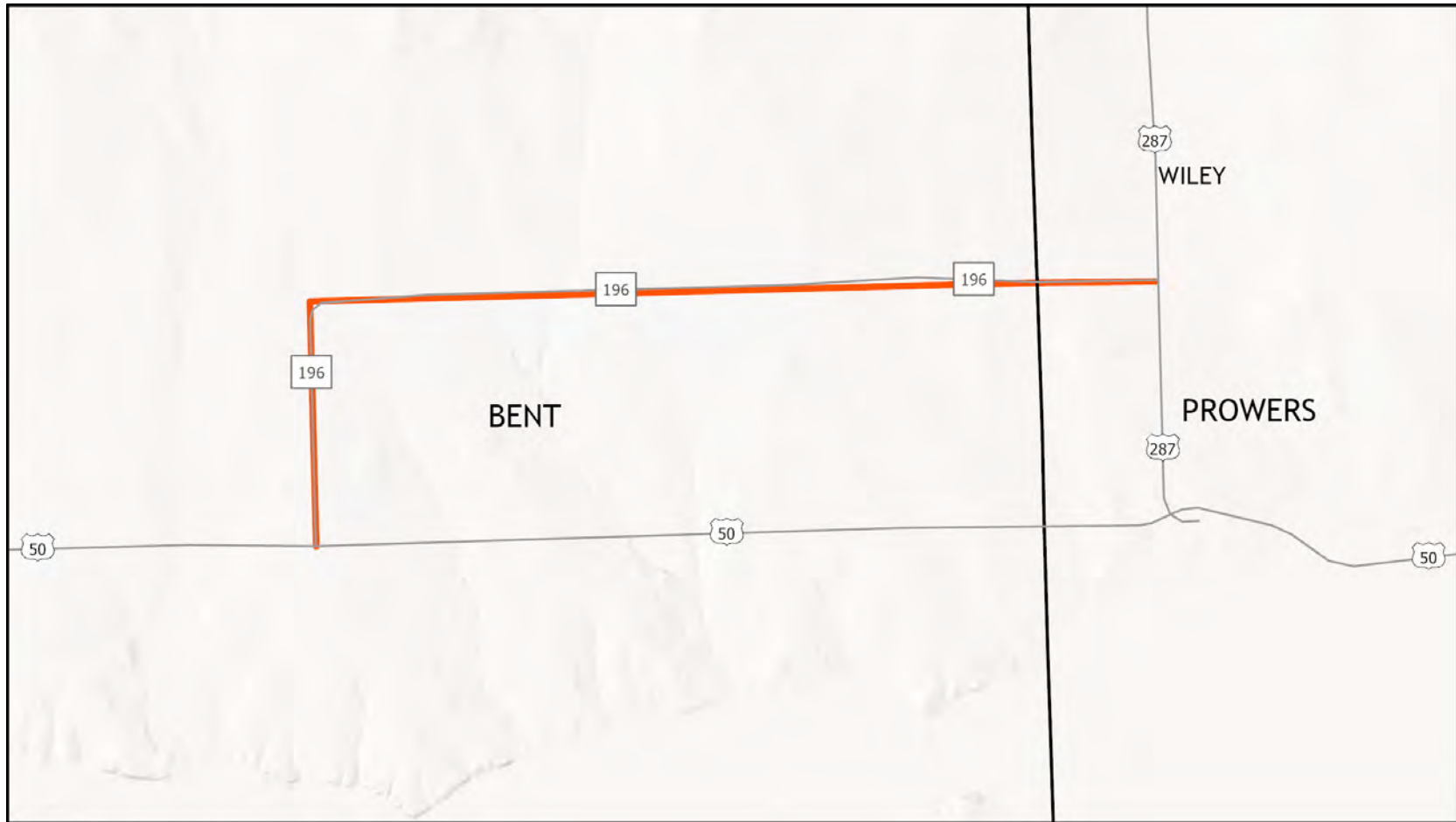
Safety

- No projects have been identified for this corridor





Key Data Findings: State Highway 196: Junction US 50 to Junction US 385 (PSE7009)

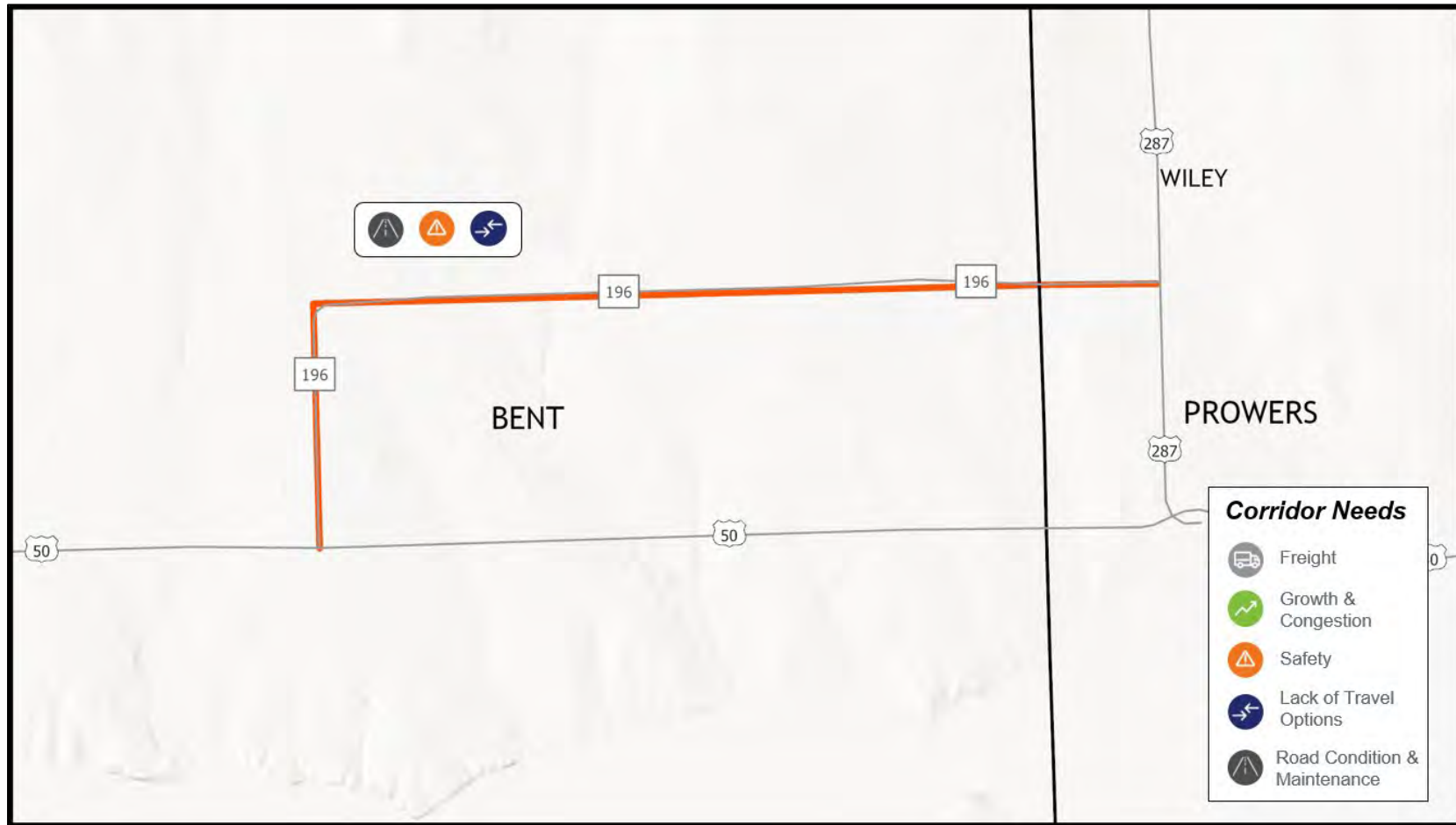


Key Data Findings:





<i>Demographics Transit</i>	Passes through census tract with a higher percentage disabled population and a higher rate of poverty	<i>Transit</i>	Golden Age Transportation Services operates on corridor
<i>Freight Safety</i>	Majority of corridor with shoulders <2'	<i>Bicycling</i>	High stress for bicycling
<i>Freight Asset Management</i>	Low drivability life (one segment)	<i>Freight Resiliency</i>	Low redundancy
		<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor High truck traffic



Corridor Needs: State Highway 196: Junction US 50 to Junction US 385 (PSE7009)



Corridor Needs

-  Eliminate shoulder deficiencies
-  Address pavement condition where drivability life is poor
-  Accommodate seasonal increases in truck activity and associated congestion
-  Accommodate travel needs of vulnerable populations



Corridor Projects: Junction US 50 to Junction US 385 (PSE7009)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

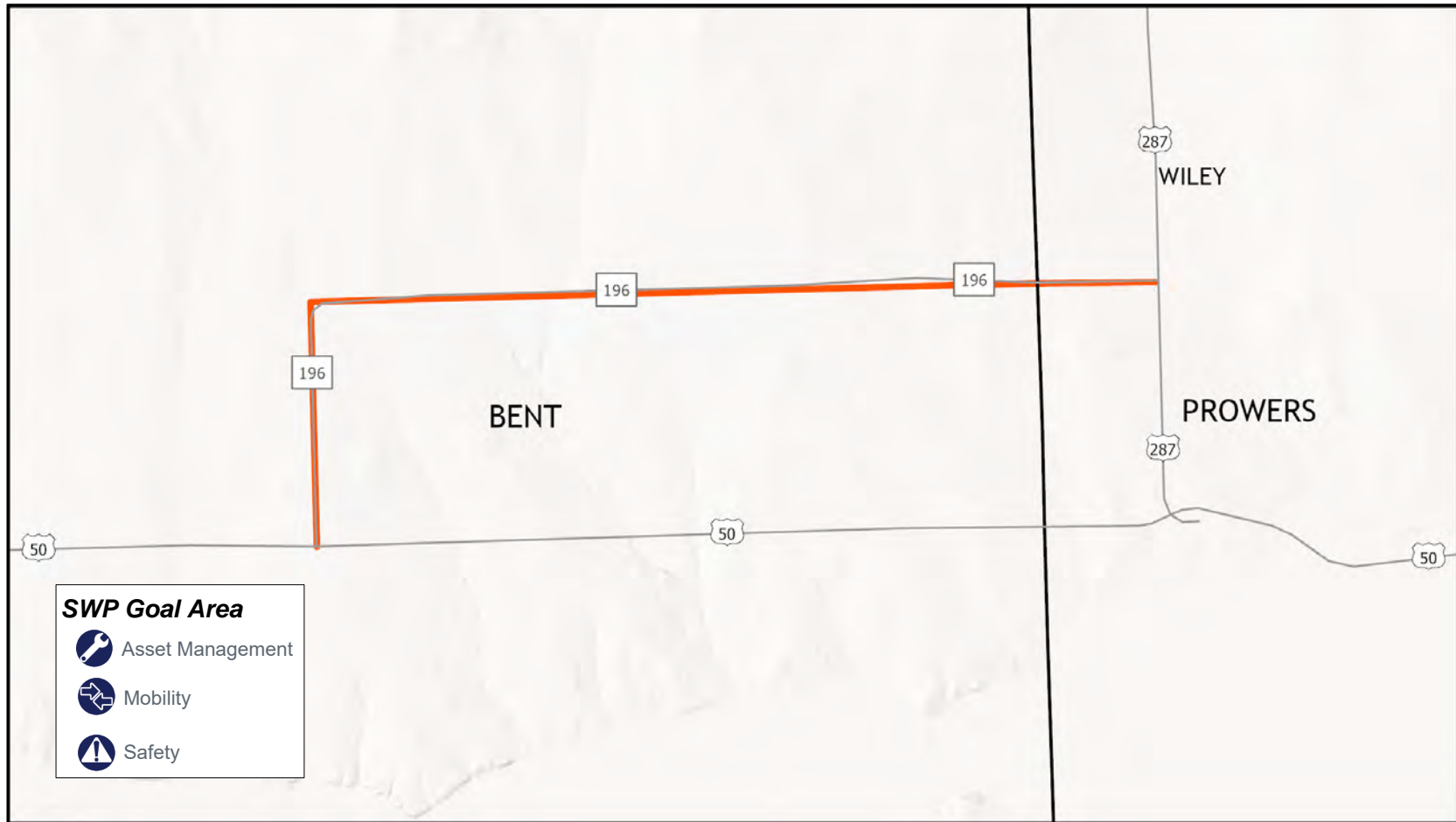
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Junction US 50 to Junction US 385(PSE7009)



SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Asset Management

- No projects have been identified for this corridor



Mobility

- No projects have been identified for this corridor



Safety

- No projects have been identified for this corridor



State Highway 202: Junction US 50 to Junction Otero County Road 16 (PSE7010)



Corridor Name

State Highway 202: Junction US 50 to Junction Otero County Road 16

Corridor Vision

The vision for this corridor is primarily to maintain system quality as well as to improve the overall mobility of the corridor.

Corridor Description

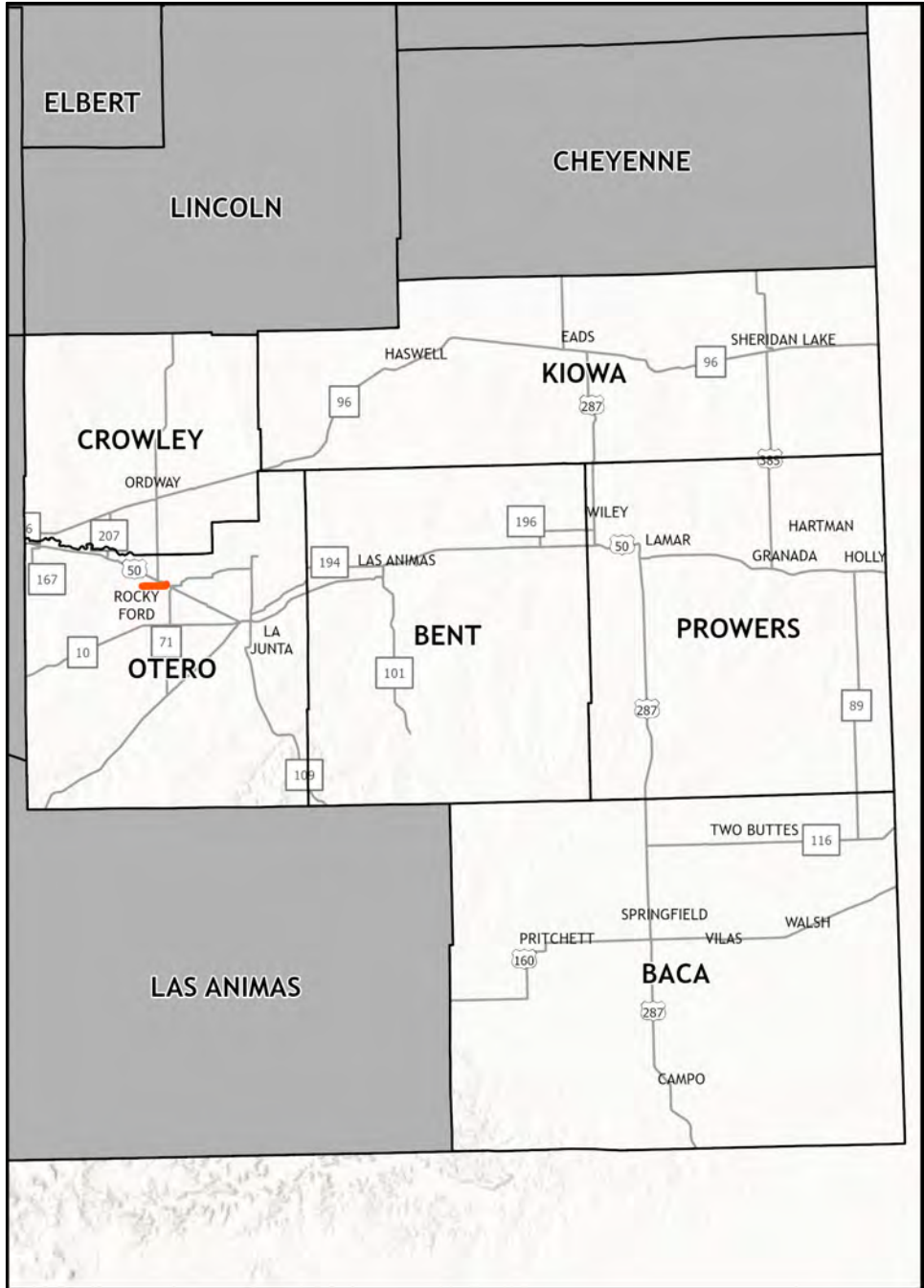
This corridor serves as an extension of a primary multi-lane county road in the northeast corner of Otero County connecting this area of the County to US 50 and primarily serves agricultural activity in this limited area.

Corridor Designations

- None

What we heard about the Corridor

- 3 comments specifically about this corridor
- Desired improvements for freight and truck movement
- Concerns about weather and natural incidents





Key Data Findings: State Highway 202: Junction US 50 to Junction Otero County Road 16 (PSE7010)



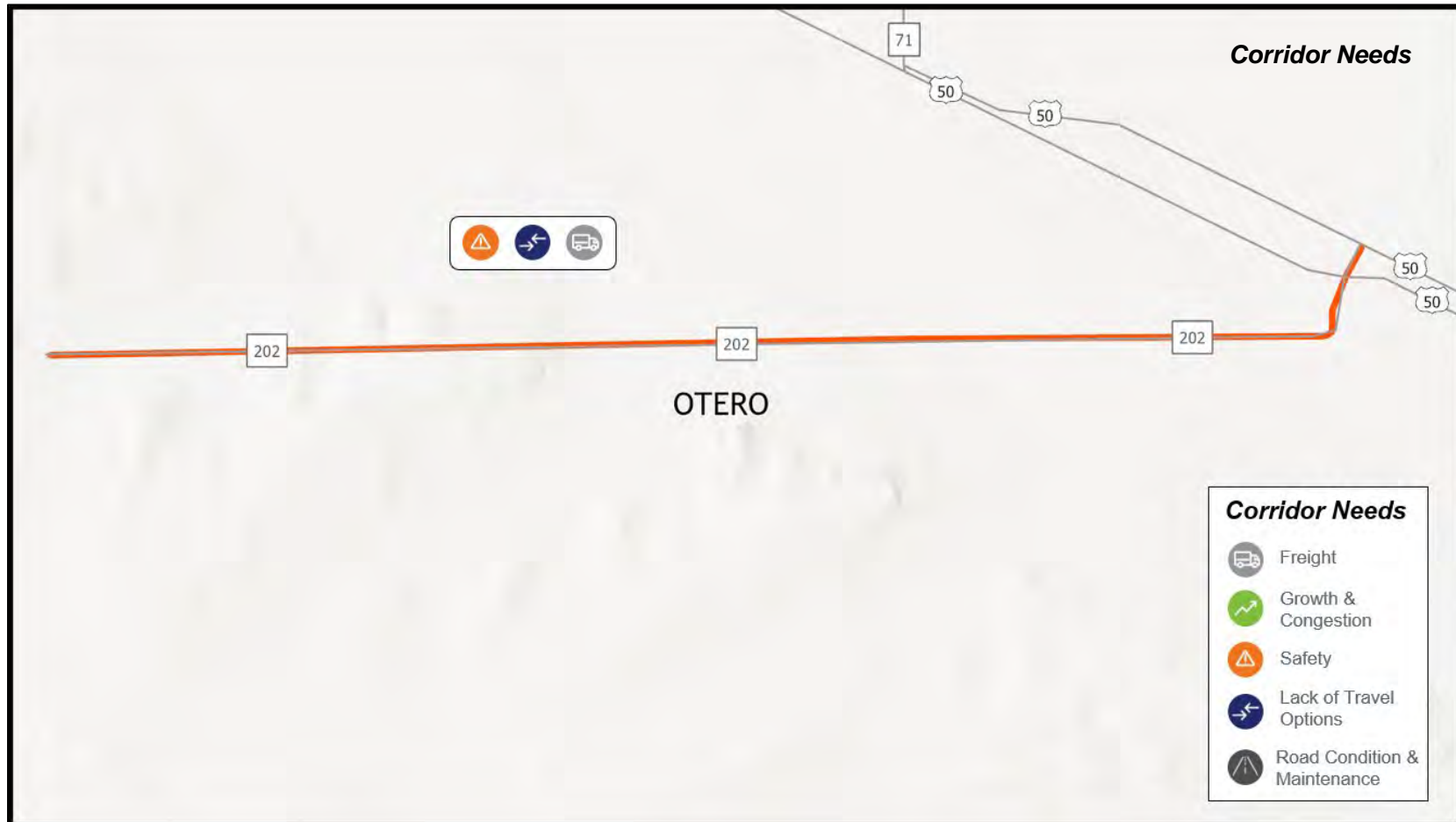
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
<i>Safety</i>	Entire corridor with shoulders <2'
<i>Pedestrian Transit</i>	Inter-city bus station in Rocky Ford Bustang Outrider stop in Rocky Ford

<i>Bicycling</i>	High stress for bicycling
<i>Economics</i>	Agricultural corridor



Corridor Needs: State Highway 202: Junction US 50 to Junction Otero County Road 16 (PSE7010)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Enhance walkability in areas with high pedestrian demand (bus stops)



Corridor Projects: Junction US 50 to Junction Otero County Road 16 (PSE7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Drainage issues at US 50/SH 202	Fix flooding issue at Junction of US 50/SH 202	1627				\$0.75

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

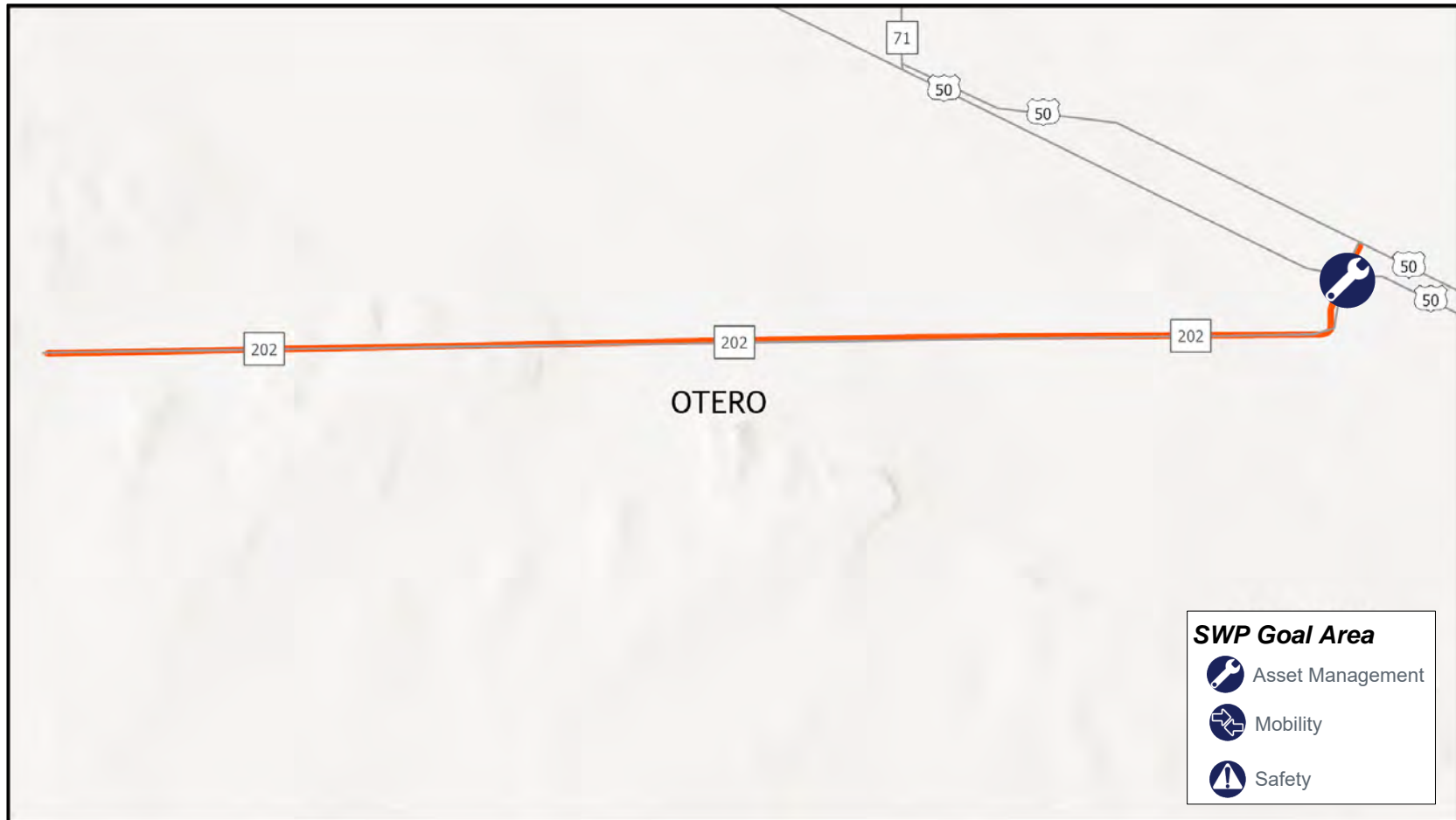
SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Junction US 50 to Junction Otero County

Road 16 (PSE7010)



Asset Management

- Drainage issues at US 50/SH 202



Mobility

- No projects have been identified for this strategy



Safety

- No projects have been identified for this strategy



State Highway 266: Junction US 50 to Junction SH 109 (PSE7011)

Corridor Name

State Highway 266: Junction US 50 to Junction SH 109

Corridor Vision

The vision for this corridor is to improve safety as well as maintain the system quality and future mobility of this corridor.

Corridor Description

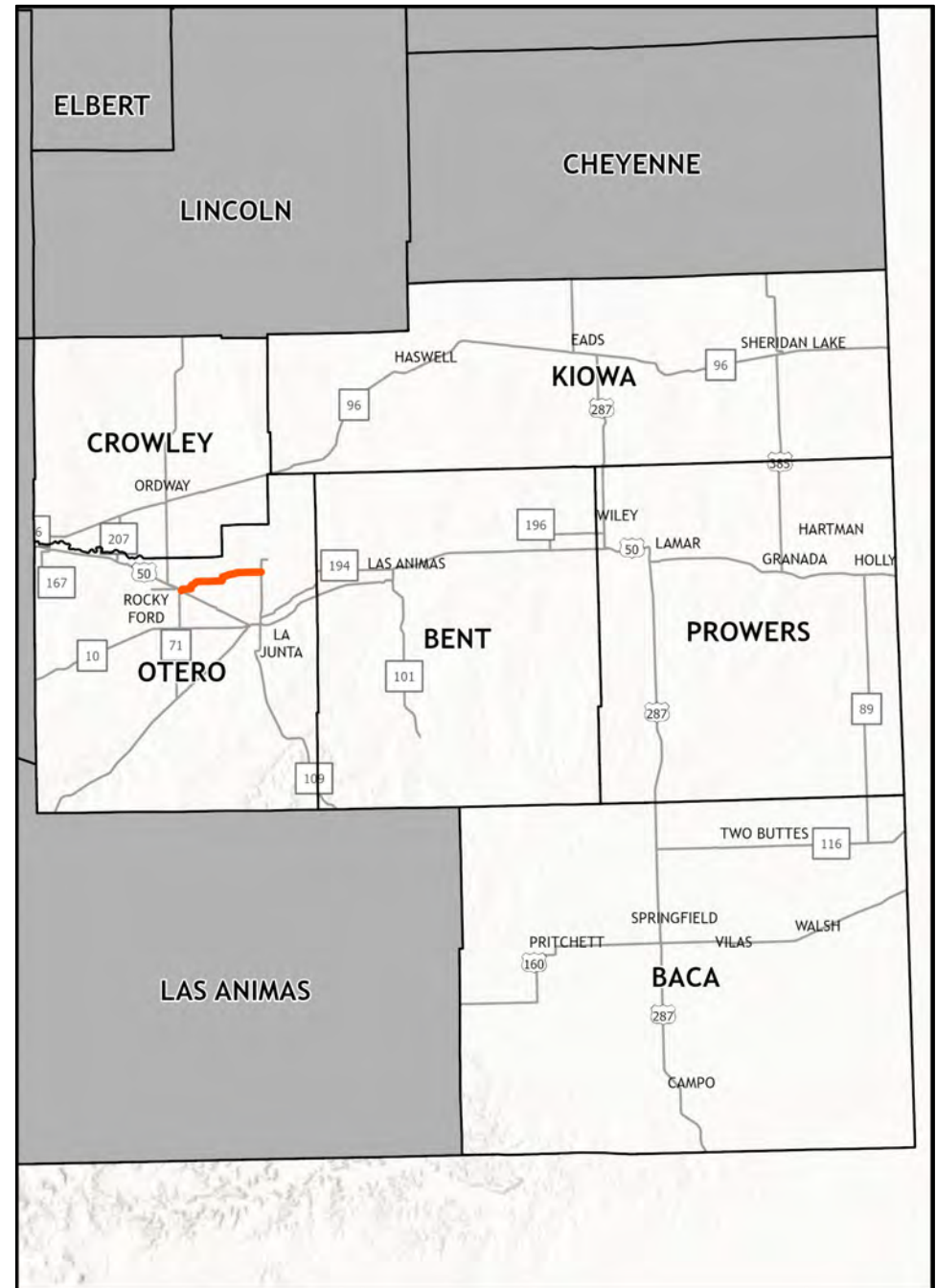
This east - west corridor (in addition to SH 109) primarily connects the airport to the city of La Junta as well as intra-regional travel for the area around the city of La Junta and Rocky Ford.

Corridor Designations

- None

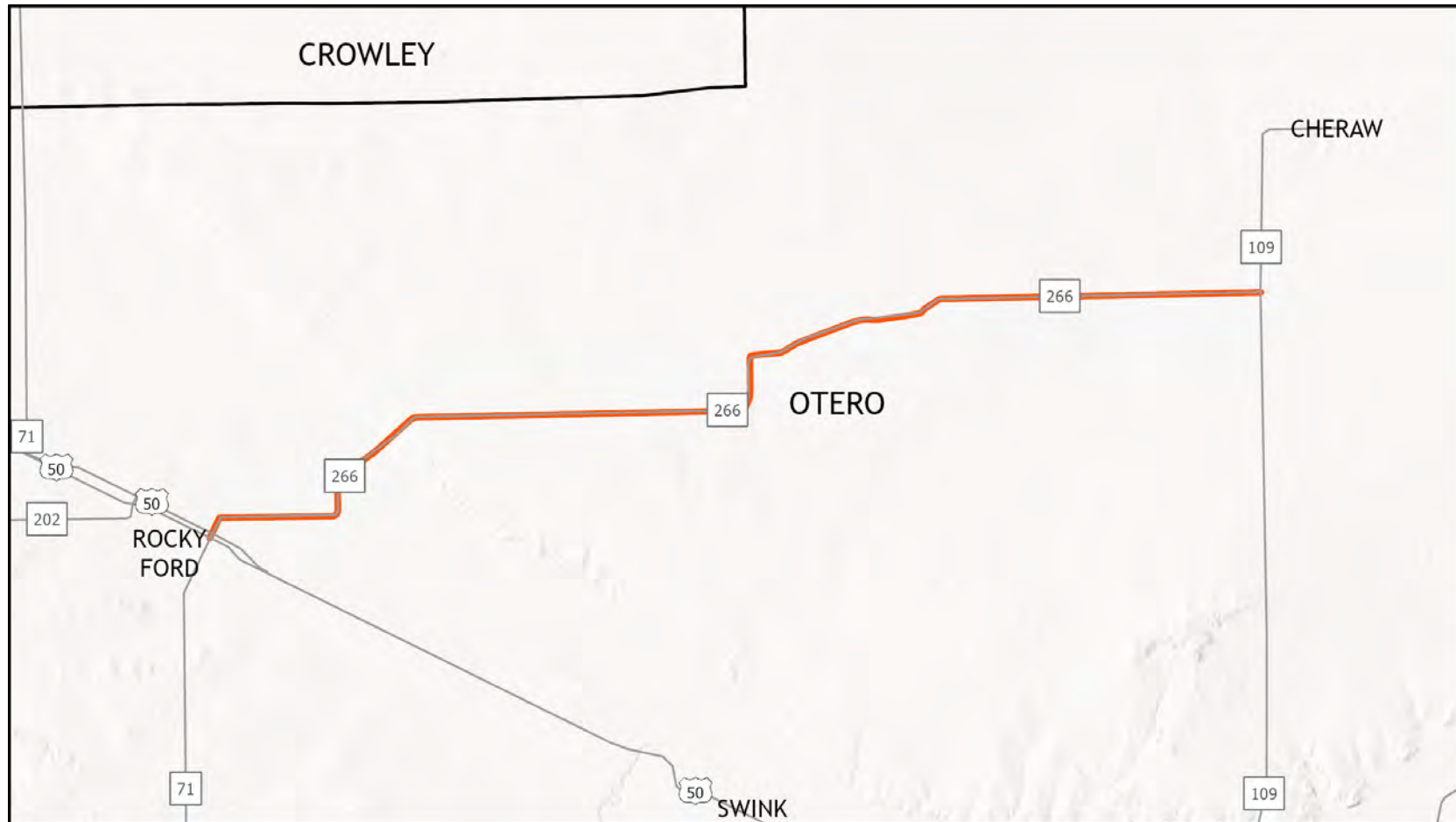
What we heard about the Corridor

- 1 comments specifically about this corridor
- Pavement condition is poor





Key Data Findings: State Highway 266: Junction US 50 to Junction SH 109 (PSE7011)

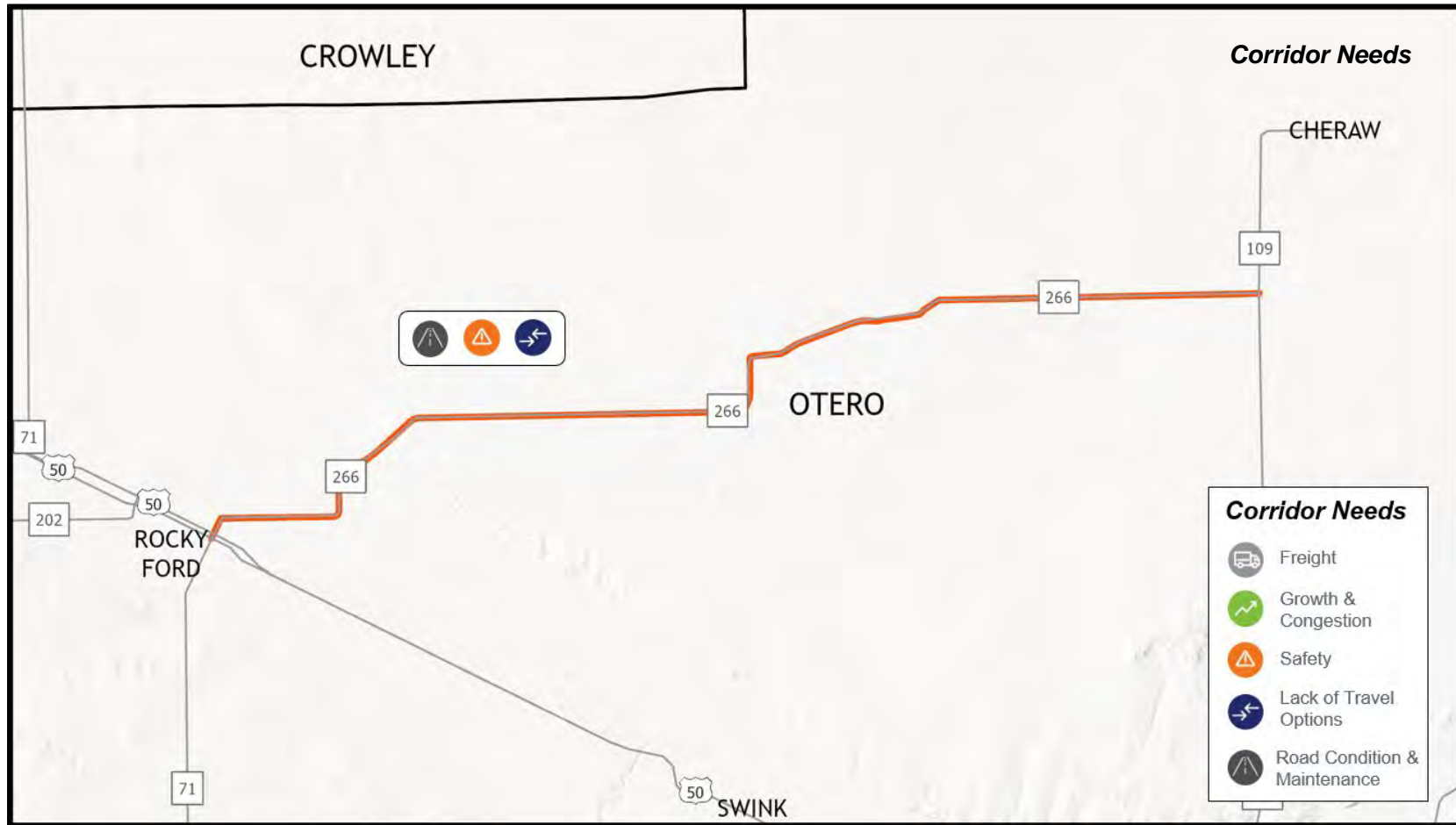


Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty	<i>Mobility Hub Transit</i>	Inter-city bus station in Rocky Ford Bustang Outrider stop in Rocky Ford
<i>Safety</i>	Majority of corridor with shoulders <2'	<i>Bicycling</i>	High stress for bicycling
<i>Asset Management</i>	Low drivability life (one segment)	<i>Freight</i>	Agricultural corridor



Corridor Needs: State Highway 266: Junction US 50 to Junction SH 109 (PSE7011)



Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Enhance walkability in areas with high pedestrian demand (bus stops)



Corridor Projects: Junction US 50 to Junction SH 109 (PSE7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

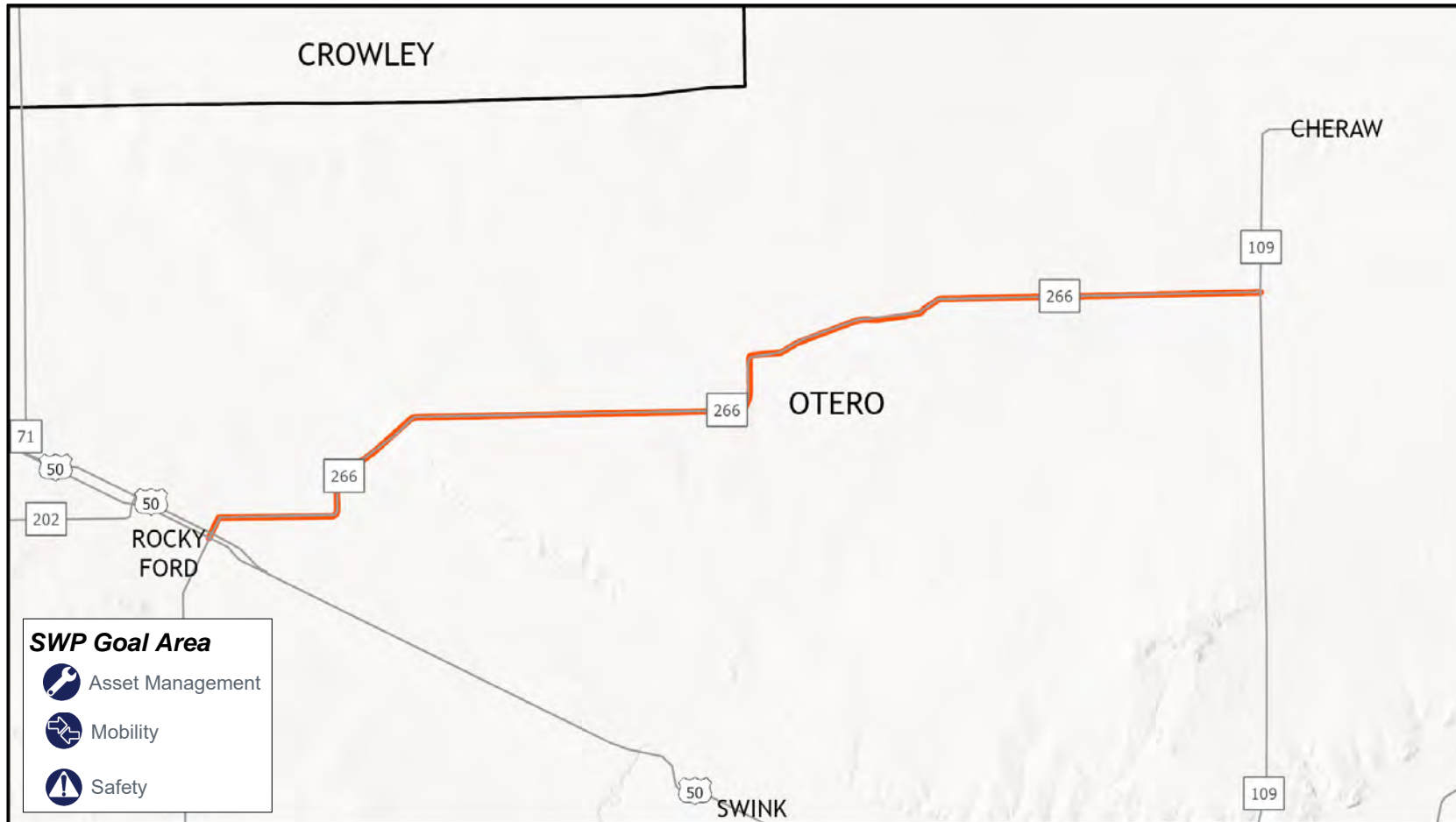
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Junction US 50 to Junction SH 109 (PSE7011)



Asset Management

- No projects have been identified for this corridor



Mobility

- No projects have been identified for this corridor



Safety

- No projects have been identified for this corridor



US Highway 350: Otero/Las Animas County Line to Junction US 50 (PSE7012)



Corridor Name

US Highway 350: Otero/Las Animas County Line to Junction US 50

Corridor Vision

The vision for this corridor is to maintain the system safety as well as the future mobility and reliability of this corridor.

Corridor Description

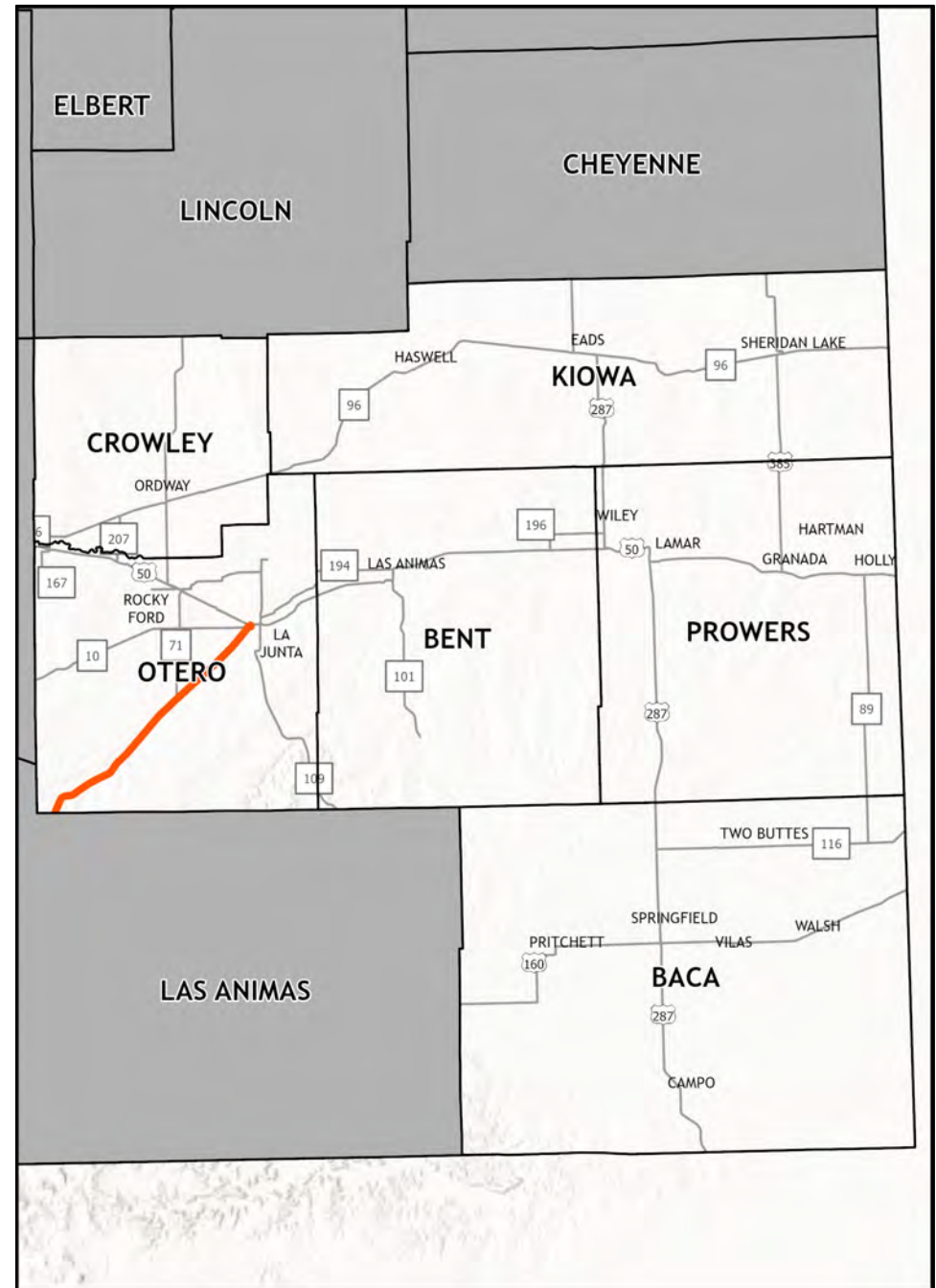
This corridor connects to places outside the Region and serves as a corridor to connect the Region, along with SH 10, to the southern portion of the State and areas south.

Corridor Designations

- Scenic Byway (Santa Fe Trail)

What we heard about the Corridor

- 4 comments specifically about this corridor
- Frustration with lack of maintenance
- Desire for regional transit





Key Data Findings: US Highway 350: Otero/Las Animas County Line to Junction US 50 (PSE7012)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
Freight Safety	Several segments with shoulders <2' Hazmat route
Freight Asset Management	Low drivability life (one segment) Three bridges in poor condition
Mobility Hub Transit	Amtrak operates on corridor- stops in La Junta Inter-city bus station in La Junta Bustang Outrider stop in La Junta Publicly Operated Transit Services in La Junta
Bicycling	High stress for bicycling
Freight Resiliency	Low redundancy west of Timpas
Freight	High truck traffic west of Timpas

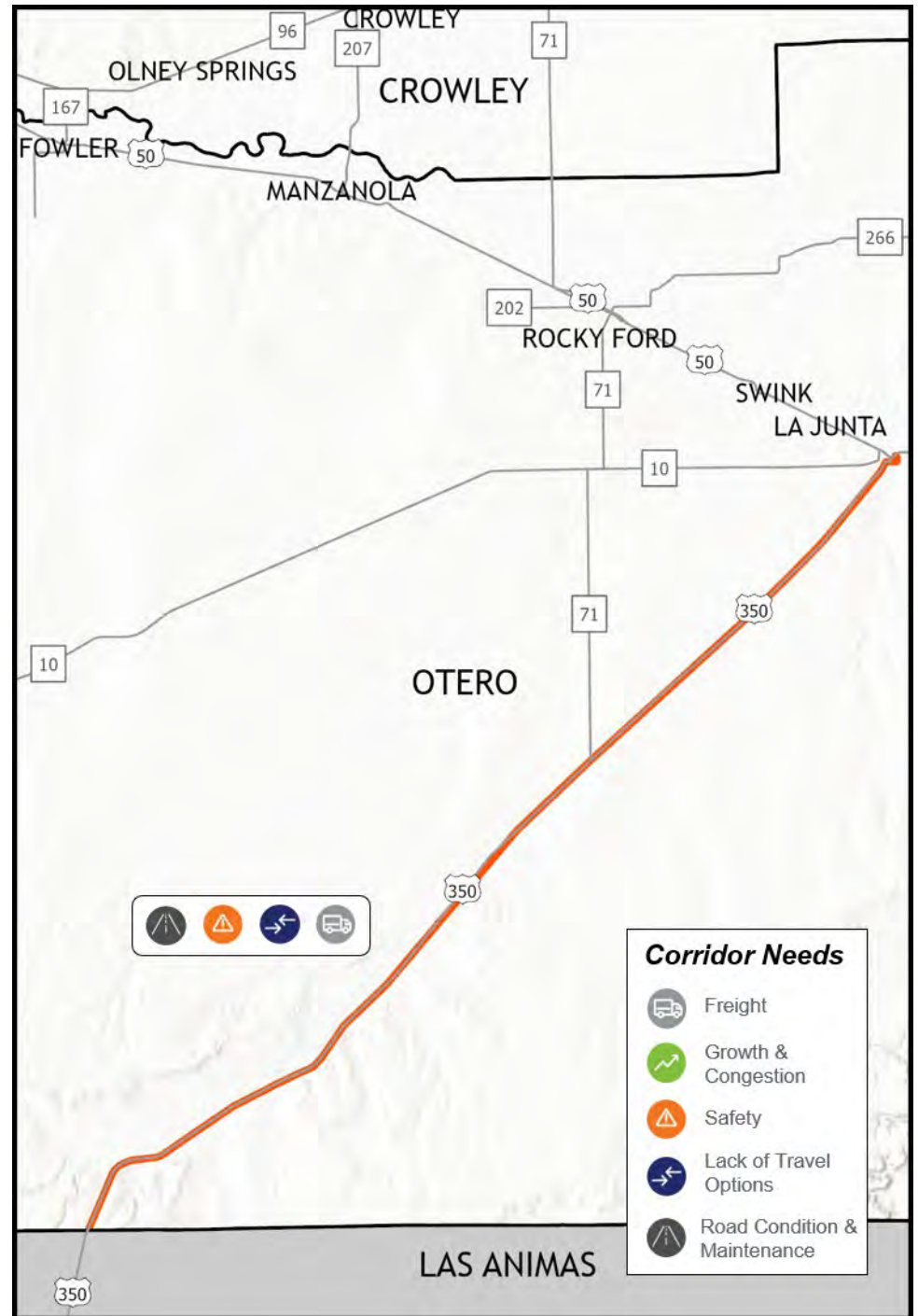




Corridor Needs: US Highway 350: Otero/Las Animas County Line to Junction US 50 (PSE7012)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies





Corridor Projects: Otero/Las Animas County Line to Junction US 50 (PSE7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50, US 287 (north of US 50), and US 350	Add fiber network on US 50, US 287, and US 350	1046				\$16.00
RRST 350A - MP 46.7-63.3	Rural road surface treatment	2627		-		\$7.55

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Otero/Las Animas County Line to Junction US 50 (PSE7012)



Asset Management

- RRSST 350A - MP 46.7-63.3



Mobility

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 50, US 287 (north of US 50), and US 350



Safety

- No projects have been identified for this strategy





US Highway 385: Junction US 50 to Kiowa/Cheyenne County Line (PSE7013)



Corridor Name

US Highway 385: Junction US 50 to Kiowa/Cheyenne County Line

Corridor Vision

The vision for this corridor is to improve safety as well as maintain the system quality and future mobility of this corridor.

Corridor Description

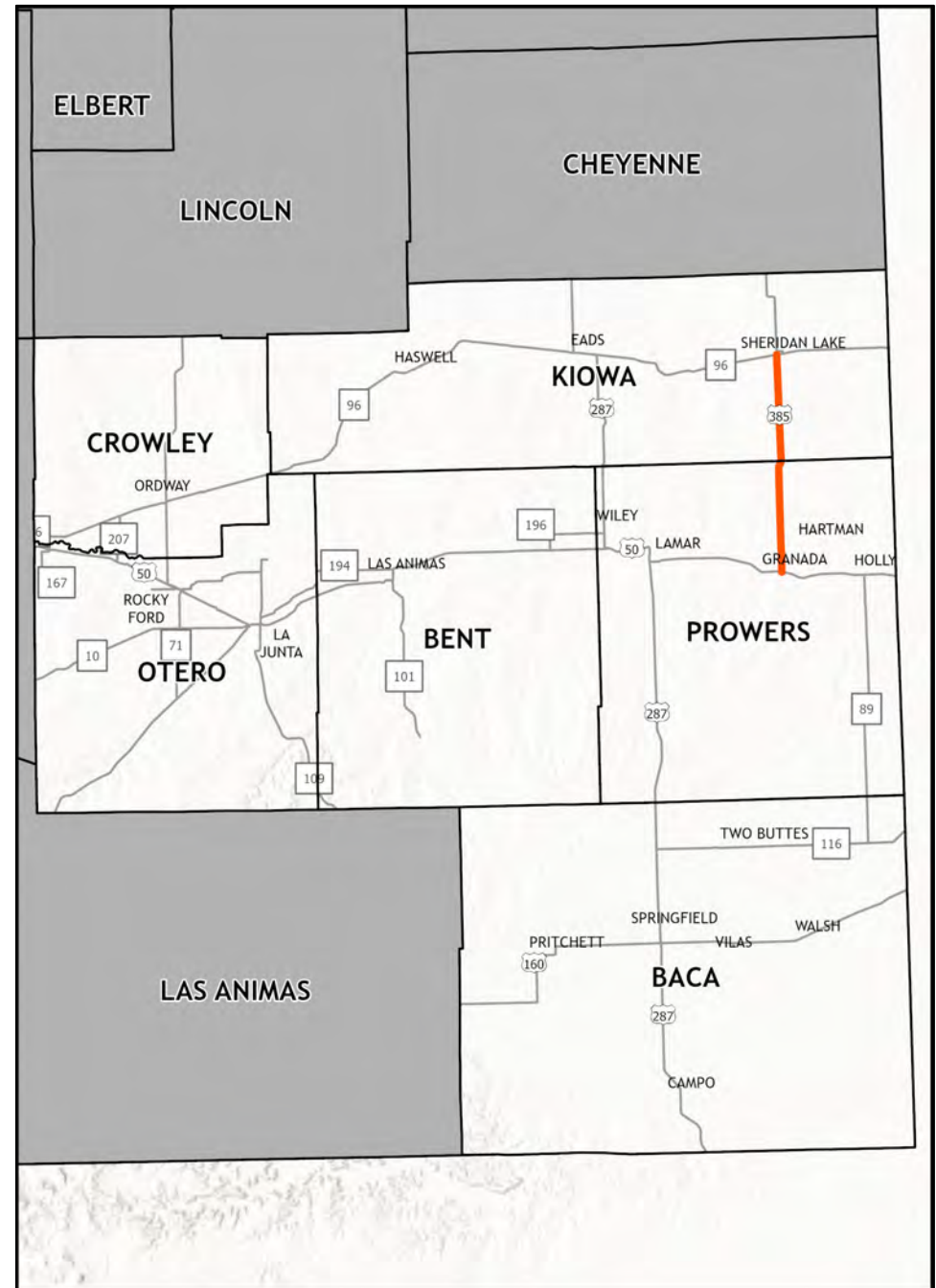
This corridor connects to places outside the Region and serves as an eastern north-south alternative to US 287 in and outside the Region.

Corridor Designations

- National Highway System (From Lamar to Oklahoma State Line)
- Tier 1 CNG Corridor

What we heard about the Corridor

- 17 comments specifically about this corridor
- Concerns about safety
- Frustration with lack of maintenance
- Desired improvements for freight and truck movement
- Questions/ concerns about funding

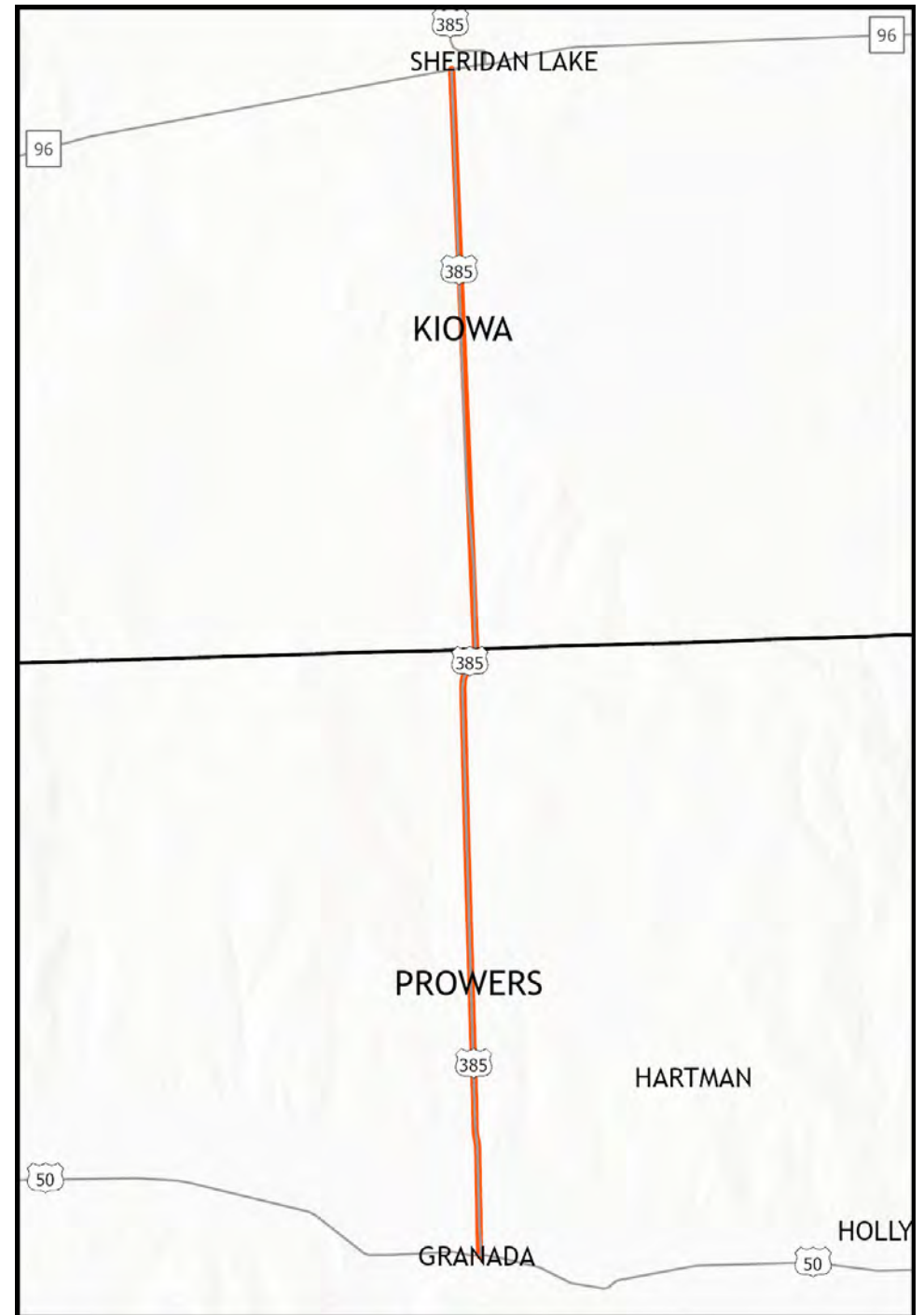




Key Data Findings: US Highway 385: Junction US 50 to Kiowa/Cheyenne County Line (PSE7013)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
Freight Safety	Majority of corridor with shoulders <2' Hazmat route
Freight Asset Management	Low drivability life (one segment)
Transit	Kiowa County Transit Services operates on corridor
Bicycling	High stress for bicycling
Pedestrian Economics	Main Street through Granada
Freight Resiliency	Low redundancy Crosses 100-year floodplain
Economics Freight	Agricultural corridor High truck traffic



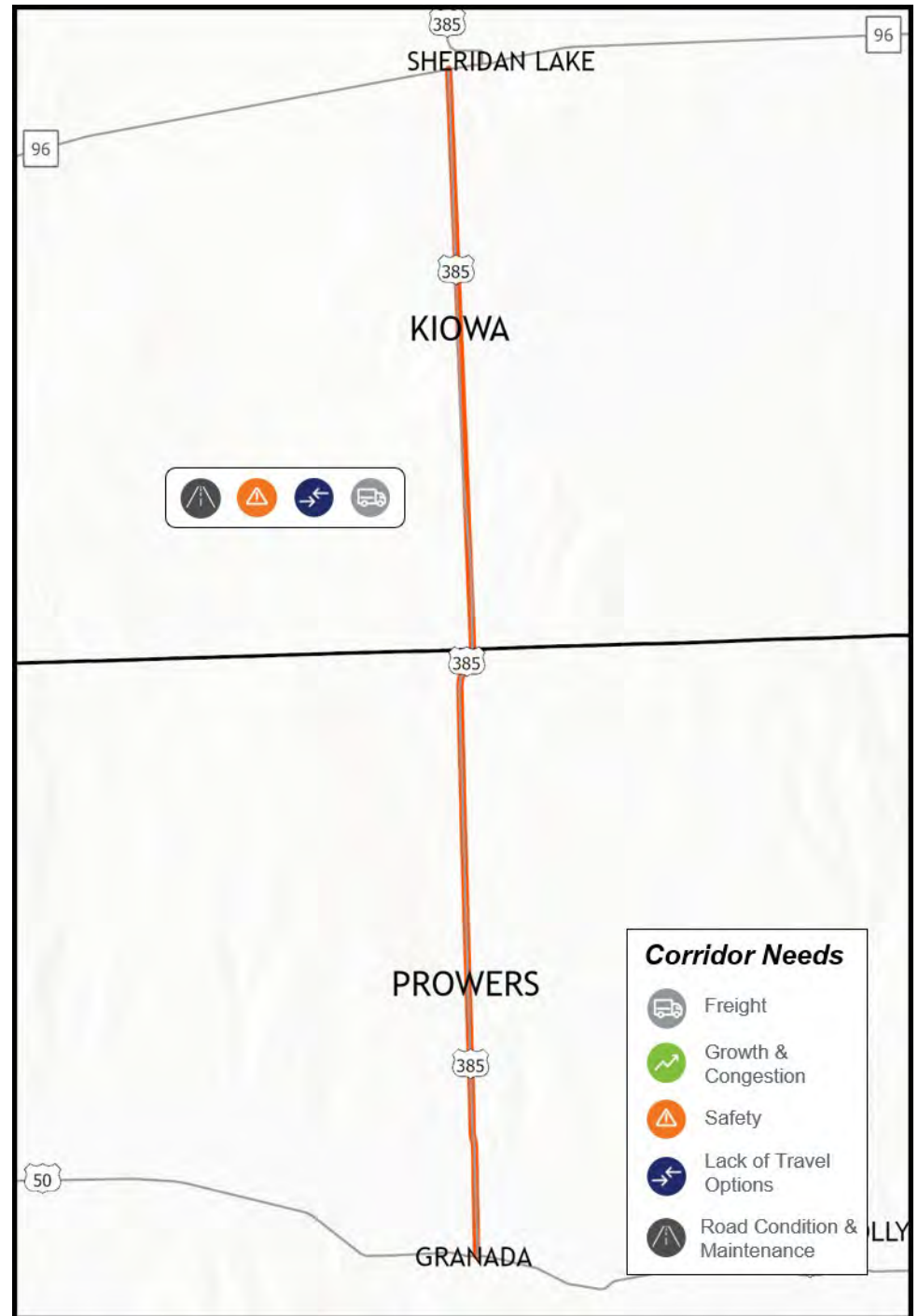


Corridor Needs: US Highway 385: Junction US 50 to Kiowa/Cheyenne County Line (PSE7013)



Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand
(downtown areas)
- Address safety concerns (Arkansas River bridge)
- Address unsafe passing conditions





Corridor Projects: Junction US 50 to Kiowa/Cheyenne County Line (PSE7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
L-27-N Bridge Replacement	Replace Bridge L-27-N and realign roadway	1630				\$3.00
Passing lanes on US 385	Passing lanes on US 385 between Granada and Sheridan lake	1631				\$5.00
RRST 385 - MP 127.7-135.4	Rural road surface treatment	2628		-		\$4.96
RRST 385A - MP 95-122.9	Rural road surface treatment	2629		-		\$13.19

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Junction US 50 to Kiowa/Cheyenne County Line (PSE7013)



Asset Management

- RRSST 385 - MP 127.7-135.4
- RRSST 385A - MP 95-122.9



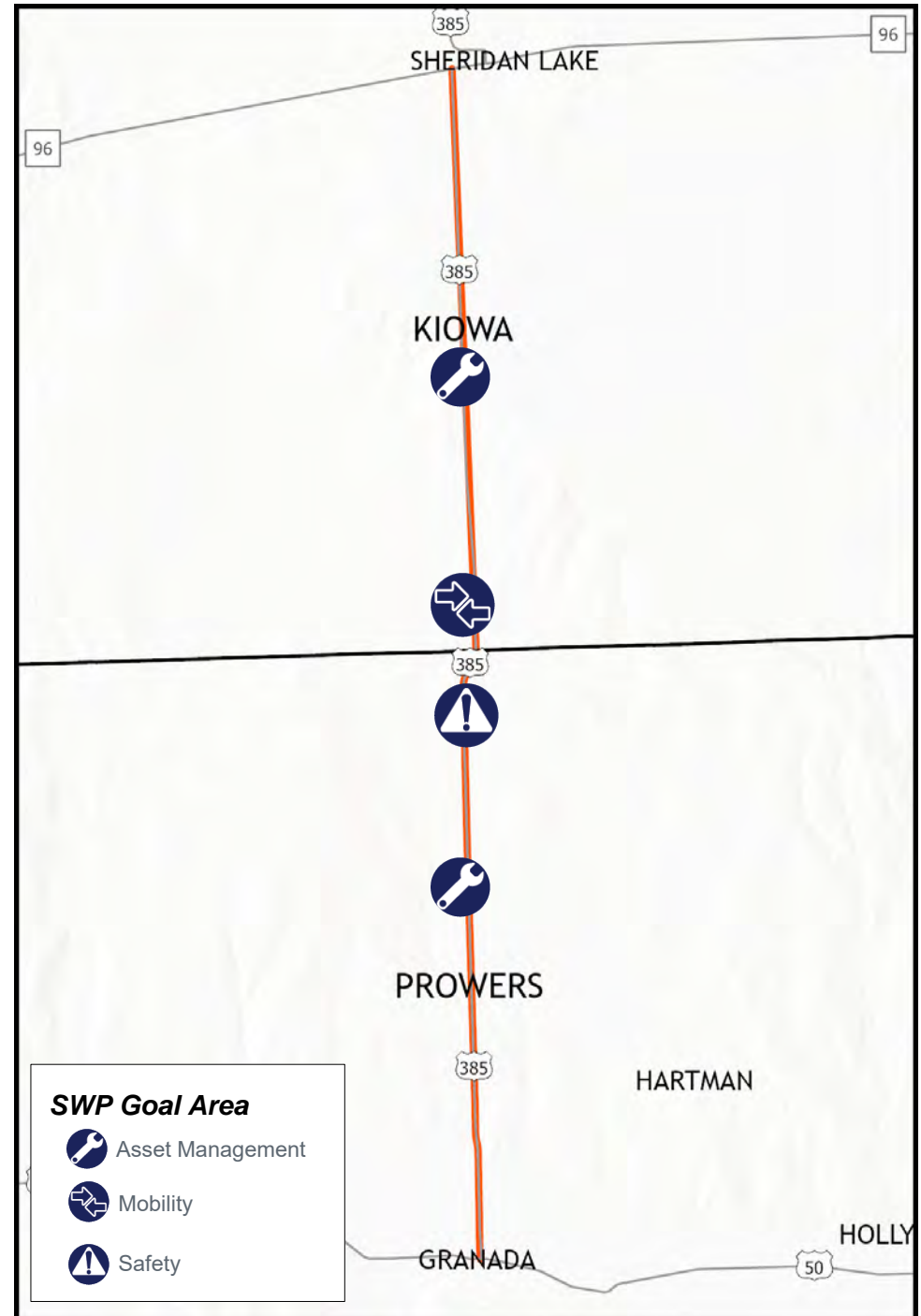
Mobility

- Passing lanes on US 385



Safety

- L-27-N Bridge Replacement





State Highway 100: Junction US 160 to Junction at Main Street in Vilas (PSE7014)



Corridor Name

State Highway 100: Junction US 160 to Junction at Main Street in Vilas

Corridor Vision

The vision for this corridor is to maintain the existing system quality and safety.

Corridor Description

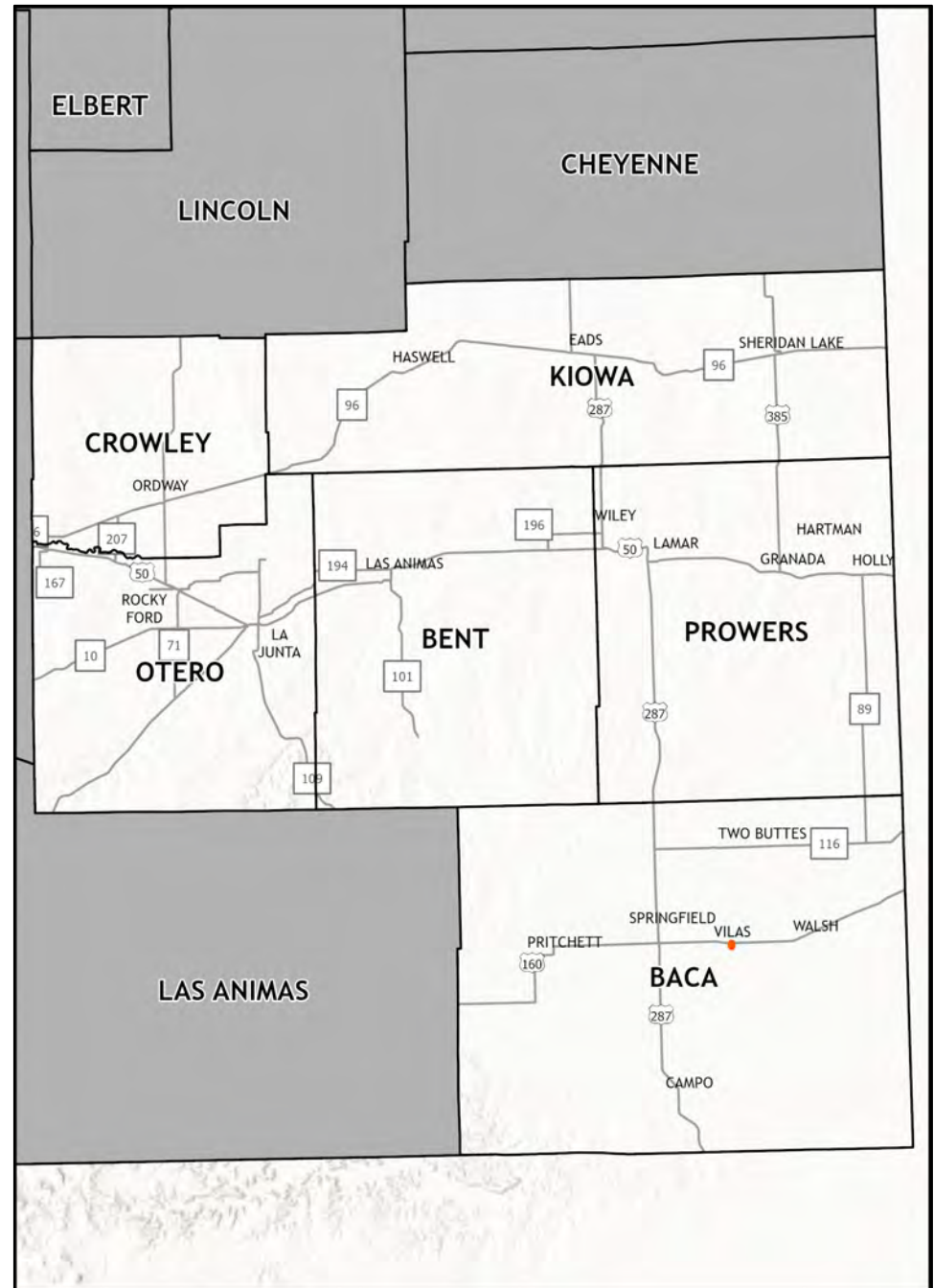
This corridor serves as an access point to Vilas.

Corridor Designations

- None

What we heard about the Corridor

- No comments specifically about this corridor



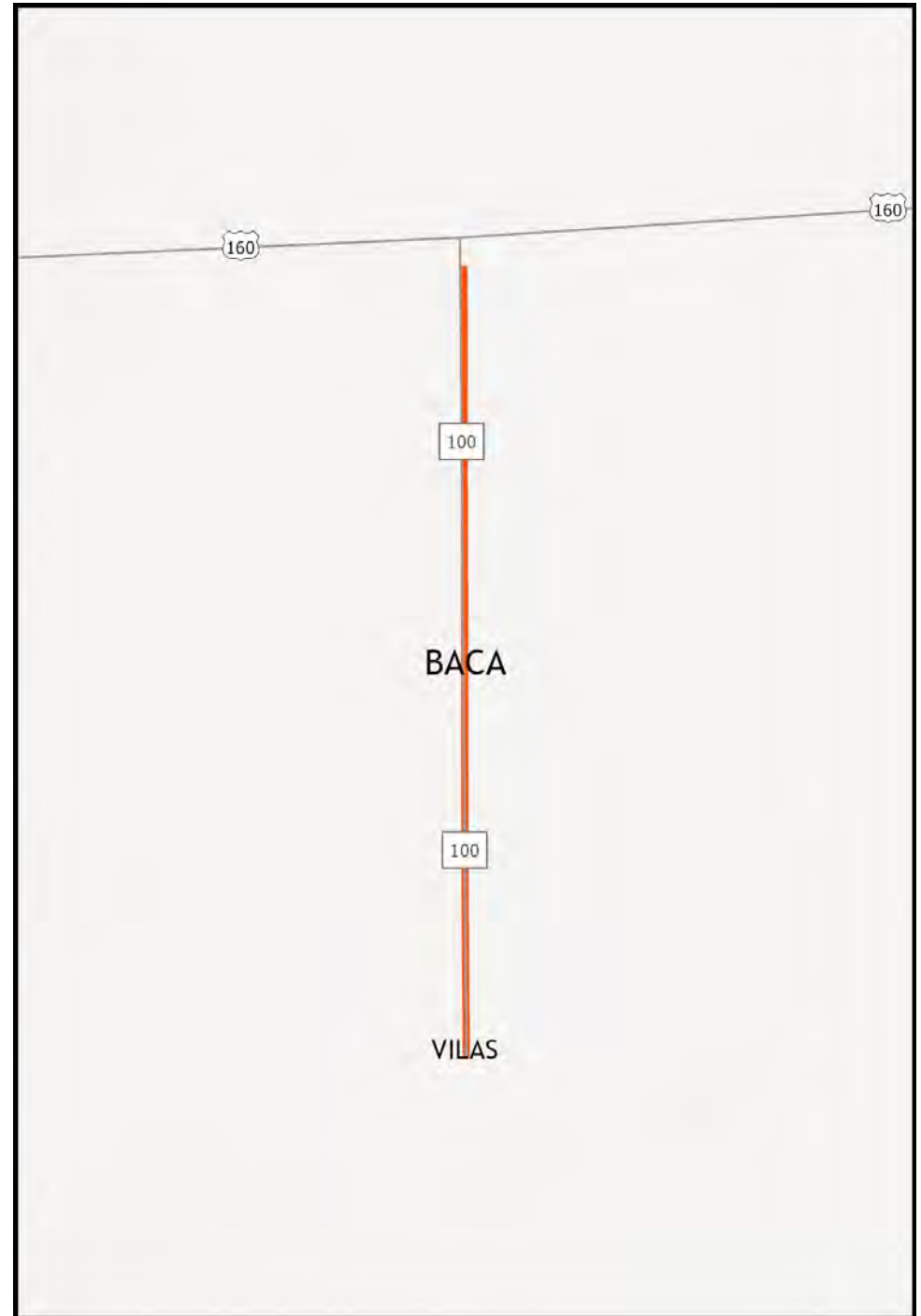


Key Data Findings: State Highway 100: Junction US 160 to Junction at Main Street in Vilas (PSE7014)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
<i>Freight Safety</i>	Entire corridor with shoulders <2'
<i>Freight Economics</i>	Concentration of oil and gas wells Agricultural corridor High truck traffic



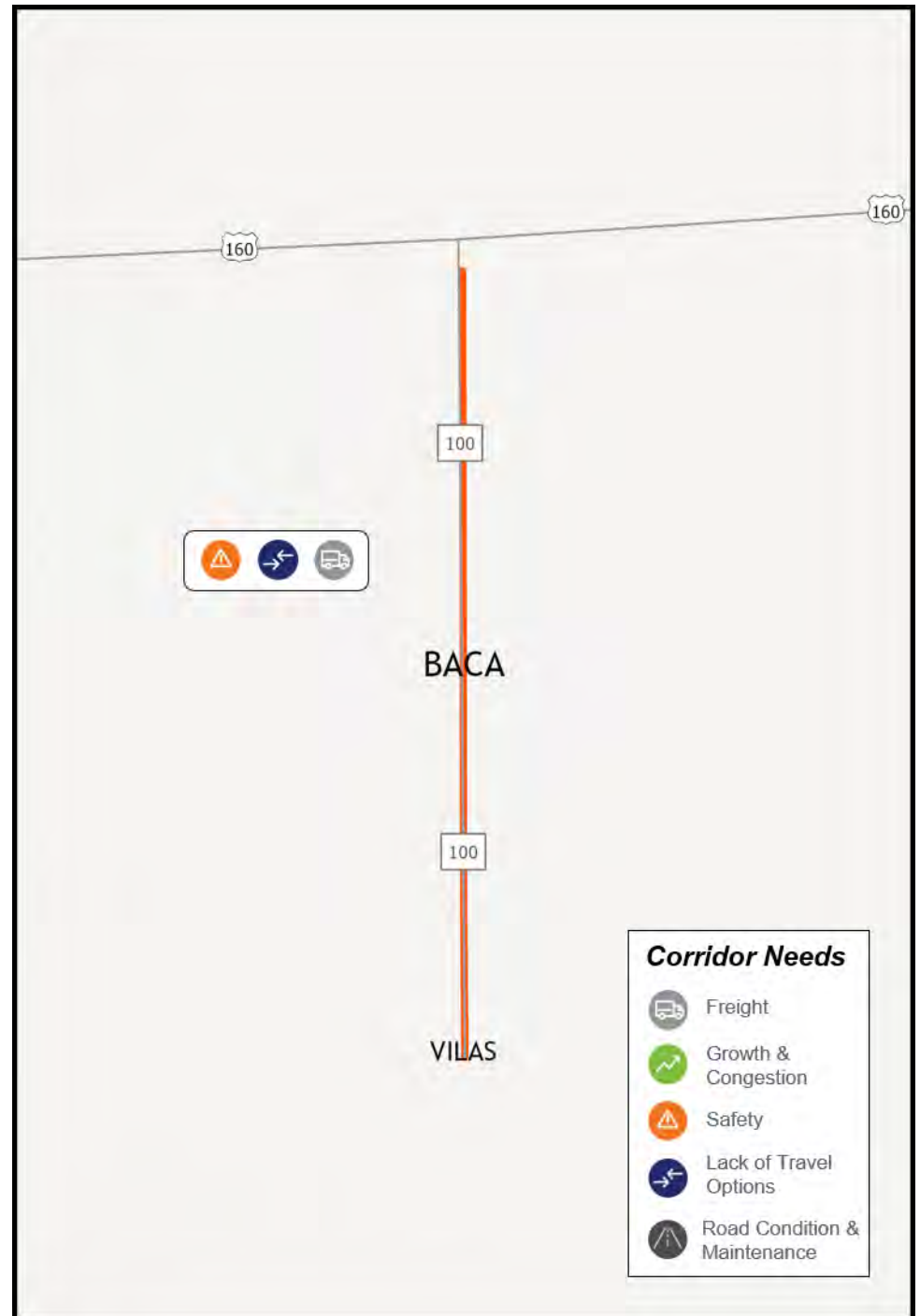


Corridor Needs: State Highway 100: Junction US 160 to Junction at Main Street in Vilas (PSE7014)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies





Corridor Projects: Junction US 160 to Junction at Main Street in Vilas (PSE7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 100A from MP 0 to MP 0.42 and SH 160C from MP 464.4 to 473.7	Rural road surface treatment	30				\$6.60

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Junction US 160 to Junction at Main Street in Vilas (PSE7014)



Asset Management

- SH 100A from MP 0 to MP 0.42 and SH 160C from MP 464.4 to 473.7



Mobility

- No projects have been identified for this strategy



Safety

- No projects have been identified for this strategy





State Highway 116: Junction US 287 to Colorado/Kansas State Line (PSE7015)



Corridor Name

State Highway 116: Junction US 287 to Colorado/Kansas State Line

Corridor Vision

The vision for this corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

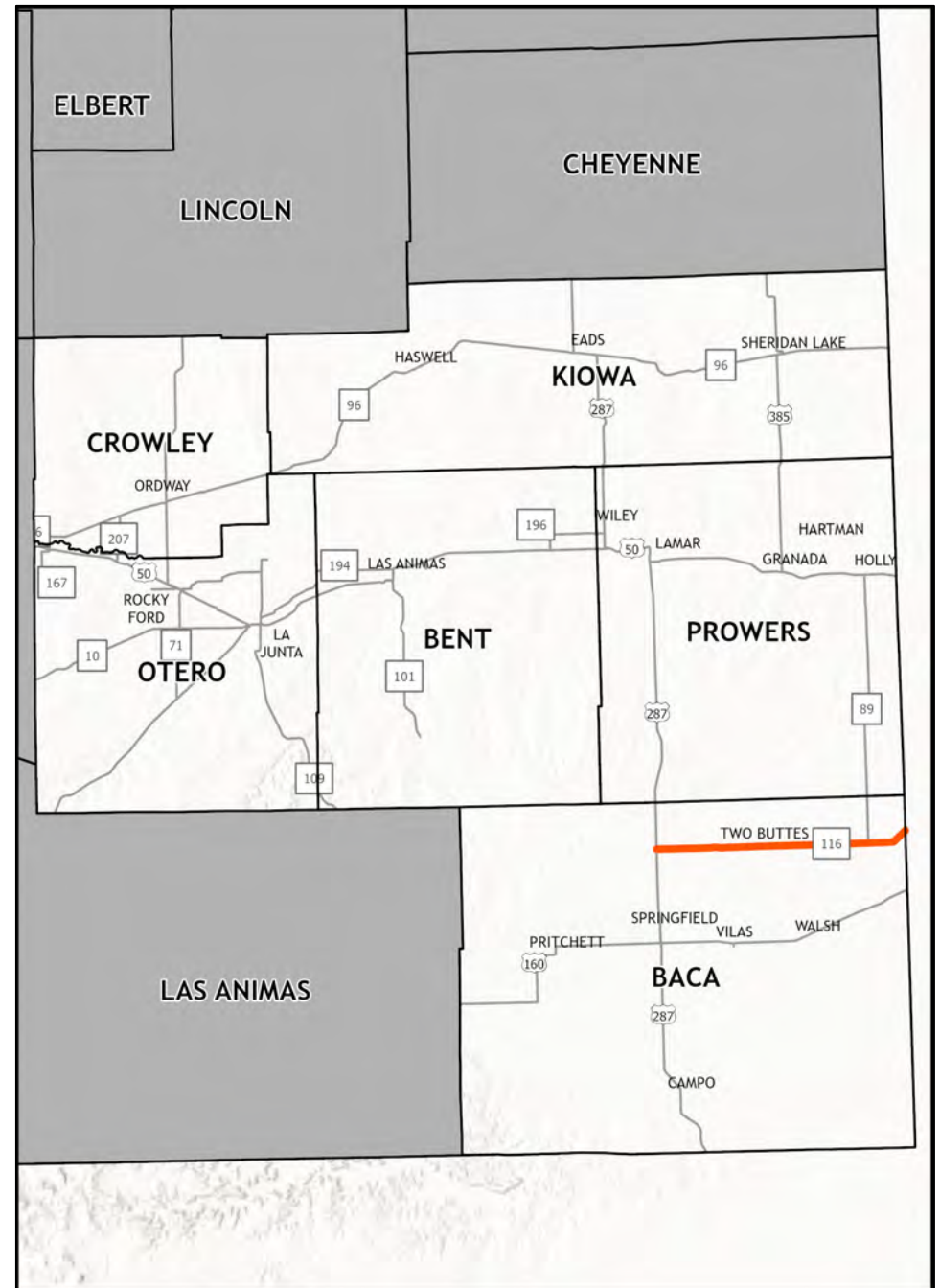
This corridor connects to places outside the region and makes east-west connections within the Region. This corridor primarily serves as a primary farm-to-market, bicycle and freight route for the Region.

Corridor Designations

- None

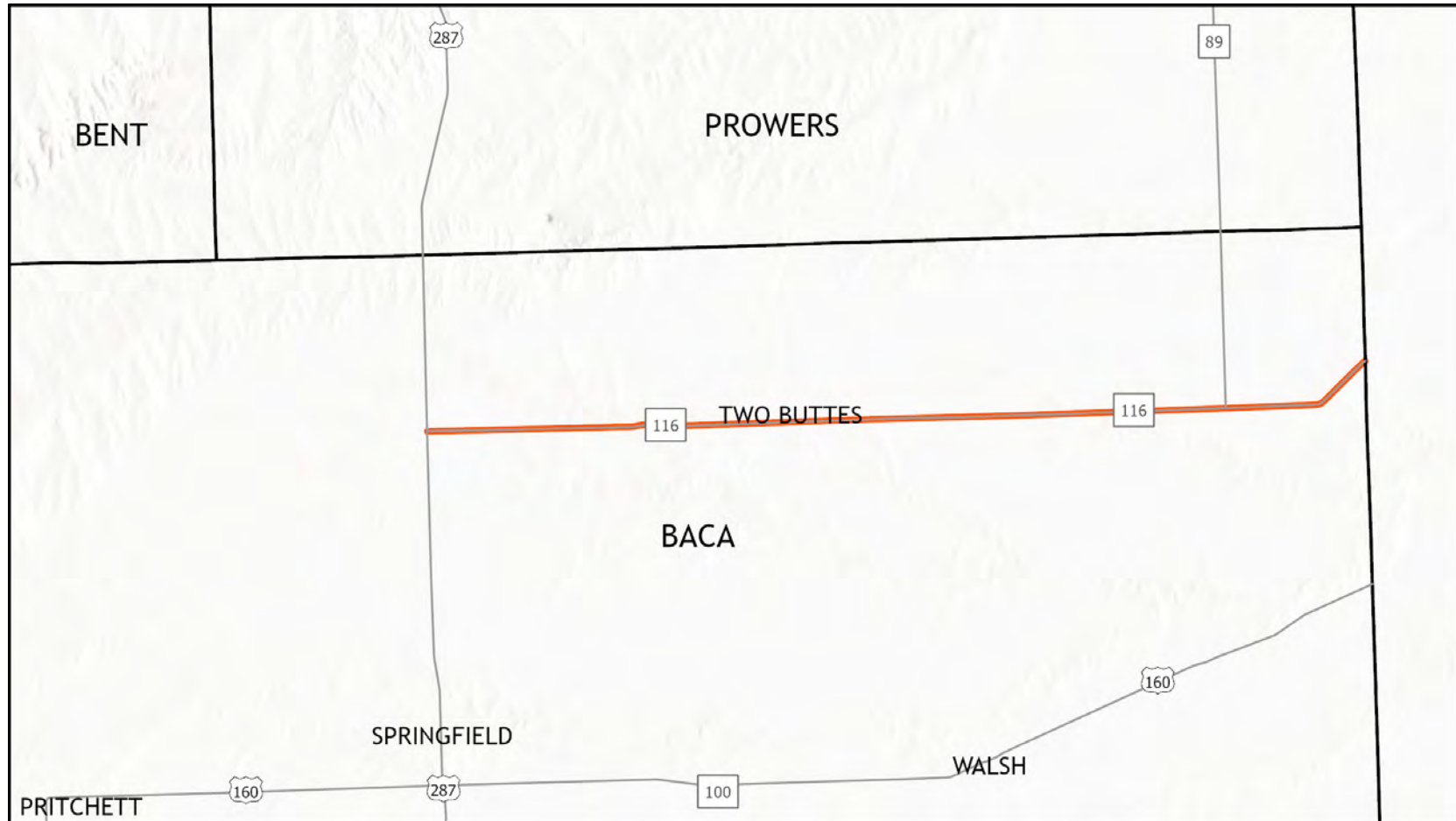
What we heard about the Corridor

- 7 comments specifically about this corridor
- Pavement condition is poor
- Concerns about safety





Key Data Findings: State Highway 116: Junction US 287 to Colorado/Kansas State Line (PSE7015)

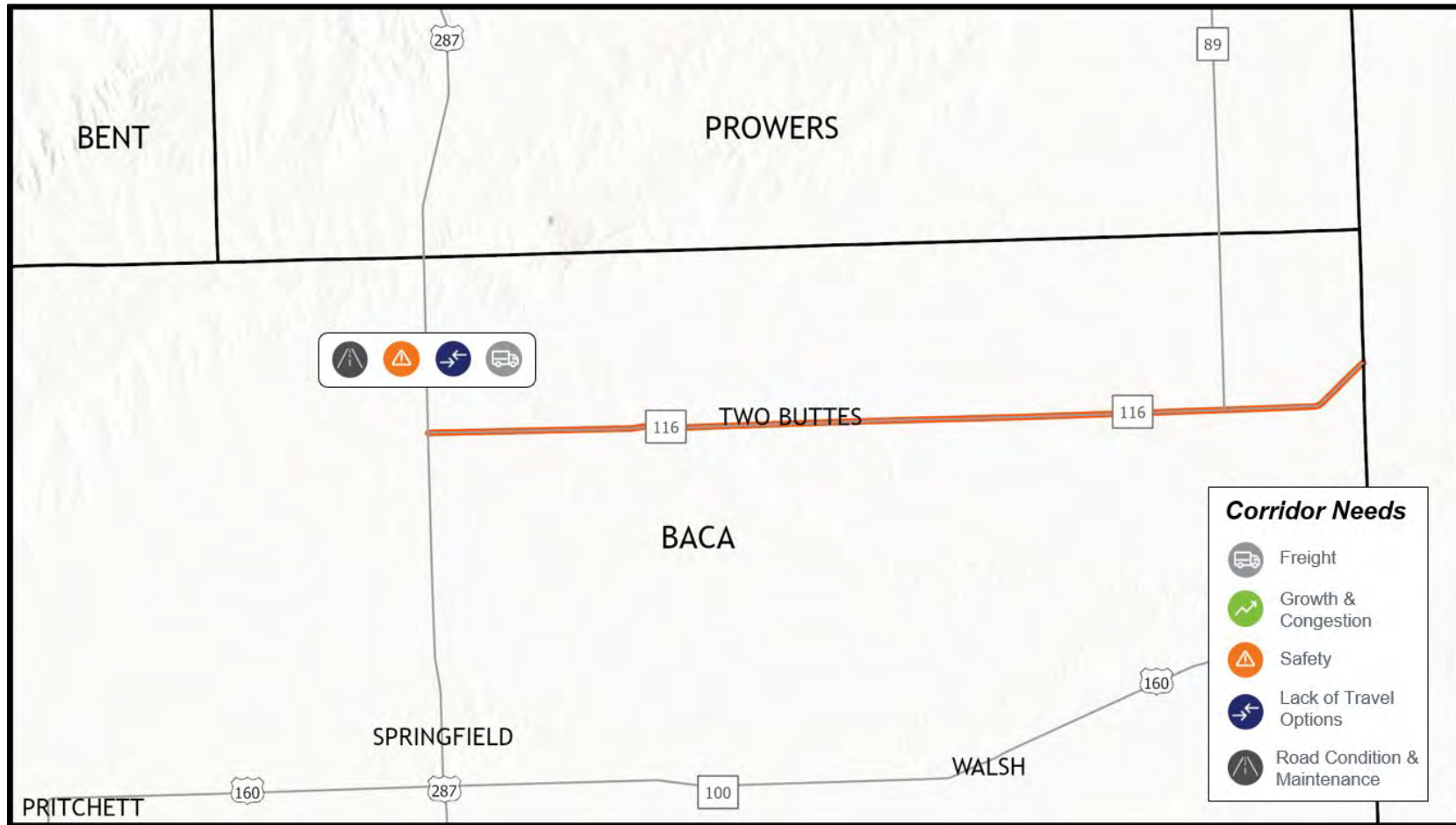


Key Data Findings:





<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty	<i>Bicycling</i>	High stress for bicycling
<i>Freight Safety</i>	Majority of corridor with shoulders <2"	<i>Freight Resiliency</i>	Low redundancy
<i>Freight Asset Management</i>	Low drivability life (multiple segments)	<i>Economics Freight</i>	Agricultural corridor High truck traffic



Corridor Needs: State Highway 116: Junction US 287 to Colorado/Kansas State Line (PSE7015)



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Eliminate shoulder deficiencies
-  Improve travel conditions for trucks and heavy vehicles
-  Accommodate travel needs of vulnerable populations



Corridor Projects: Junction US 287 to Colorado/Kansas State Line (PSE7015)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 116 from US 287A MP 0 to MP 32.3 at Kansas Border	Rural road surface treatment	23				\$13.80

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

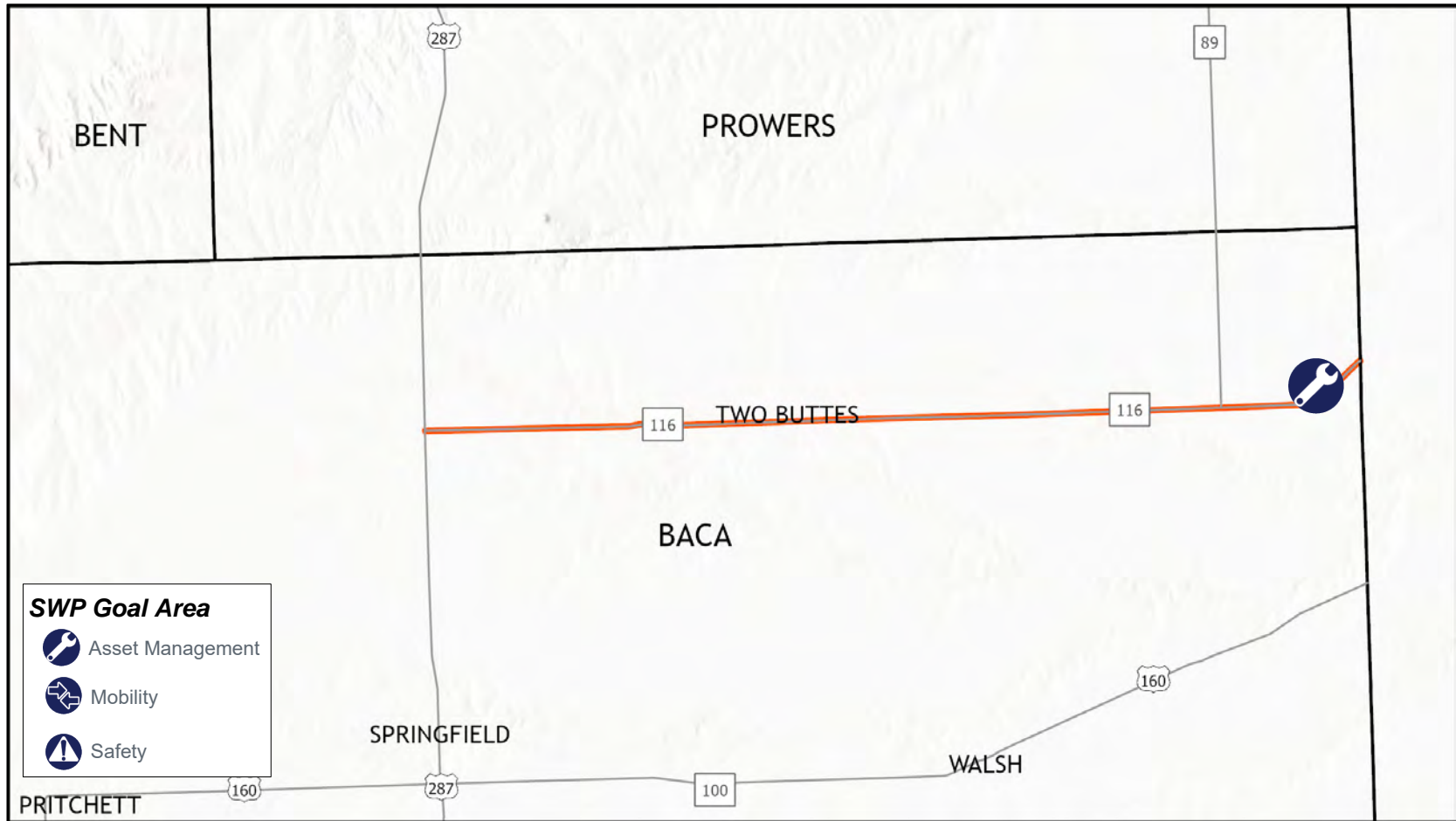
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Junction US 287 to Colorado/ Kansas State Line (PSE7015)



Asset Management

- SH 116 from US 287A MP 0 to MP 32.3 at Kansas Border



Mobility

- No projects have been identified for this strategy



Safety

- No projects have been identified for this strategy



US Highway 160: Baca/Las Animas County Line to Colorado/Kansas State Line (PSE7016)



Corridor Name

US Highway 160: Baca/Las Animas County Line to Colorado/Kansas State Line

Corridor Vision

The vision for this corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

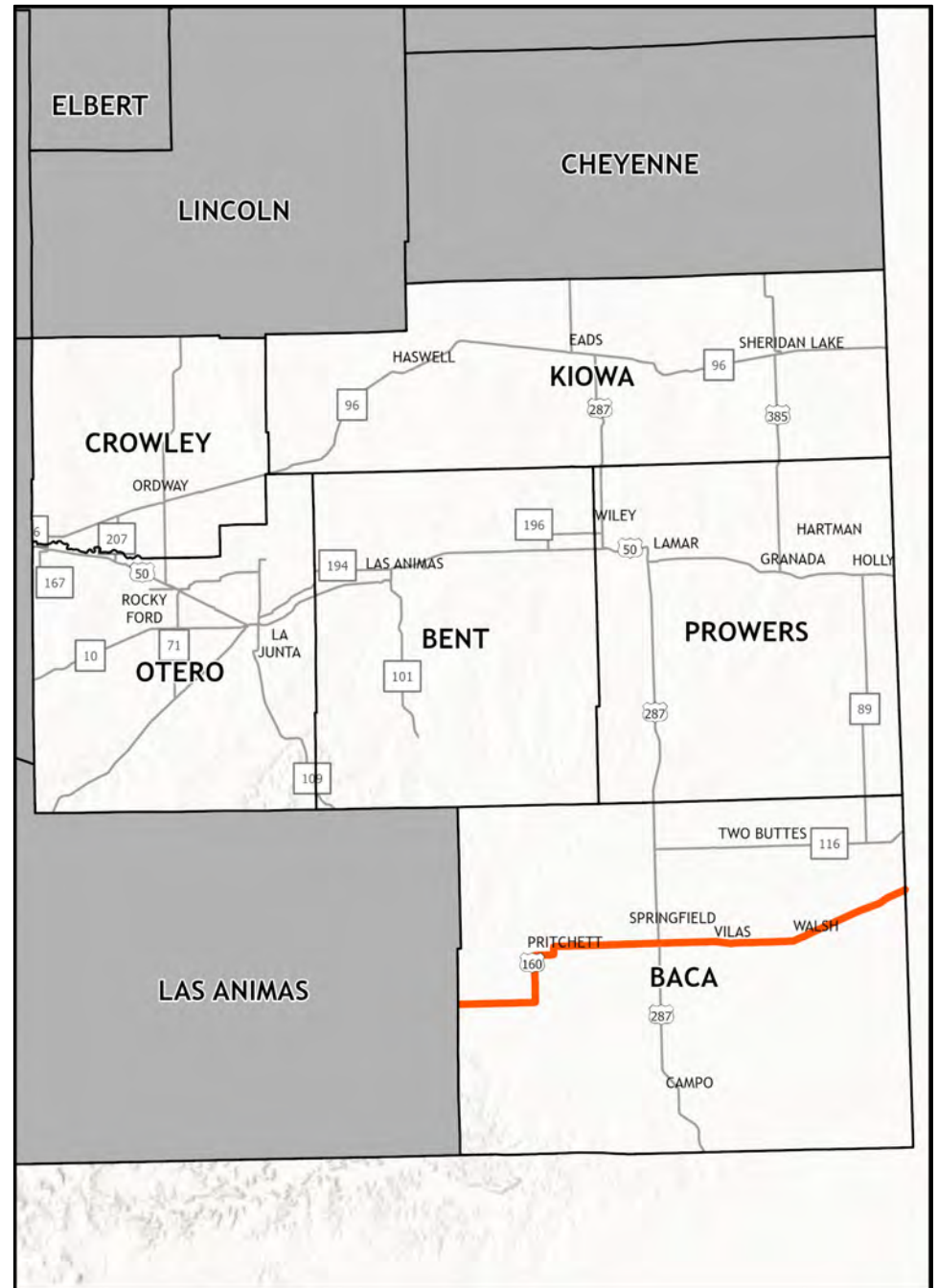
This corridor connects to places outside the region and makes east-west connections within the Region as a southern east-west corridor to US 50. This corridor not only serves the towns and cities along the route but also destinations within and outside the corridor for tourism and as a primary farm-to-market route.

Corridor Designations

- Colorado Freight Corridor

What we heard about the Corridor

- 7 comments specifically about this corridor
- Concerns about safety
- Questions about technology/data





Key Data Findings: US Highway 160: Baca/Las Animas County Line to Colorado/Kansas State Line (PSE7016)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations and a higher rate of poverty	<i>Pedestrian Transit</i>	Inter-city bus station in Springfield
<i>Freight Safety</i>	Multiple segments of corridor with shoulders <2' Hazmat route	<i>Bicycling</i>	High stress for bicycling west of SH 287
<i>Freight Asset Management</i>	Low drivability life (multiple segments)	<i>Pedestrian Economics</i>	Main Street through Pritchett
		<i>Freight Resiliency</i>	Low redundancy
		<i>Economics Freight</i>	Concentration of jobs in Springfield Agricultural corridor High truck traffic



Corridor Needs: US Highway 160: Baca/Las Animas County Line to Colorado/Kansas State Line (PSE7016)



Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (downtown areas)
- Address safety concerns



Corridor Projects: Baca/Las Animas County Line to Colorado/Kansas State Line (PSE7016)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Baca County Bus Facility	Metal storage facility; heated; 2-4 vehicles	1048				\$0.40
US 160 Curve Alignment	Soften Curve on US 160 near MP 412.8	1628				\$1.00
RRST 160C - MP 423.3-450.6	Rural road surface treatment	2626		-		\$11.72
SH 100A from MP 0 to MP 0.42 and SH 160C from MP 464.4 to 473.7	Rural road surface treatment	30				\$6.60

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Baca/Las Animas County Line to Colorado/ Kansas State Line (PSE7016)



Asset Management

- RRSST 160C - MP 423.3-450.6
- SH 100A from MP 0 to MP 0.42 and SH 160C from MP 464.4 to 473.7



Mobility

- Baca County Bus Facility



Safety

- US 160 Curve Alignment



State Highway 167: Junction SH 96 to Junction Otero County Road JJ (PSE7017)



Corridor Name

State Highway 167: Junction SH 96 to Junction Otero County Road JJ

Corridor Vision

The vision for this corridor is primarily to improve the overall safety of the corridor as well as to maintain system quality.

Corridor Description

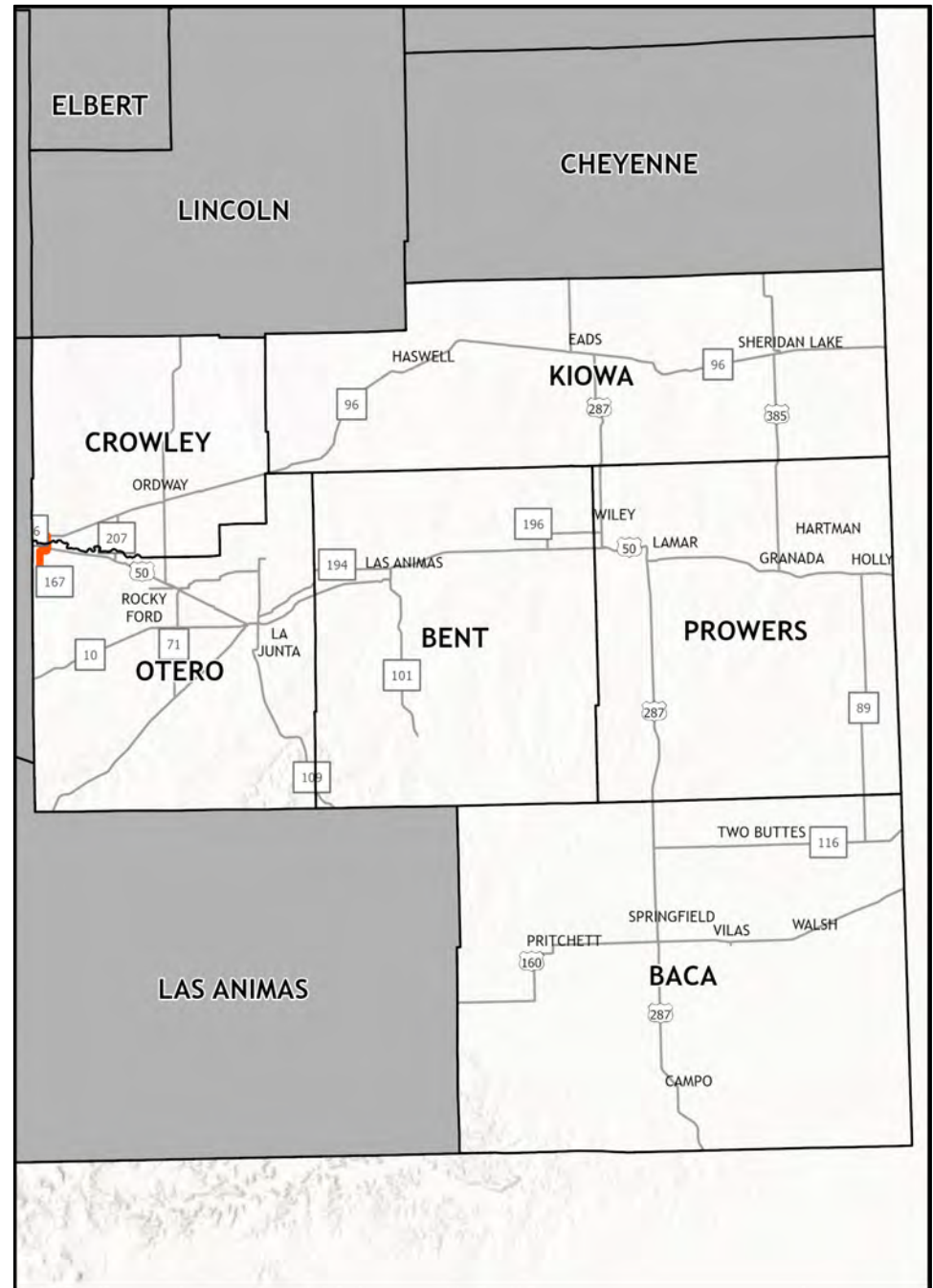
This corridor serves as an extension of a primary multi-lane county road which runs across Otero County connecting SH 10 to US 50. It serves as an intermediate north-south route for the eastern part of the County only.

Corridor Designations

- None

What we heard about the Corridor

- 2 comment specifically about this corridor
- Frustration with lack of maintenance



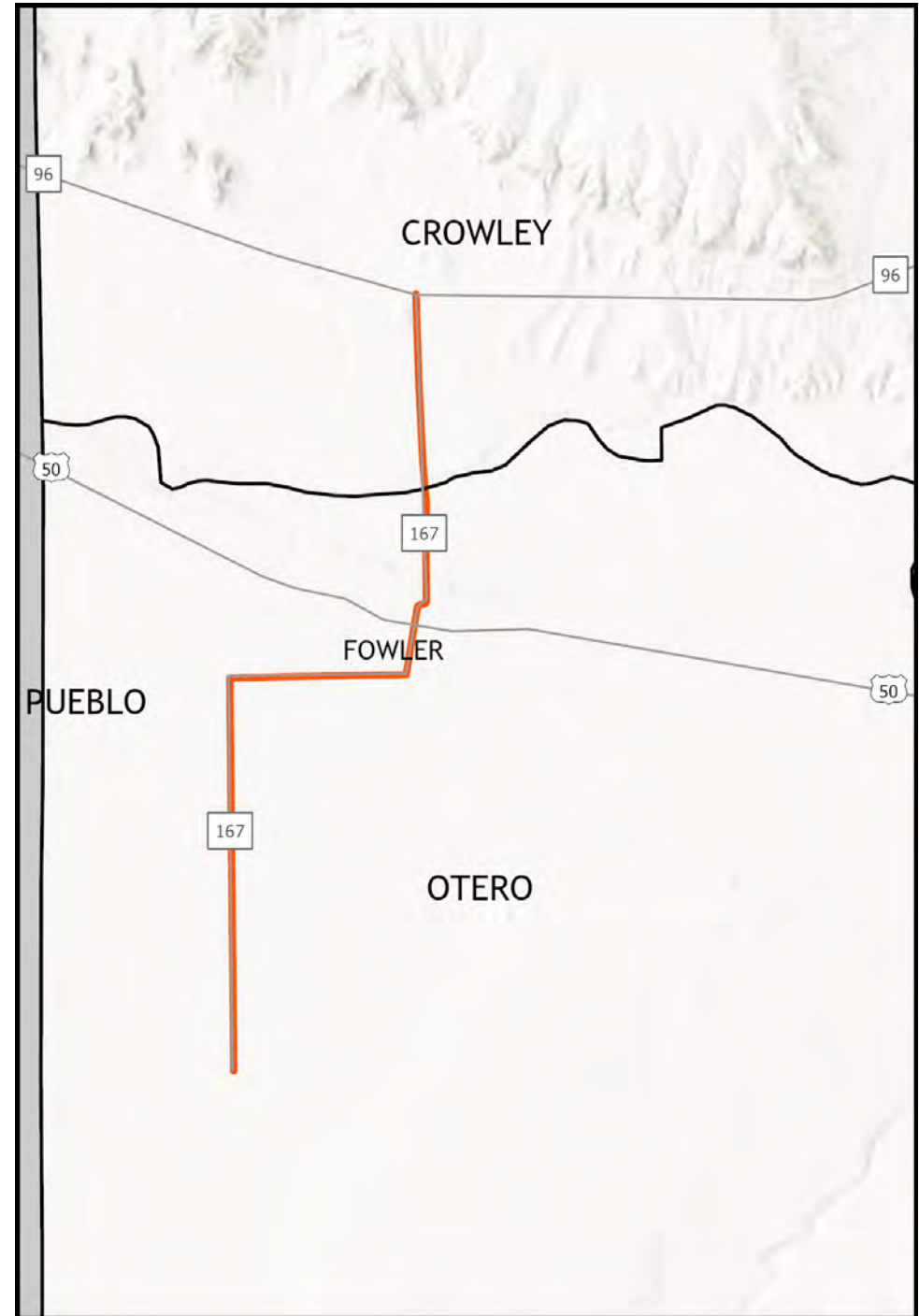


Key Data Findings: State Highway 167: Junction SH 96 to Junction Otero County Road JJ (PSE7017)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
<i>Safety</i>	Multiple segments of corridor with shoulders <2' One segment with elevated crash patterns (LOSS 3 or 4)- Olney springs
<i>Asset Management</i>	Low drivability life
<i>Transit Pedestrian</i>	Inter-city bus station in Fowler Bustang Outrider stop in Fowler
<i>Bicycling</i>	High stress for bicycling
<i>Pedestrian Economics</i>	Main Street through Fowler
<i>Economics Freight</i>	Concentration of jobs in Fowler Agricultural corridor



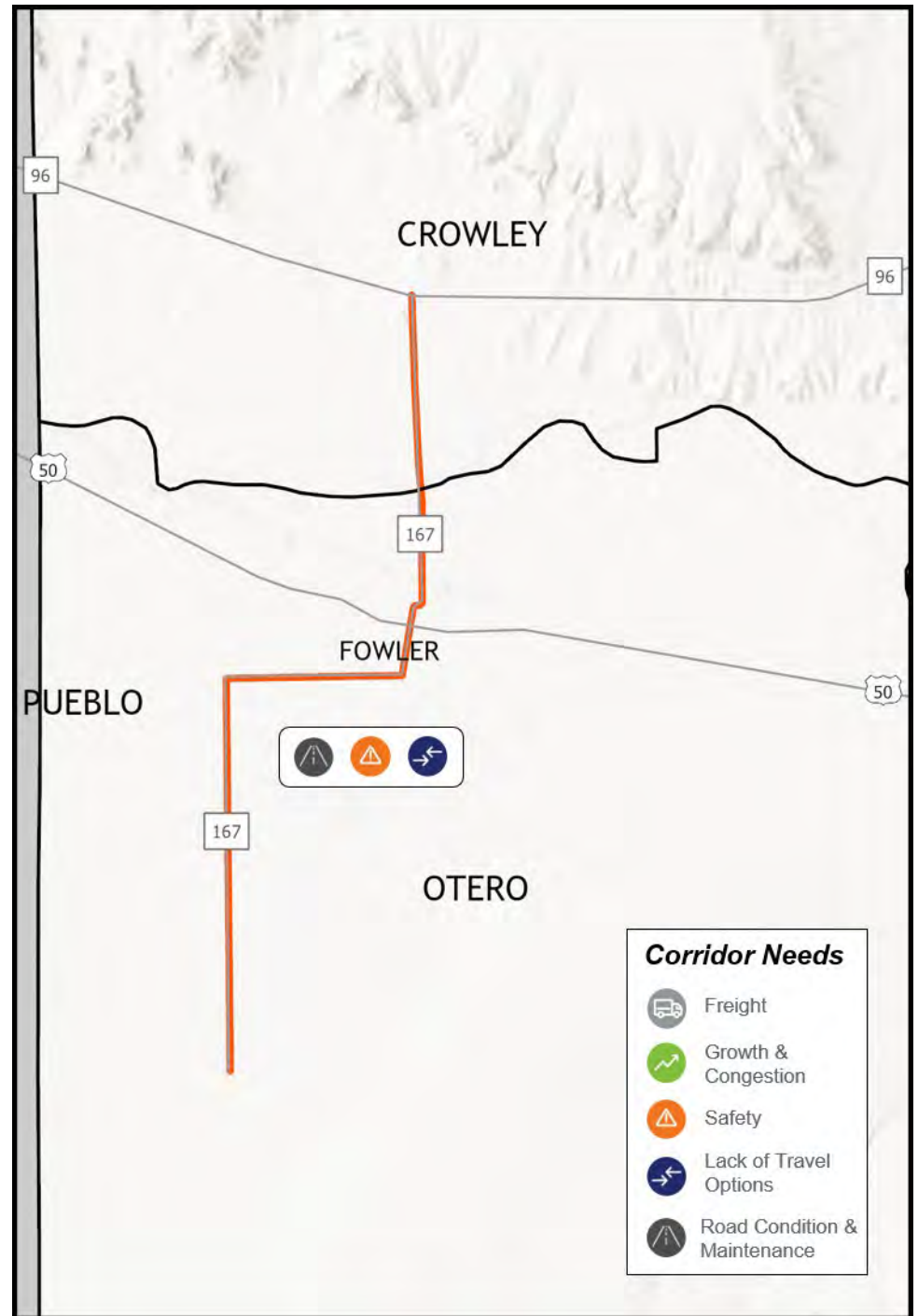


Corridor Needs: State Highway 167: Junction SH 96 to Junction Otero County Road JJ (PSE7017)



Corridor Needs

- Address pavement condition where drivability life is poor
- Mitigate elevated crash patterns (LOSS 3 or 4)
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand
(bus stops, downtown areas)





Corridor Projects: Junction SH 96 to Junction Otero County Road JJ (PSE7017)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 167 Safety Study	-	2348		-		\$0.01

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- No projects have been identified for this strategy



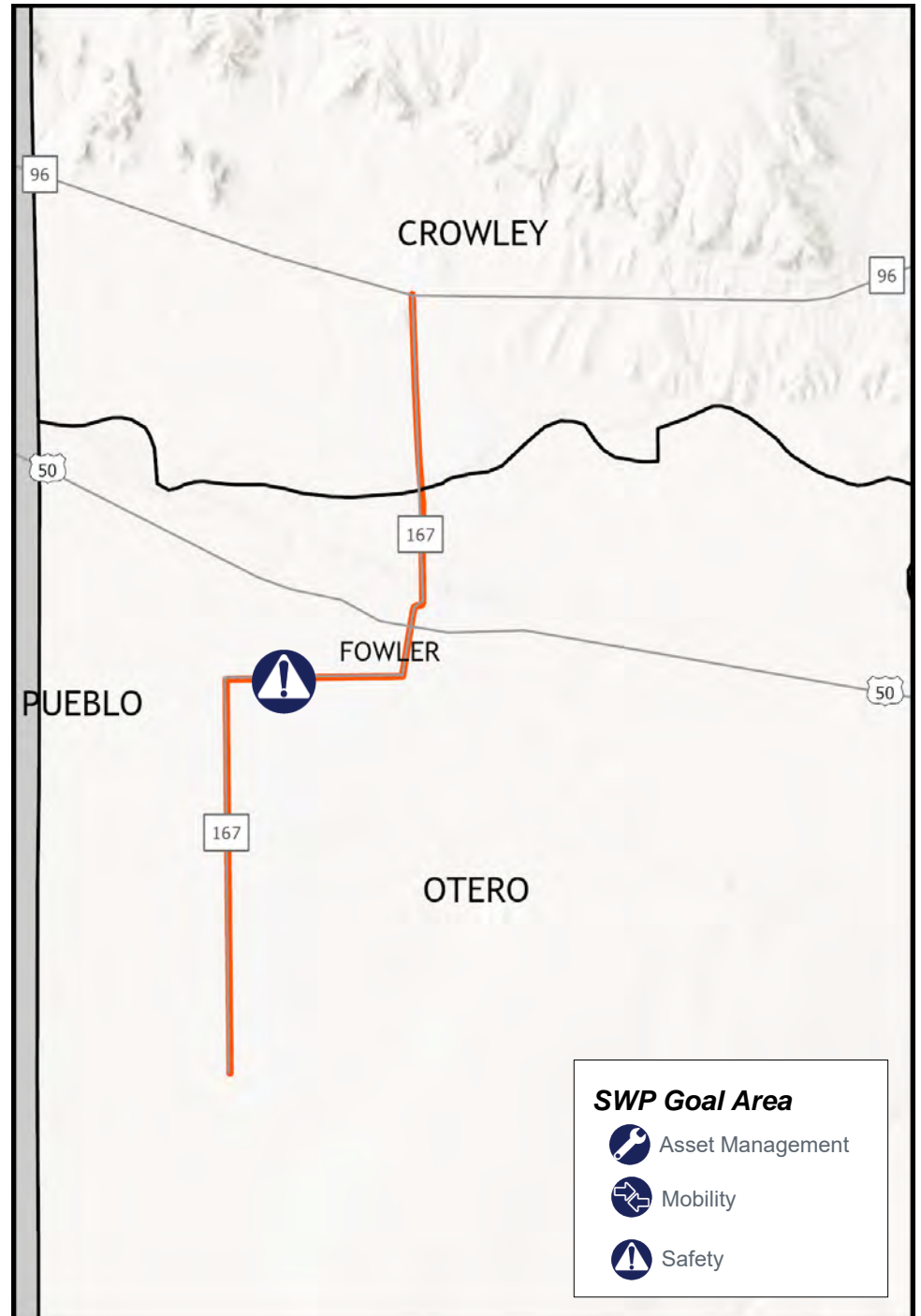
Mobility

- No projects have been identified for this strategy



Safety

- SH 167 Safety Study





State Highway 183: Junction US 50 to Junction Bent County Road HH (PSE7018)



Corridor Name

State Highway 183: Junction US 50 to Junction Bent County Road HH

Corridor Vision

The vision for this corridor is to maintain system quality as well as to improve safety.

Corridor Description

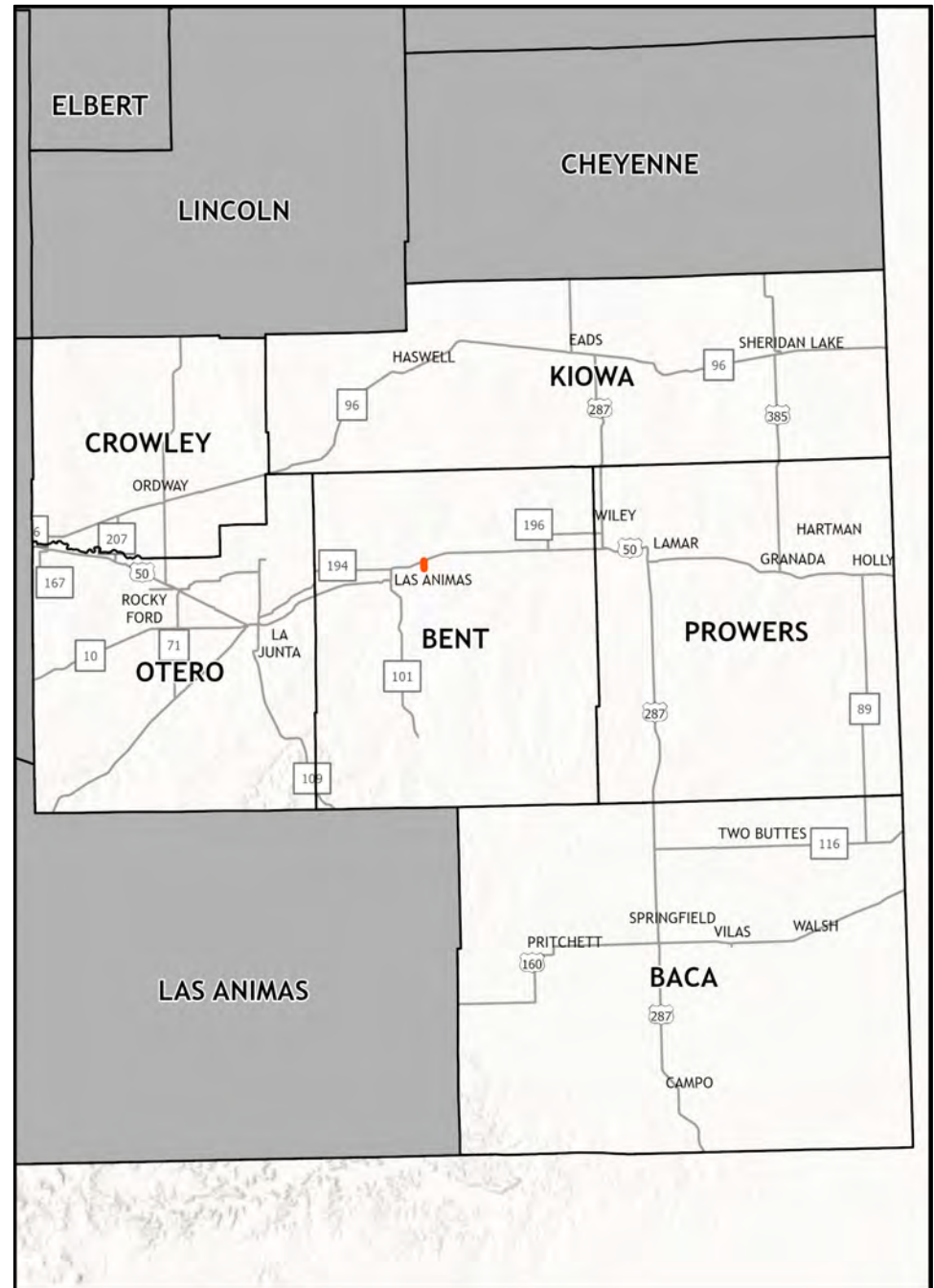
This corridor serves as an access point to Fort Lyon and the John Martin Reservoir and is a potential Regional Bus route. The safety and preservation of this corridor will become more critical as tourism and recreational travel continues to grow in this Region.

Corridor Designations

- None

What we heard about the Corridor

- No comments specifically about this corridor



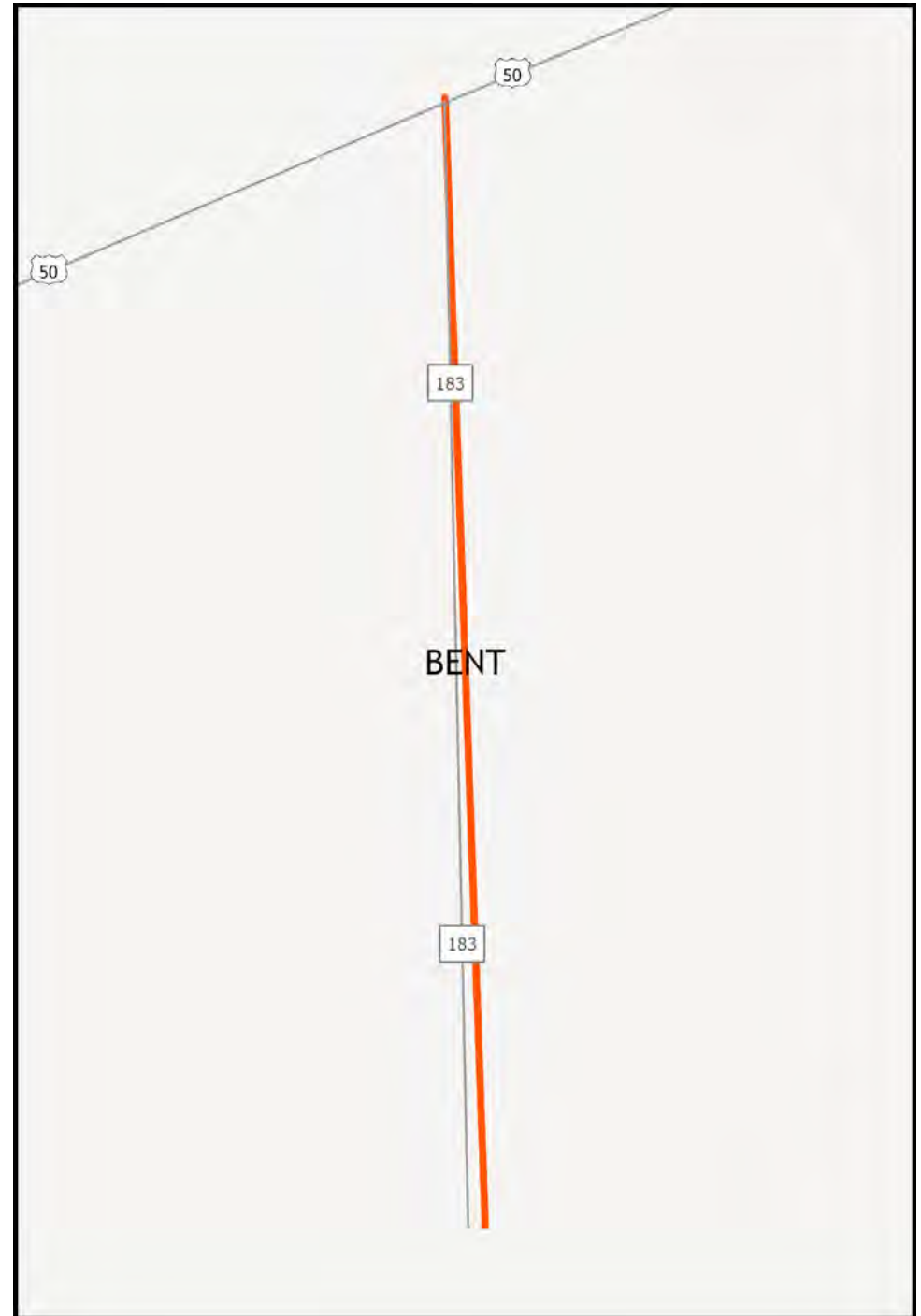


Key Data Findings: State Highway 183: Junction US 50 to Junction Bent County Road HH (PSE7018)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
<i>Safety</i>	Entire corridor with shoulders <2'
<i>Transit</i>	Golden Age Transportation Services operates on corridor
<i>Bicycling</i>	High stress for bicycling
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor



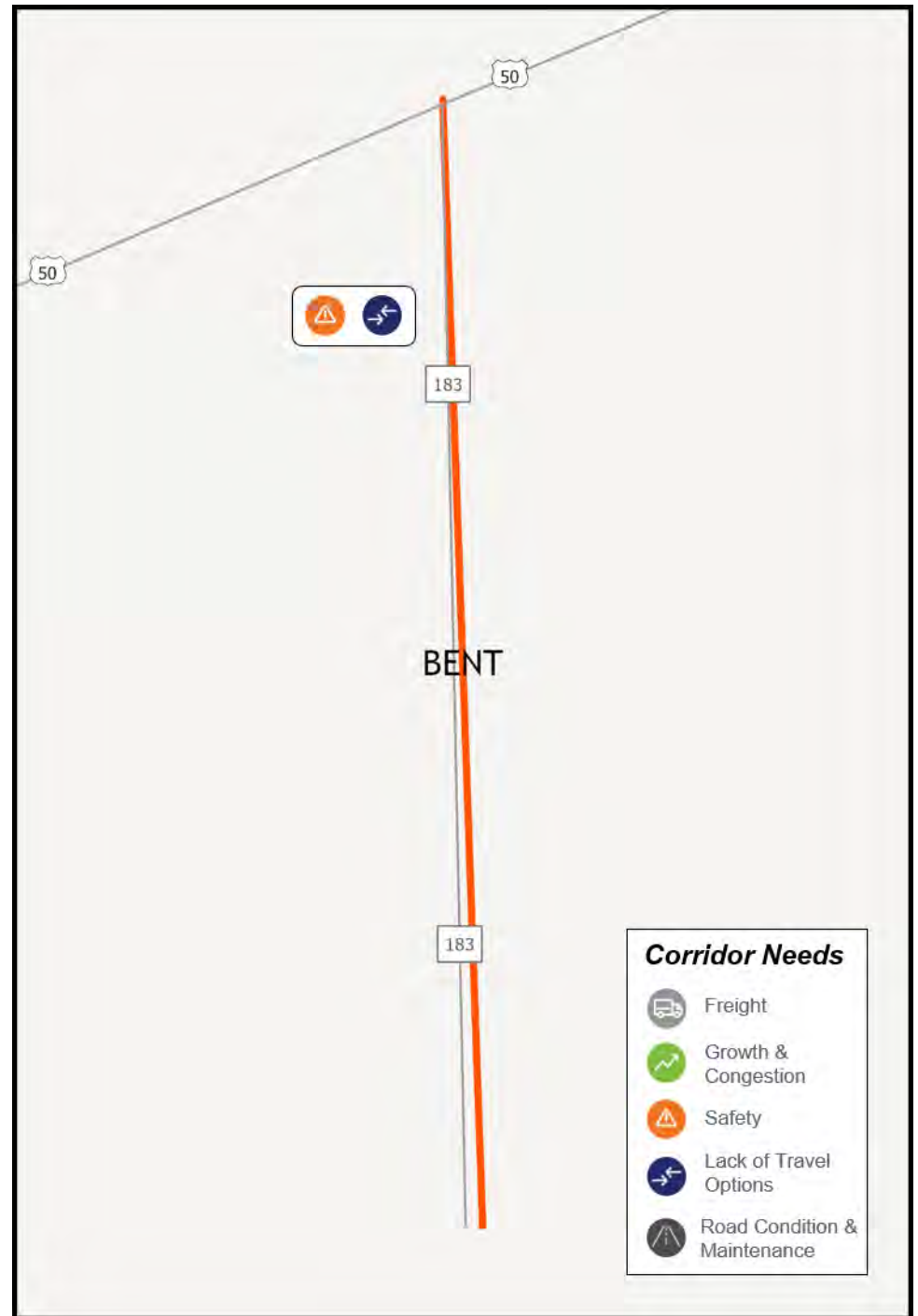


Corridor Needs: State Highway 183: Junction US 50 to Junction Bent County Road HH (PSE7018)



Corridor Needs

- △ Eliminate shoulder deficiencies
- ↔ Accommodate travel needs of vulnerable populations





Corridor Projects: Junction US 50 to Junction Bent County Road HH (PSE7018)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- No projects have been identified for this corridor



Mobility

- No projects have been identified for this corridor



Safety

- No projects have been identified for this corridor





State Highway 194: Junction SH 109 to Junction US 50 (PSE7019)



Corridor Name

State Highway 194: Junction SH 109 to Junction US 50

Corridor Vision

The vision for this corridor is to maintain system quality as well as to improve safety.

Corridor Description

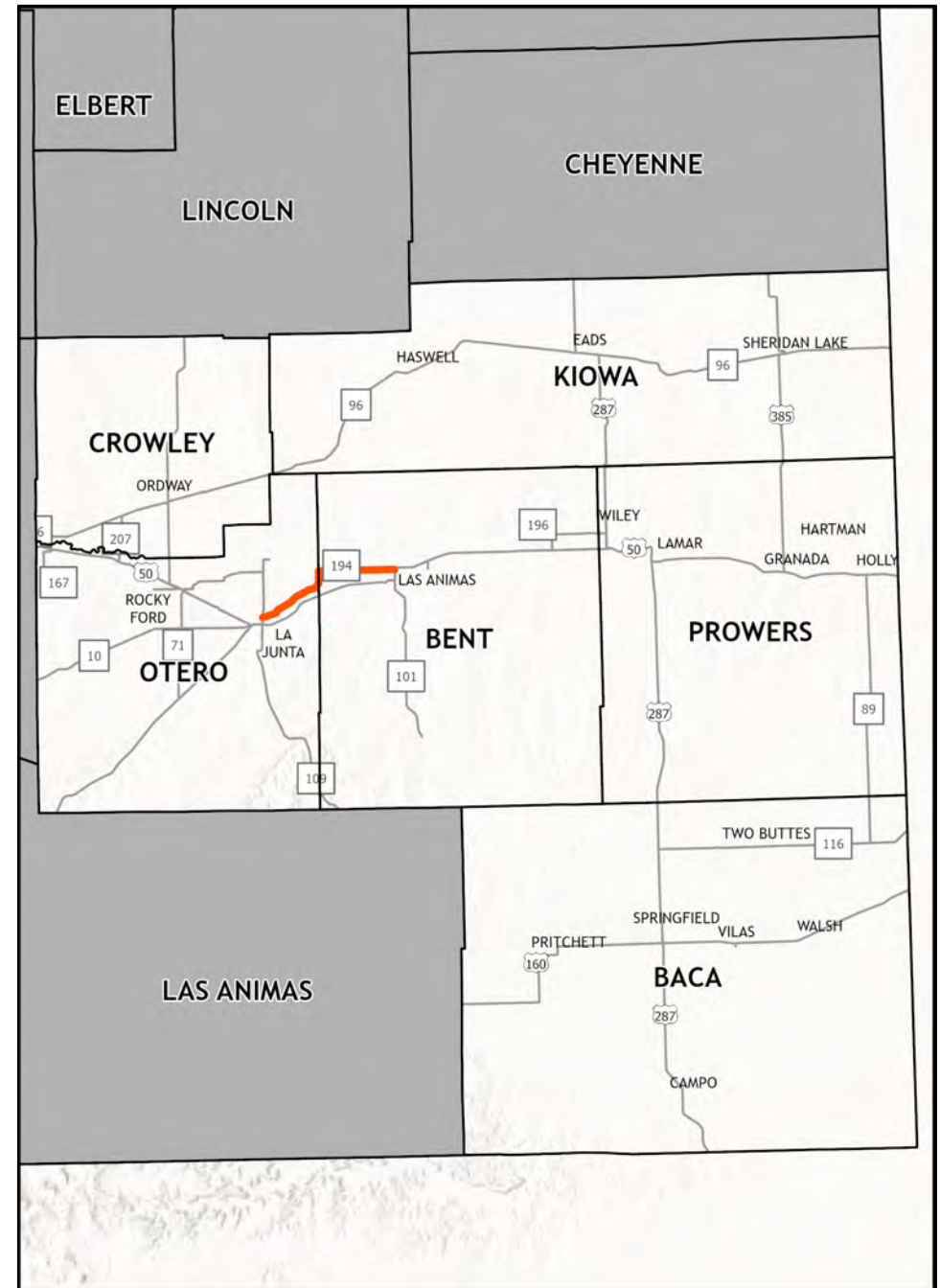
This corridor serves as an alternate east-west route to US 50 between SH 109 and its junction with US 50 just north of Las Animas. The travel of this corridor serves local intra-regional, freight and tourism travel.

Corridor Designations

- None

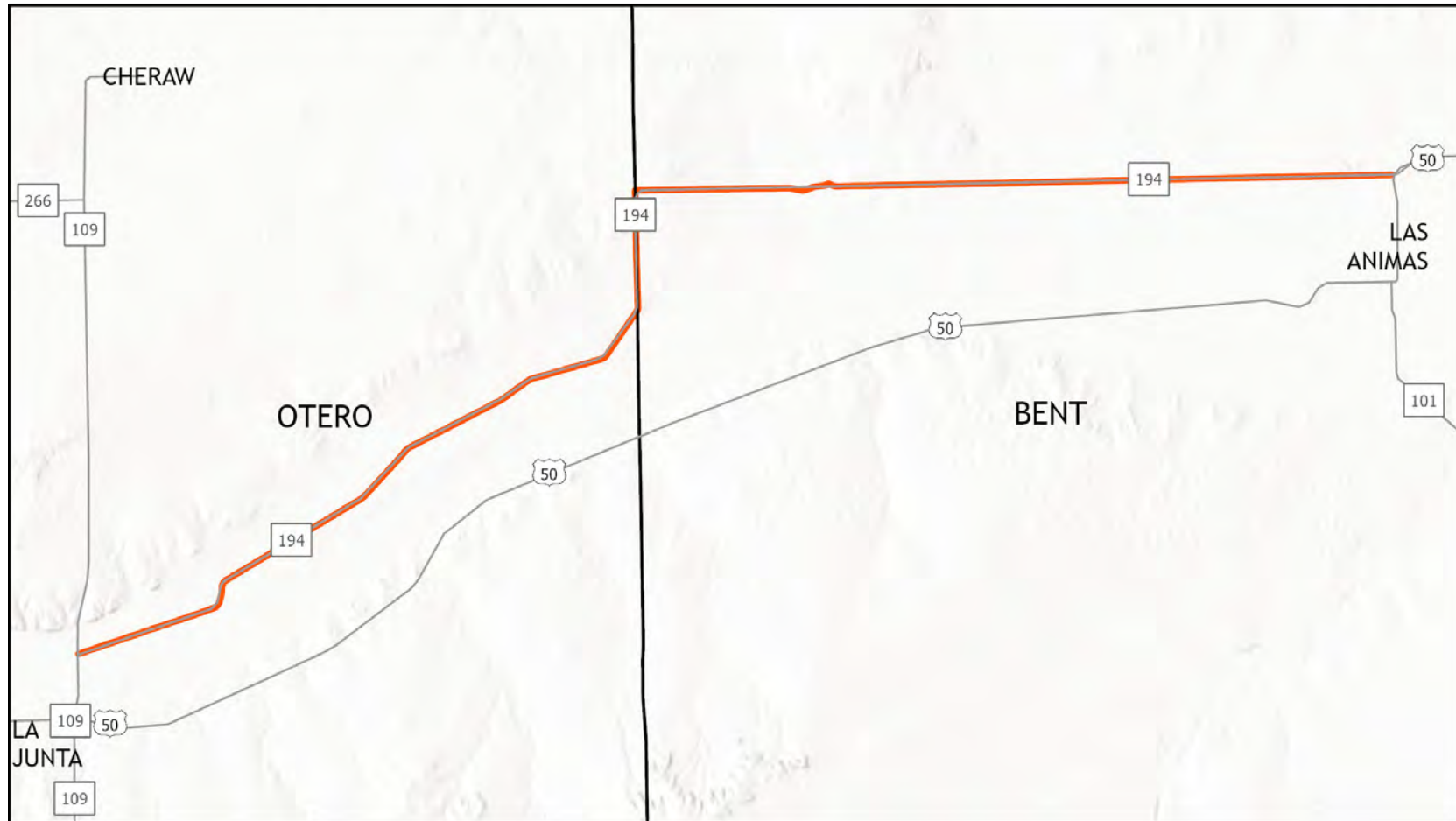
What we heard about the Corridor

- 11 comments specifically about this corridor
- Concerns about weather and natural incidents
- Desire for regional transit





Key Data Findings: State Highway 194: Junction SH 109 to Junction US 50 (PSE7019)



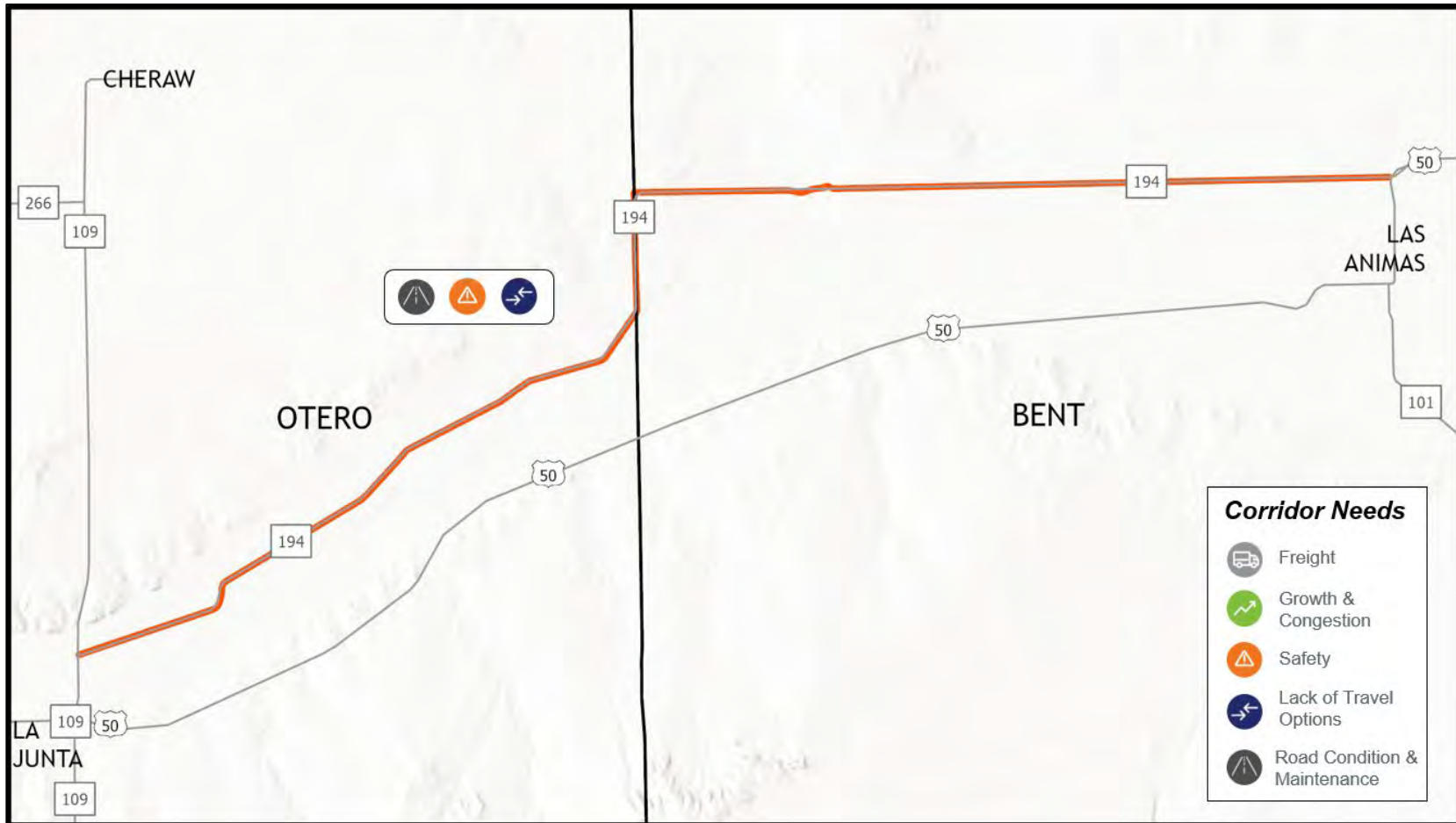
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
Safety	Majority of corridor with shoulders <2'
Asset Management	Low drivability life (one segment)

Mobility Hub Transit	Golden Age Transportation Services operates on corridor Inter-city bus station in La Junta Bustang Outrider stop in La Junta Amtrak station in La Junta Publicly Operated Transit Services in La Junta
Bicycling	High stress for bicycling
Freight	Agricultural corridor



Corridor Needs: State Highway 194: Junction SH 109 to Junction US 50 (PSE7019)



Corridor Needs

- Mitigate risk associated with natural disasters (floodplain)
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Provide additional travel options

- Enhance walkability in areas with high pedestrian demand (bus stops)
- Address pavement condition where drivability life is poor



Corridor Projects: State Highway 194: Junction SH 109 to Junction US 50 (PSE7019)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Drainage issues along SH 194	Fix drainage issues near junction of US 50/SH 194, near Bents Fort and junction of SH 194 and SH 109.	1629				\$2.50
Bridge Preventative Maintenance: CO 12 and CO 194	Repairs three bridges in Southeastern Colorado. Two of the bridges date back to the 1930's and the other one to the 1950's.	19				\$2.50
SH 194A from MP 10.2 to MP 20.3 between US 50 and SH 109	Rural road surface treatment	28				\$5.80

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

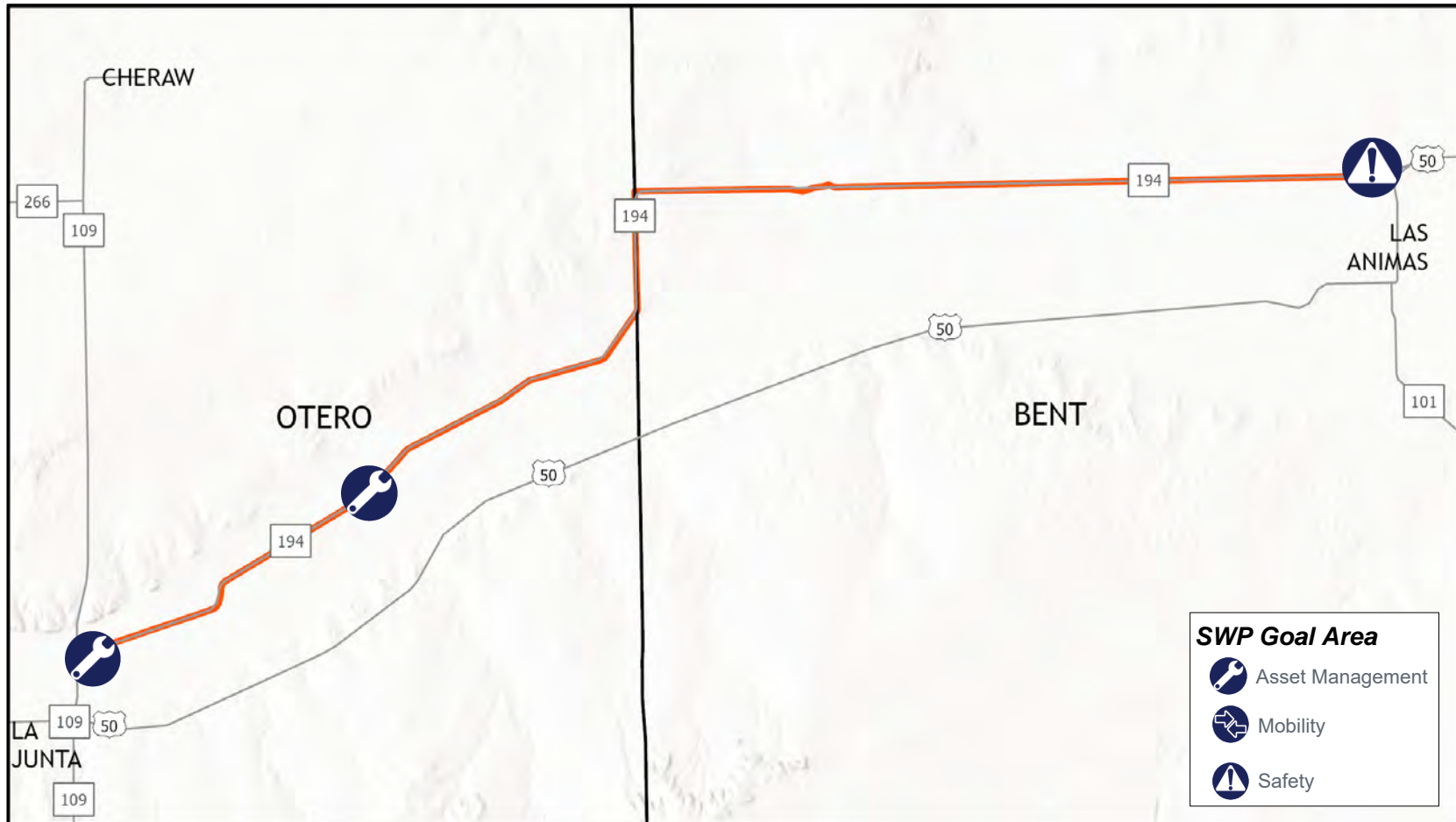
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Asset Management
- Aviation
- Safety
- Safety
- Safety



Project Based Strategies: State Highway 194: Junction SH 109 to Junction US 50 (PSE7019)



Asset Management

- Drainage issues along SH 194
- SH 194A from MP 10.2 to MP 20.3 between US 50 and SH 109



Mobility

- No projects have been identified for this strategy



Safety

- Bridge Preventative Maintenance: CO 12 and CO 194



State Highway 207 : Junction US 50 to Junction SH 96 (PSE7020)



Corridor Name

State Highway 207: Junction US 50 to Junction SH 96

Corridor Vision

The vision for this corridor is primarily to maintain system quality.

Corridor Description

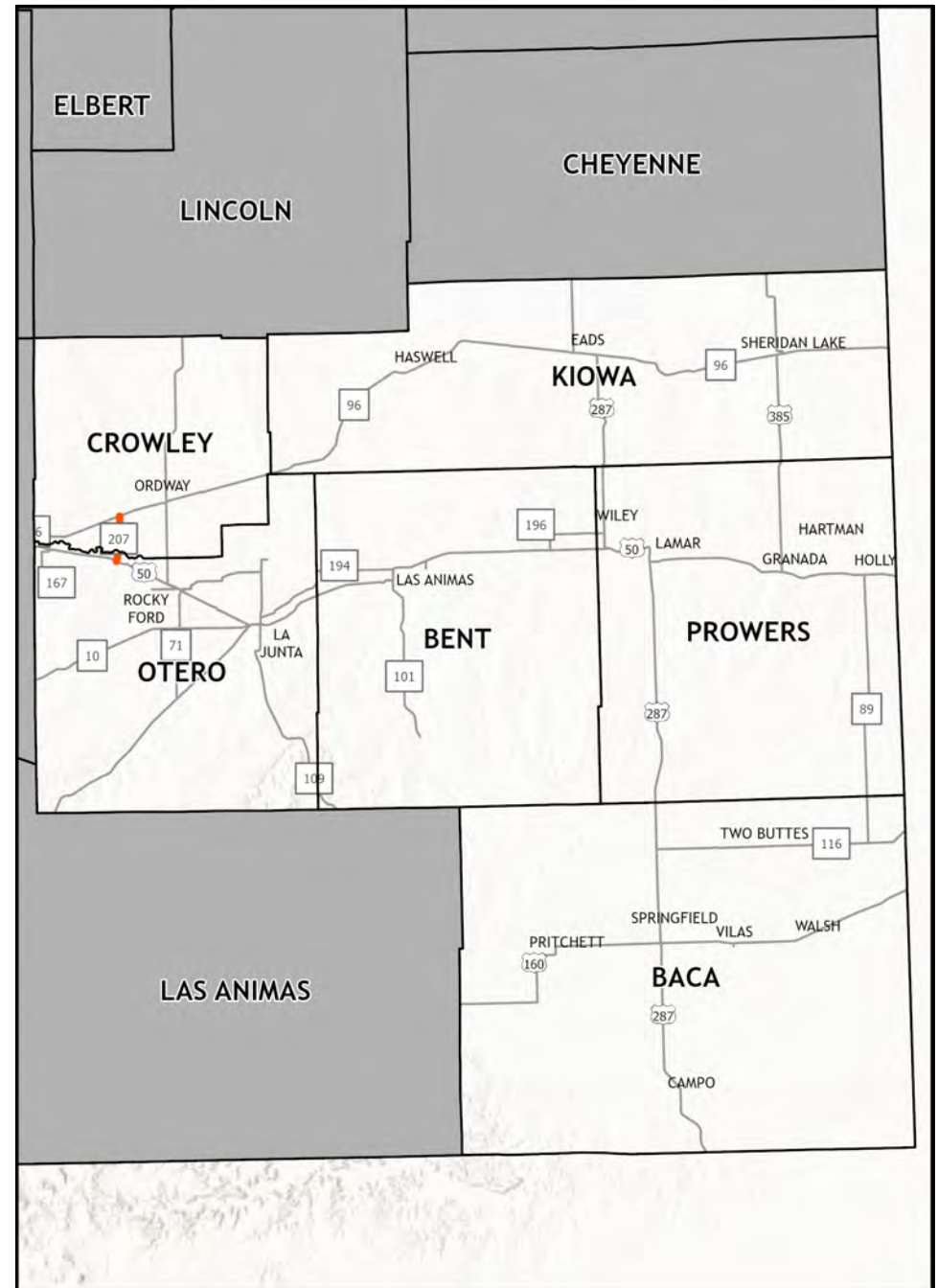
This corridor primarily serves as a local mobility facility and makes a north-south connection between Manzanola (US 50) and Crowley (SH 96).

Corridor Designations

- None

What we heard about the Corridor

- 3 comments specifically about this corridor
- Concerns of safety





Key Data Findings: State Highway 207 : Junction US 50 to Junction SH 96 (PSE7020)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations, and a higher rate of poverty
<i>Safety</i>	Entire corridor with shoulders <2'
<i>Pedestrian Transit</i>	Bustang Outrider stop in Manzanola
<i>Bicycling</i>	High stress for bicycling
<i>Pedestrian Economics</i>	Main Street through Manzanola
<i>Resiliency</i>	Low redundancy
<i>Economics Freight</i>	Agricultural corridor





Corridor Needs

- △ Eliminate shoulder deficiencies
- ↔ Accommodate travel needs of vulnerable populations





Corridor Projects: State Highway 207: Junction US 50 to Junction SH 96 (PSE7020)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this corridor	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- No projects have been identified for this corridor



Mobility

- No projects have been identified for this corridor



Safety

- No projects have been identified for this corridor





Non-Corridor Specific Projects



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expanded Regional Kiowa County Transit Service	purchase 15 passenger bus; operate service 7 days/week - requires operating and capital	1047				\$0.40
New Regional Transit Service between Campo and Lamar; Expanded Baca County Demand Response Services	Provide transit service along US 287 from Campo to Lamar. 2 days per week, approximately 310 annual hours; requires one additional 15 passenger bus; 7 days/week	1049		-		\$0.50
Expand Non-Emergency Transit Service Operations and Vehicle Expansion	15 passenger bus; 7 days/week - Demand Response	1278		-		\$0.38
Southeast Colorado Maintenance Facility	Design of new maintenance facility	1279				\$3.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Asset Management
- Mobility
- Safety
- Aviation



San Luis Valley TPR Corridor Profiles - Final

CDOT Region 5

Counties:

Chaffee, Saguache, Mineral, Rio Grande, Alamosa, Conejos, Costilla

Non-Corridor Specific Needs

- Provide additional travel options
- Accommodate travel needs of vulnerable populations
- Address environmental impacts

* Corridor needs are listed in order of importance based on TPR and public feedback

What We've Heard about the San Luis Valley TPR

- 408 public and stakeholders' comments specifically about the San Luis V. TPR
- 131 surveys completed by residents with a zip code in the San Luis Valley TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" public survey respondents in the SLV TPR, combined with stakeholders' input, selected:
 - Road condition and safety
 - Lack of travel options
 - Growth and congestion
- The highest frequency topics for location-specific comments in the San Luis Valley TPR (in order of frequency) include safety, public info / Communication, road condition, congestion, passing lanes, bike / ped connectivity, transit, trucking / freight.



|| The San Luis Valley envisions a transportation system that supports the region's agricultural and tourism-based economies through a combination of capacity improvements in congested corridors, safety and traffic management improvements elsewhere on the state highway system, and the provision of local and regional public transportation. Transportation development will accommodate and enhance the region's high quality of life, while preserving the cultural and the natural environment that make the TPR a great place to live, work, and visit. The transportation system supports economic development by providing mobility for people and goods, as well as multimodal access to services. The 2040 RTP envisions a systematic approach to implementing the transportation plan that is understood and supported by the people of the San Luis Valley TPR. ||

Key Data Findings:

Demographics	2015 Population: 61,960 2045 Forecasted Population: 71,612	Growth	2015 Vehicle Miles of Travel (VMT): 2.1 Million 2045 Vehicle Miles of Travel (VMT): 3.0 Million
Economics	2015 Jobs: 32,580 2045 Forecasted Jobs: 38,751	Asset Management	87 Miles of highway with high drivability life 537 Miles of highway with moderate drivability life 60 Miles of highway with low drivability life
Economics	Top Industries: agriculture, health and wellness, transportation and logistics, tourism, and outdoor recreation		



State Highway 15A: Between Monte Vista and Conejos County Line (PSL7001)



Corridor Name

State Highway 15A: Between Monte Vista and Conejos County Line

Corridor Vision

The Vision for the SH 15 A - Monte Vista to Conejos County line corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor serves as a multi-modal local facility, provides local access, and makes north-south connections within the central San Luis Valley area, including the Monte Vista National Wildlife Refuge and Alamosa Canyon area. Future travel modes include passenger vehicle, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves tourist destinations, the movement of farm-to-market production and local Amish communities.

Corridor Designations

- None

What we heard about the Corridor

- 3 comments
- Desire for wider shoulders
- Passes through National Wetland Refuge
- Vulnerable Amish population



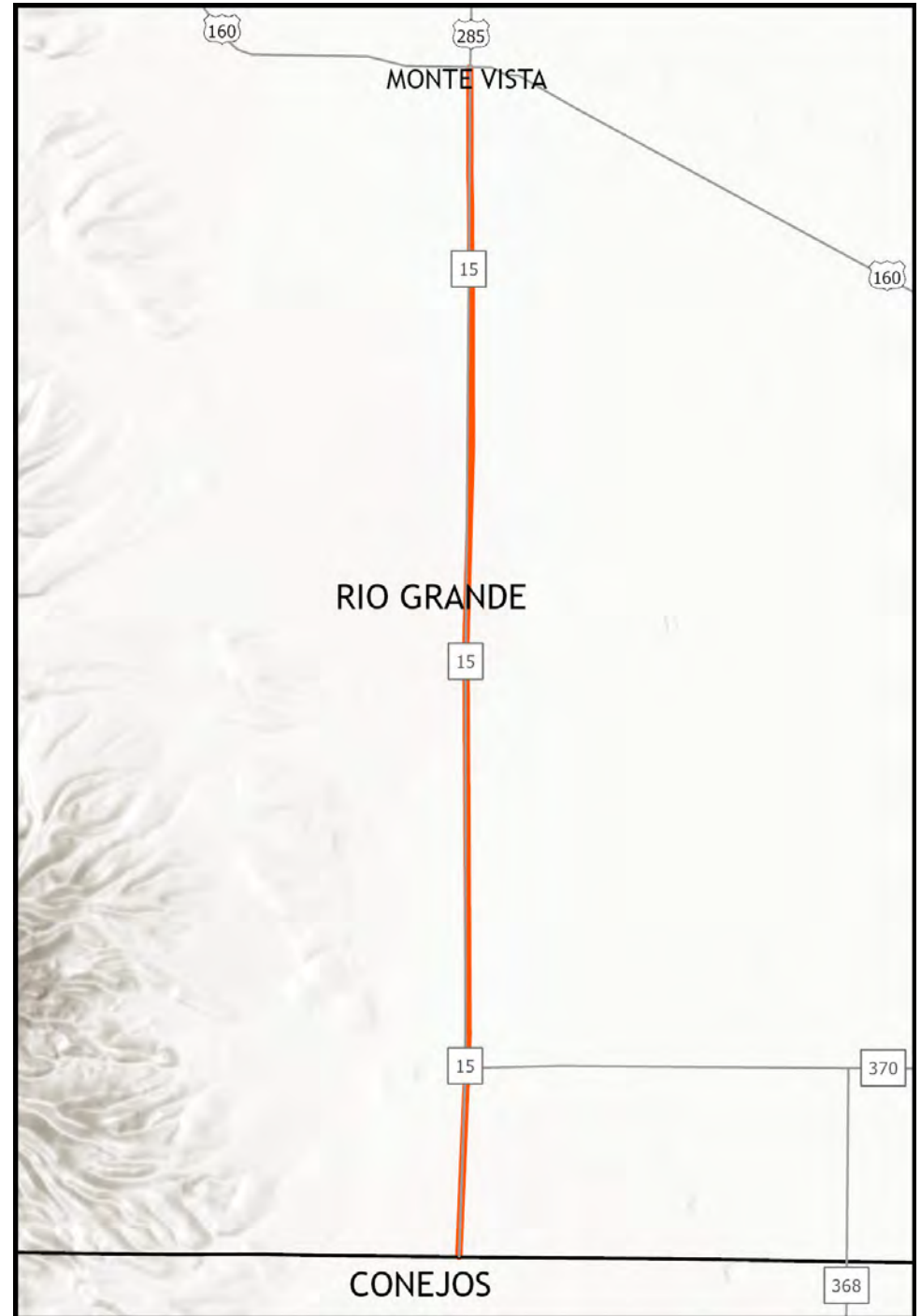


Key Data Findings: State Highway 15A: Between Monte Vista and Conejos County Line (PSL7001)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population
<i>Freight Safety</i>	Majority of corridor has shoulders < 2'
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	In proximity of 100-year floodplain Low redundancy
<i>Freight Economics</i>	Agricultural corridor

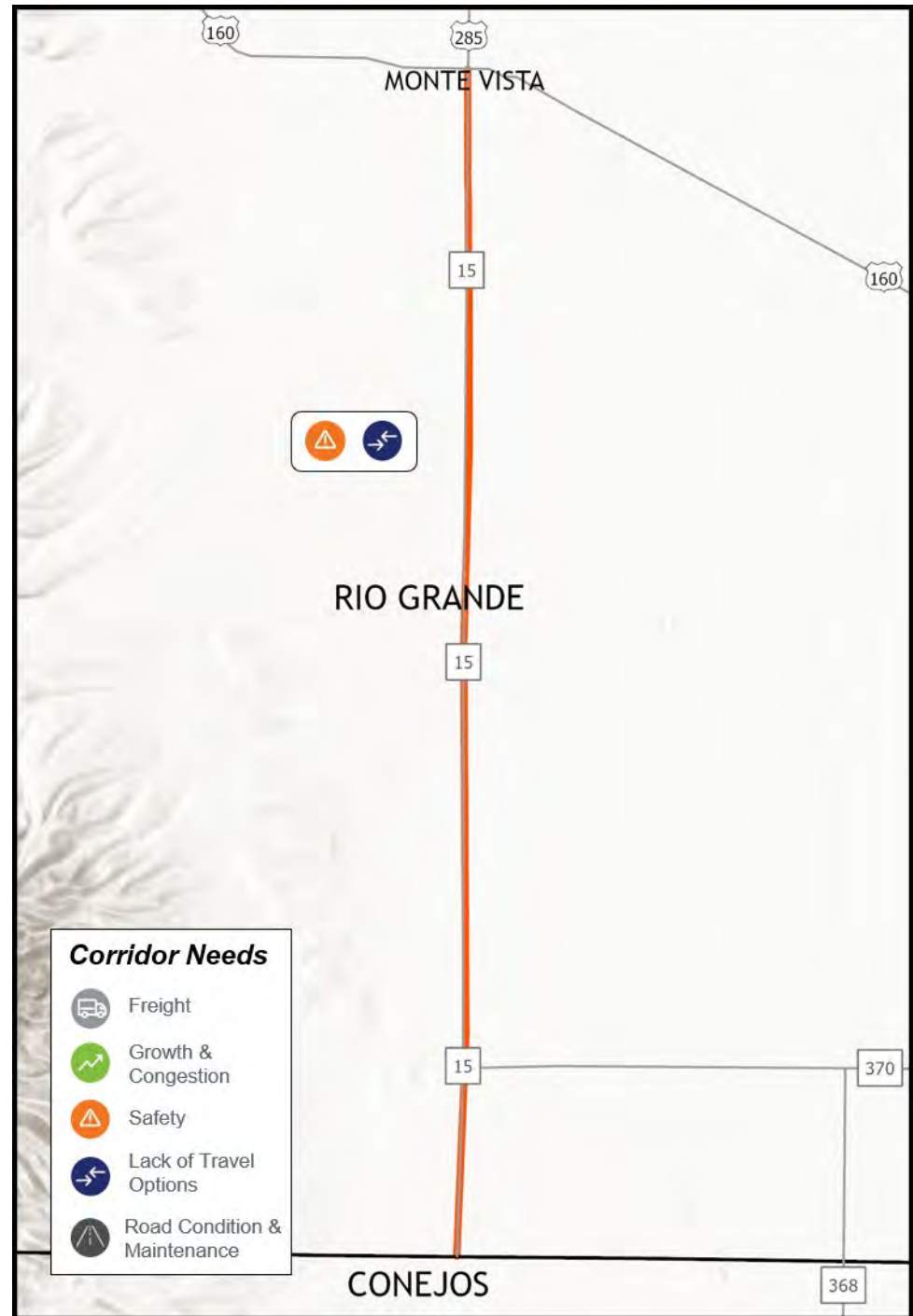




Corridor Needs: State Highway 15A: Between Monte Vista and Conejos County Line (PSL7001)

Corridor Needs

- ↔ Accommodate travel needs of vulnerable populations
- ⚠ Eliminate shoulder deficiencies





Corridor Projects: State Highway 15A: Between Monte Vista and Conejos County Line (PSL7001)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this goal area	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Environmental
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



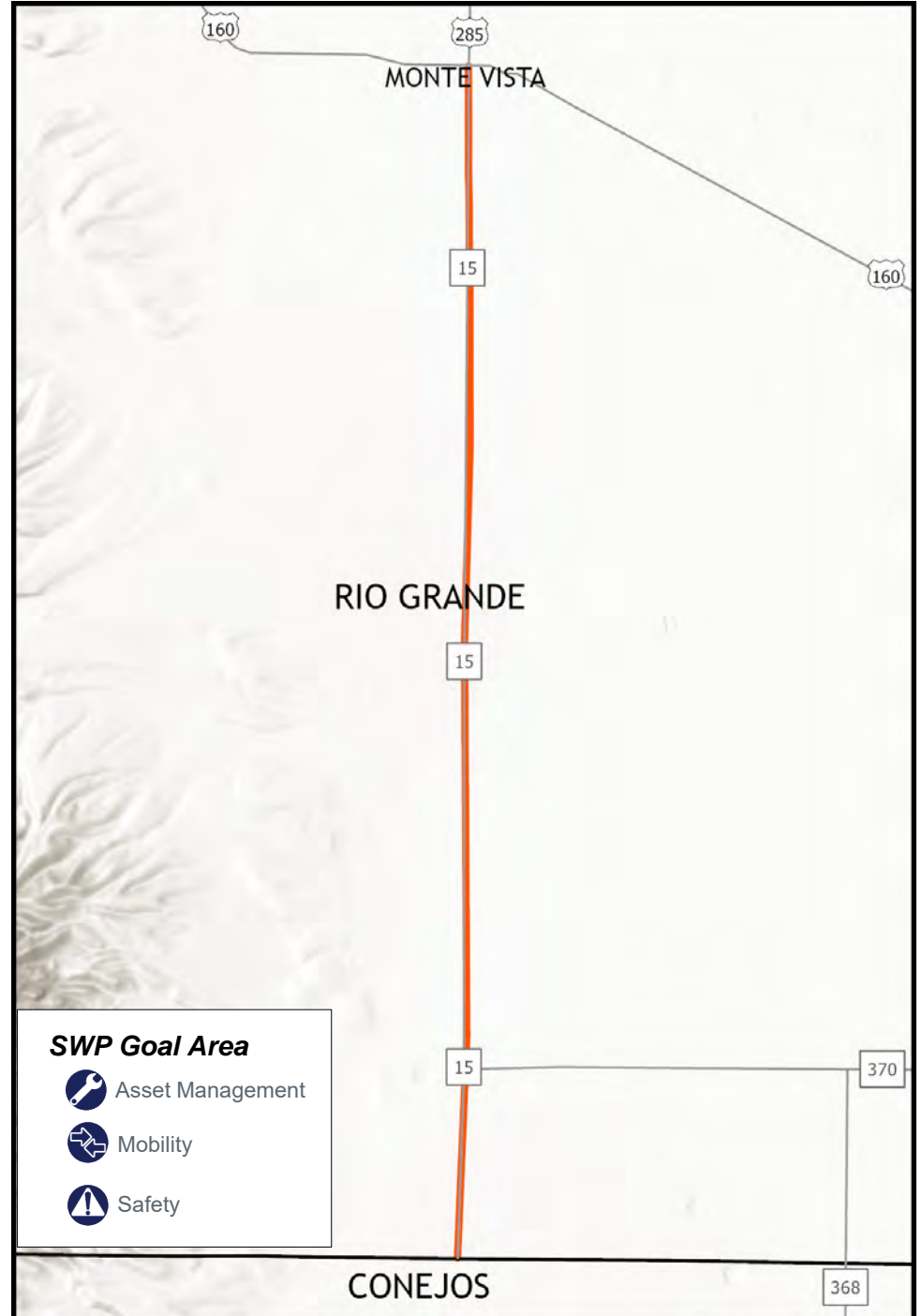
Mobility

- No projects have been identified for this goal area



Safety

- No projects have been identified for this goal area





State Highway 15B: West of Capulin to La Jara (PSL7002)



Corridor Name

State Highway 15B: West of Capulin to La Jara

Corridor Vision

The Vision for the SH 15 B - West of Capulin to Jct. US 285 at La Jara corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides local access and makes east-west connections south of the Monte Vista area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves tourist destinations, the movement of farm-to-market production and local Amish communities.

Corridor Designations

- None

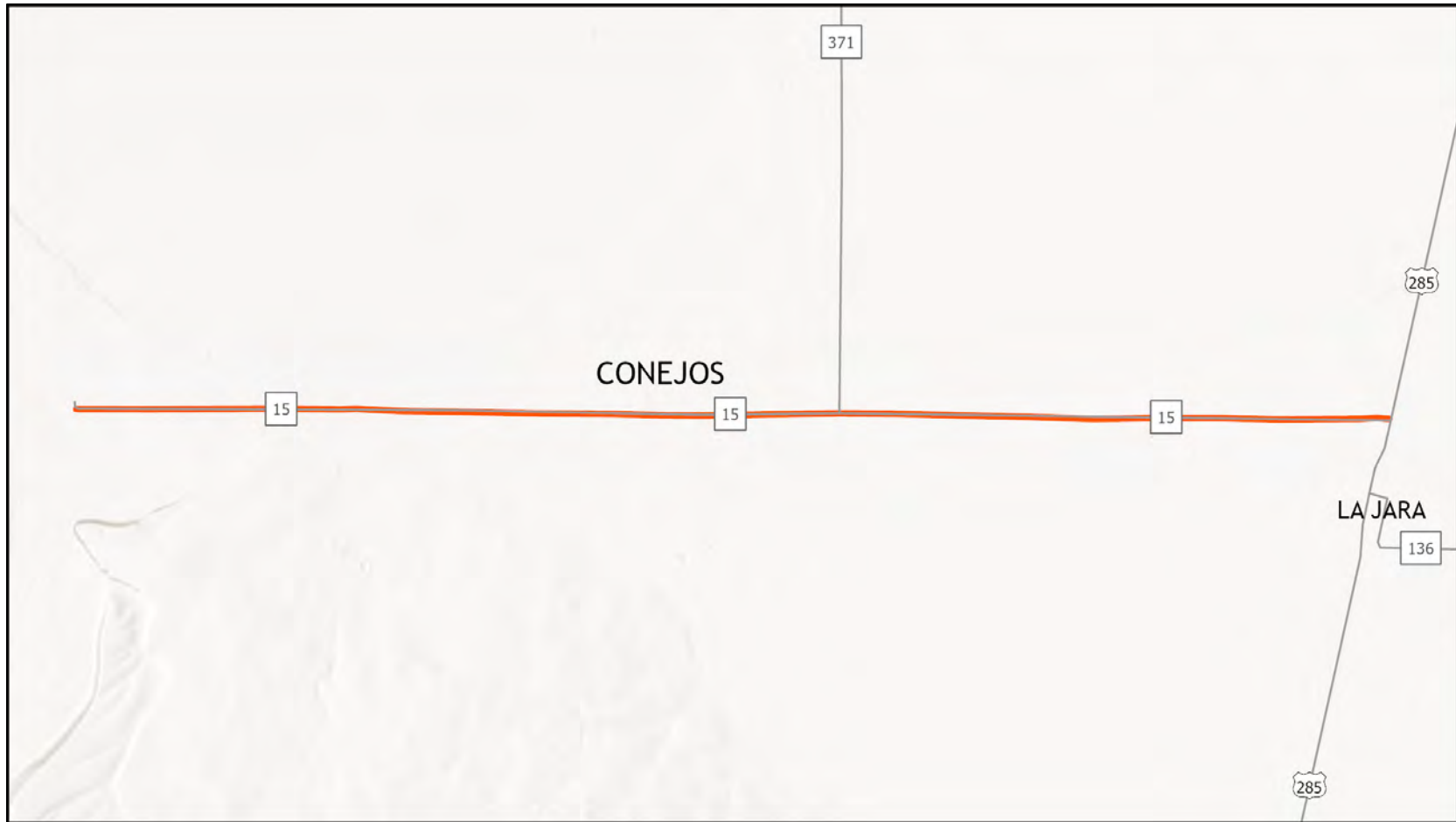
What we heard about the Corridor

- 5 comments
- Concerns about high number of crashes
- Desire for wider shoulders
- Poor pavement condition
- Vulnerable Amish population





Key Data Findings: State Highway 15B: West of Capulin to La Jara (PSL7002)



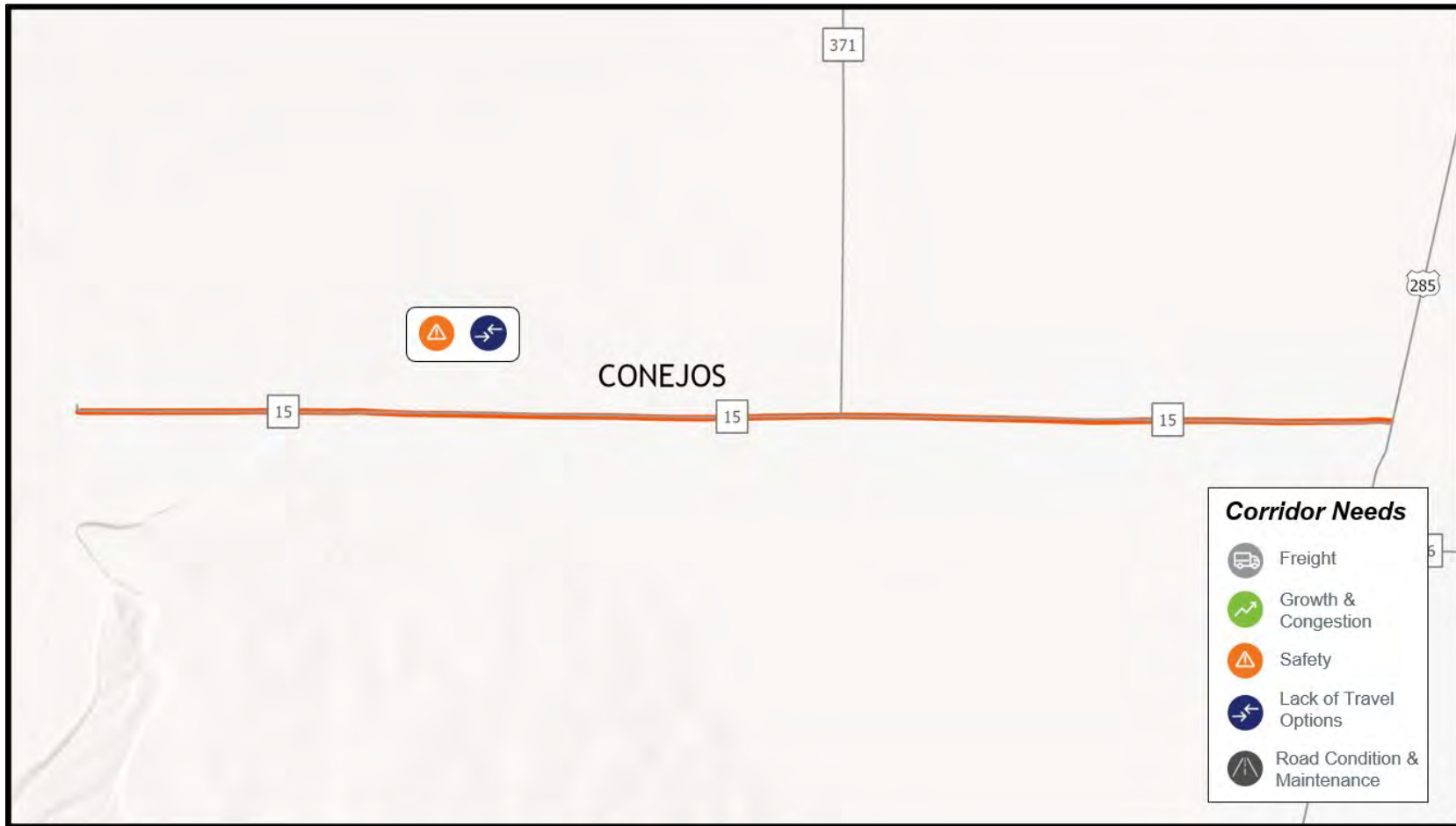
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population
<i>Freight Safety</i>	Two sections with shoulders < 2'
<i>Bicycling</i>	High stress for bicyclist



<i>Resiliency</i>	Low redundancy
<i>Freight Economics</i>	Agricultural corridor



Corridor Needs: State Highway 15B: West of Capulin to La Jara (PSL7002)



Corridor Needs

-  Accommodate travel needs of vulnerable populations
-  Eliminate shoulder deficiencies



Corridor Projects: State Highway 15B: West of Capulin to La Jara (PSL7002)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
SH 15 La Jara West	Rural road surface treatment	2636				\$6.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

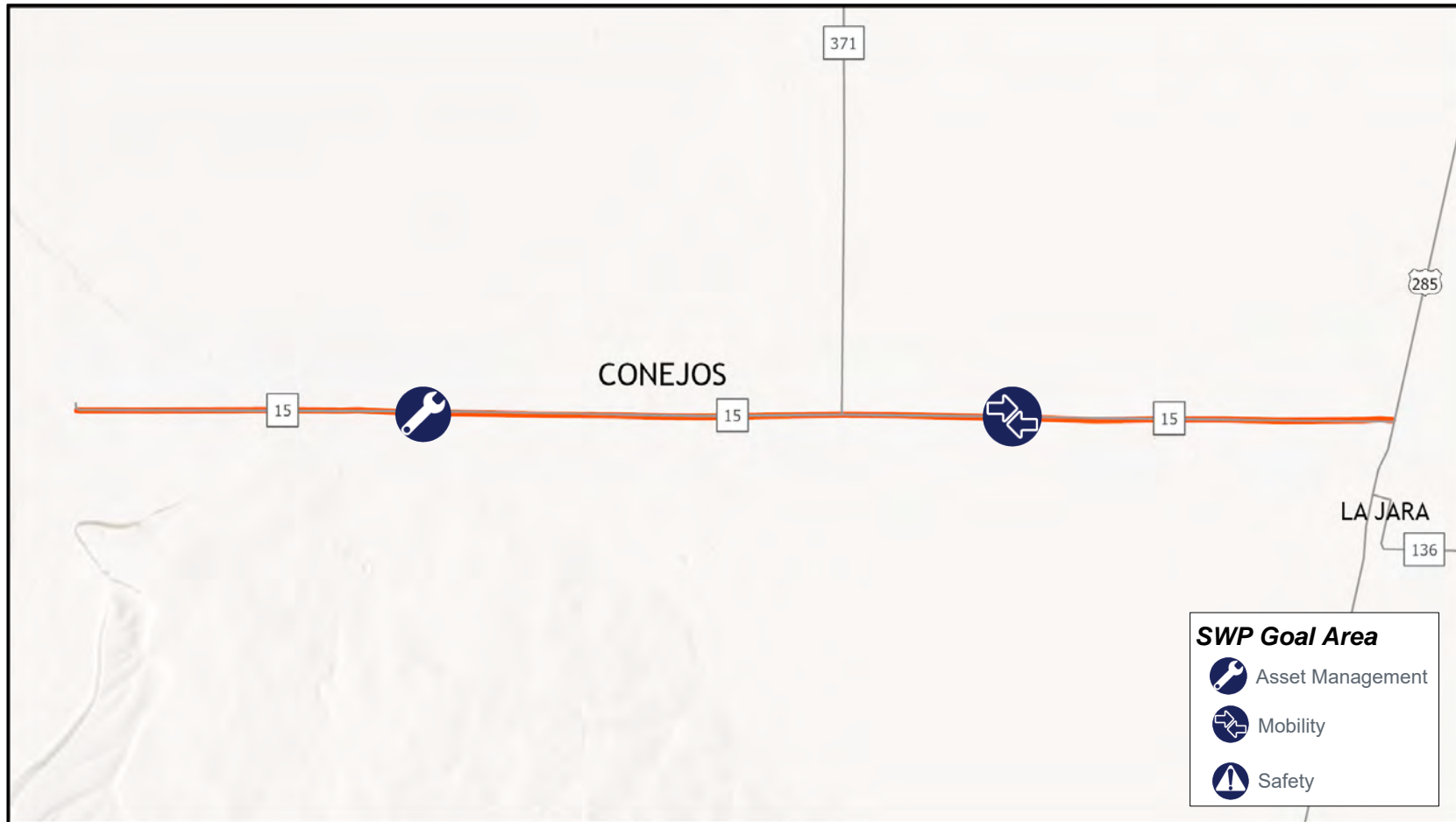
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 15B: West of Capulin to La Jara (PSL7002)



Asset Management

- SH 15 La Jara West



Mobility

- Southern SLV Demand Response



Safety

- No projects have been identified for this goal area



State Highway 17A: New Mexico State line to Antonito (PSL7003)



Corridor Name

State Highway 17A: New Mexico State line to Antonito

Corridor Vision

The Vision for the SH 17 A - New Mexico state line to Antonito corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor connects to places outside the region, and makes east-west connections within the southern San Luis Valley area via Cumbres Pass. The portion from the New Mexico line to the Forest Boundary 12 miles west of Antonito is also designated Forest Highway 5. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway.

Corridor Designations

- Scenic Byway (Los Caminos Antiguos)

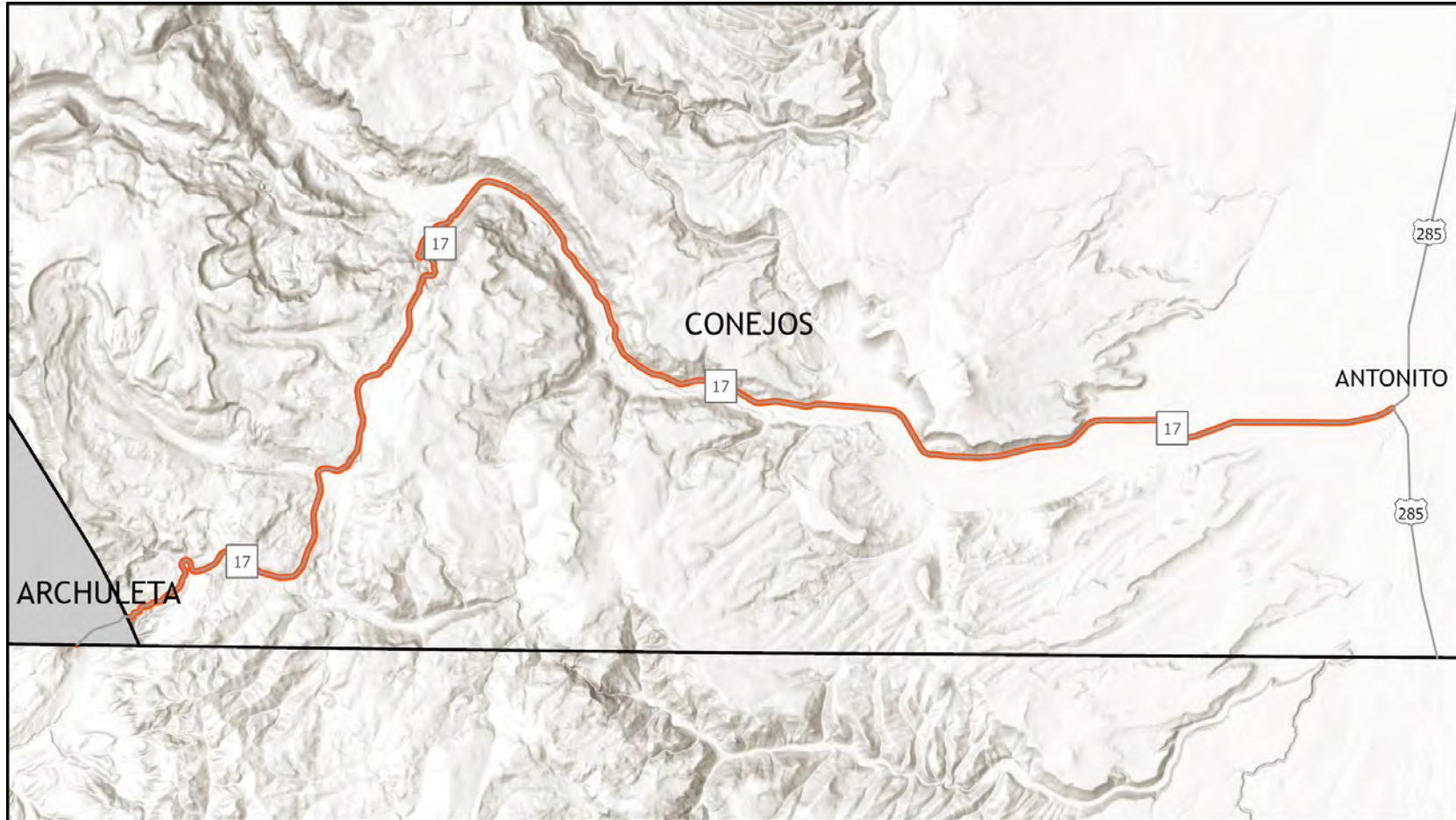
What we heard about the Corridor

- 2 comments
- Desire for wider shoulders
- Desire for better maintenance





Key Data Findings: State Highway 17A: New Mexico State line to Antonito (PSL7003)



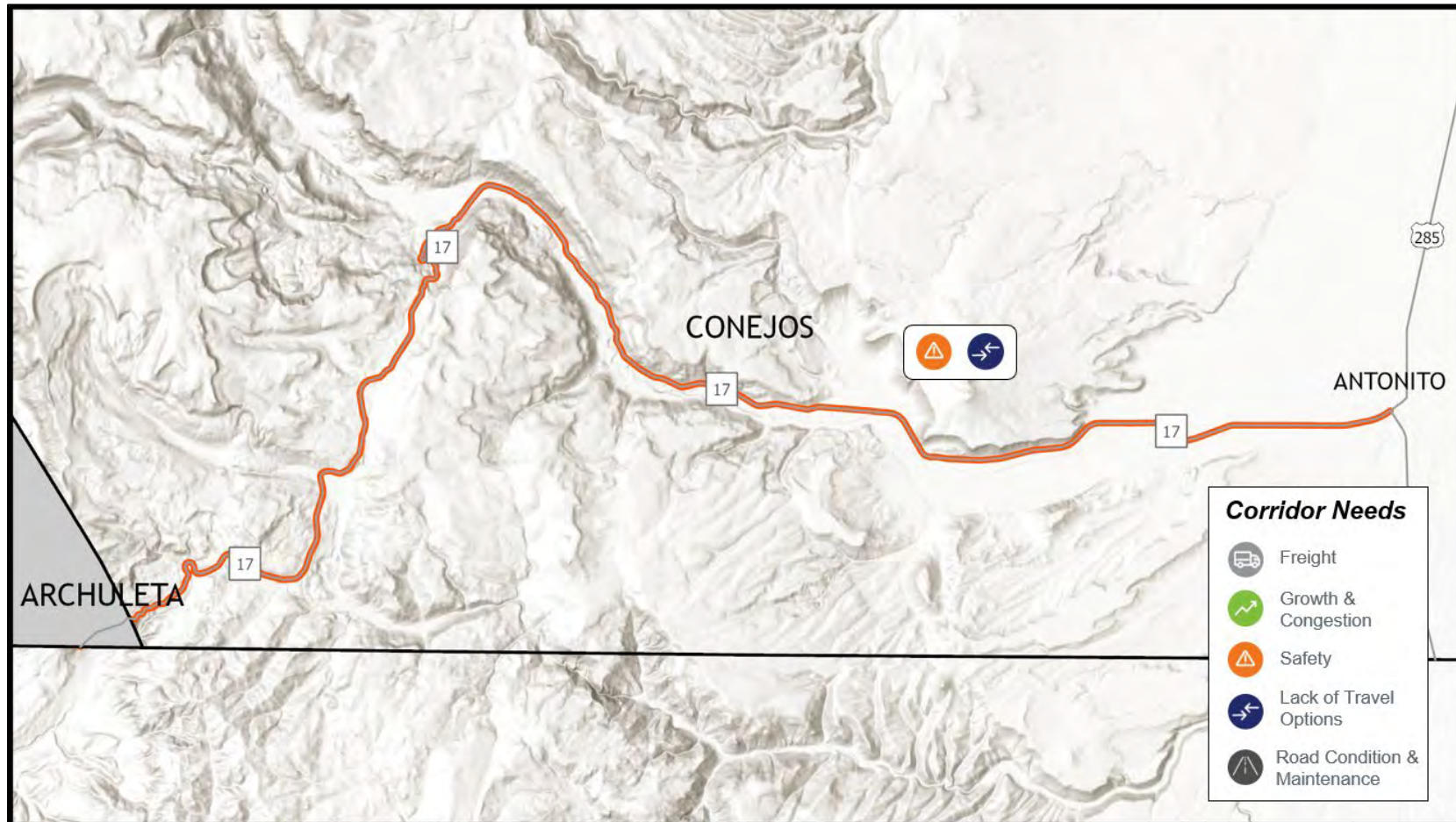
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population
<i>Safety</i>	Several sections with shoulders < 2' 3 sections with elevated crash patterns (LOSS 3 or 4) (west of junction 250)
<i>Bicycling</i>	High stress for bicycling


<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area




Corridor Needs: State Highway 17A: New Mexico State line to Antonito (PSL7003)



Corridor Needs

 Mitigate elevated crash patterns

 Eliminate shoulder deficiencies

 Accommodate travel needs of vulnerable populations

 Improve bicycle accommodation



Corridor Projects: State Highway 17A: New Mexico State line to Antonito (PSL7003)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
US 285 and SH 17 Intersection Improvements	-	2036		-		\$5.00
SH 17 West of Antonito	Rural road surface treatment	2634				\$10.38

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

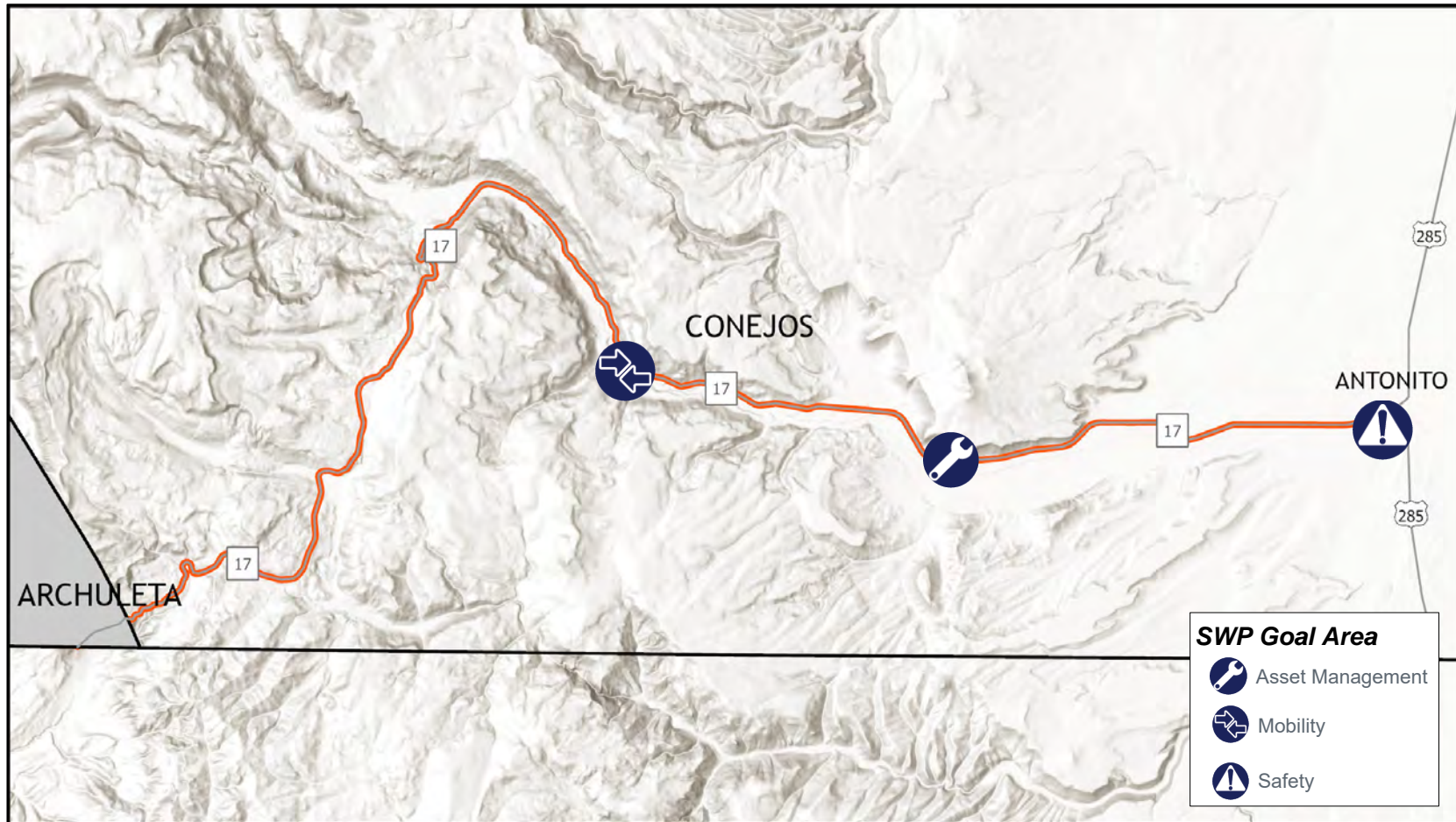
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 17A: New Mexico State line to Antonito (PSL7003)



Asset Management

- SH 17 West of Antonito



Mobility

- Southern SLV Demand Response



Safety

- US 285 and SH 17 Intersection Improvements



State Highway 17B: From Alamosa to US 285 at Villa Grove (PSL7004)

Corridor Name

State Highway 17B: From Alamosa to US 285 to Villa Grove

Corridor Vision

The Vision for the SH 17 B - Alamosa to Jct. US 285 at Villa Grove corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor makes north-south connections within the San Luis Valley north of Alamosa. Additionally, the corridor serves as an important interregional bus and freight corridor. Communities along the corridor depend on tourism and agriculture for economic activity in the area. The southern part of the corridor is part of Los Caminos Antiguos Scenic Byway and provides access to the Great Sand Dunes National Park.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Section of Scenic Byway, Alamosa to Mosca (Los Caminos Antiguos)

What we heard about the Corridor

- 12 comments
- Desire for wider shoulders
- Desire for transit
- Desire for rest stops/ truck parking
- Concerns about safety
- Likely funding by SB 267



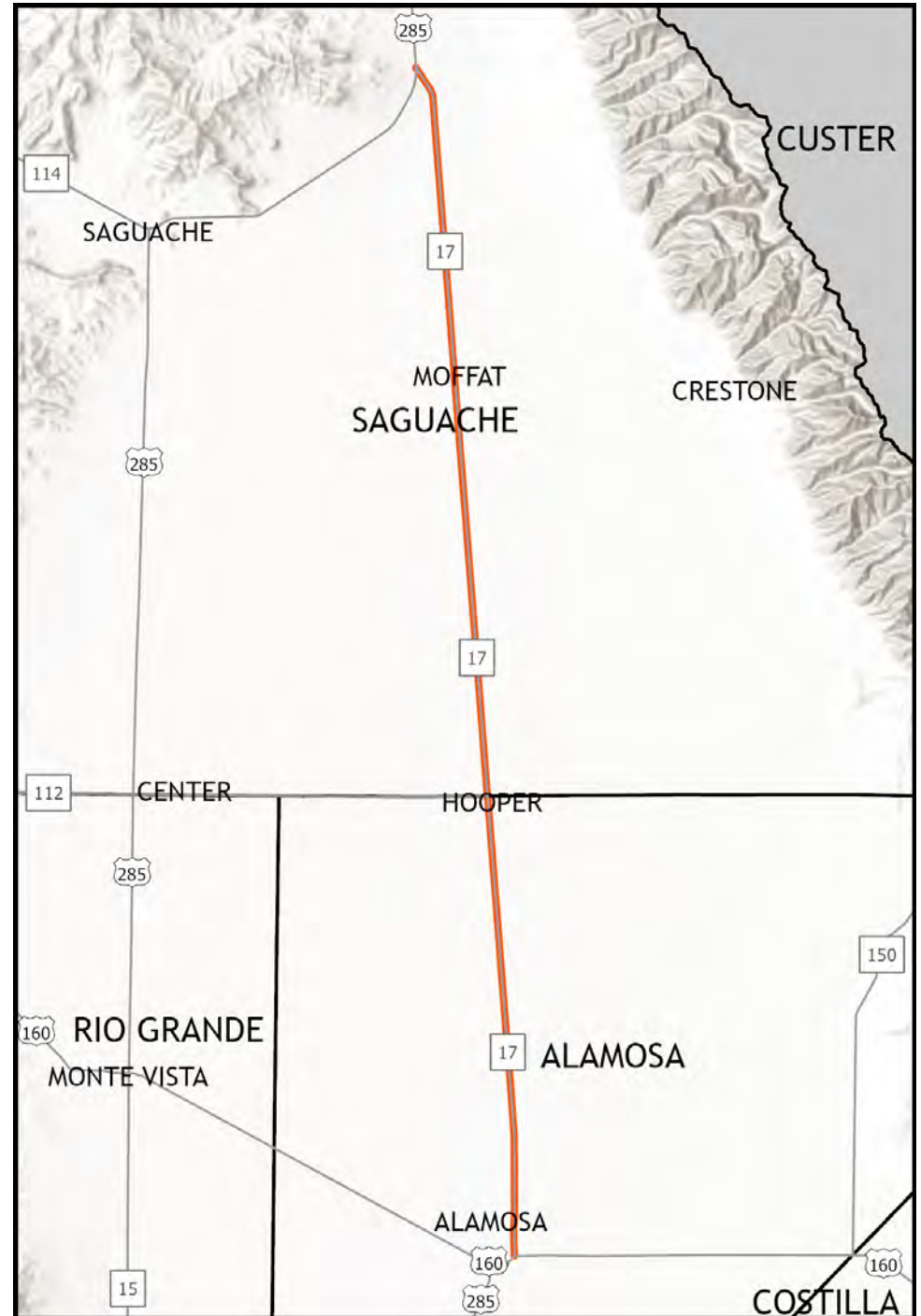


Key Data Findings: State Highway 17B: From Alamosa to US 285 at Villa Grove (PSL7004)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, disabled population, low income population, and minority population
<i>Freight Safety</i>	Hazmat route Majority of corridor with shoulders < 2'
<i>Transit</i>	Black Hills Stage Lines and Bustang Outrider operates on corridor Bustang Outrider stops in Alamosa and Moffat
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency Freight</i>	Low redundancy
<i>Economics Freight</i>	Agricultural corridor Provides access to recreational area



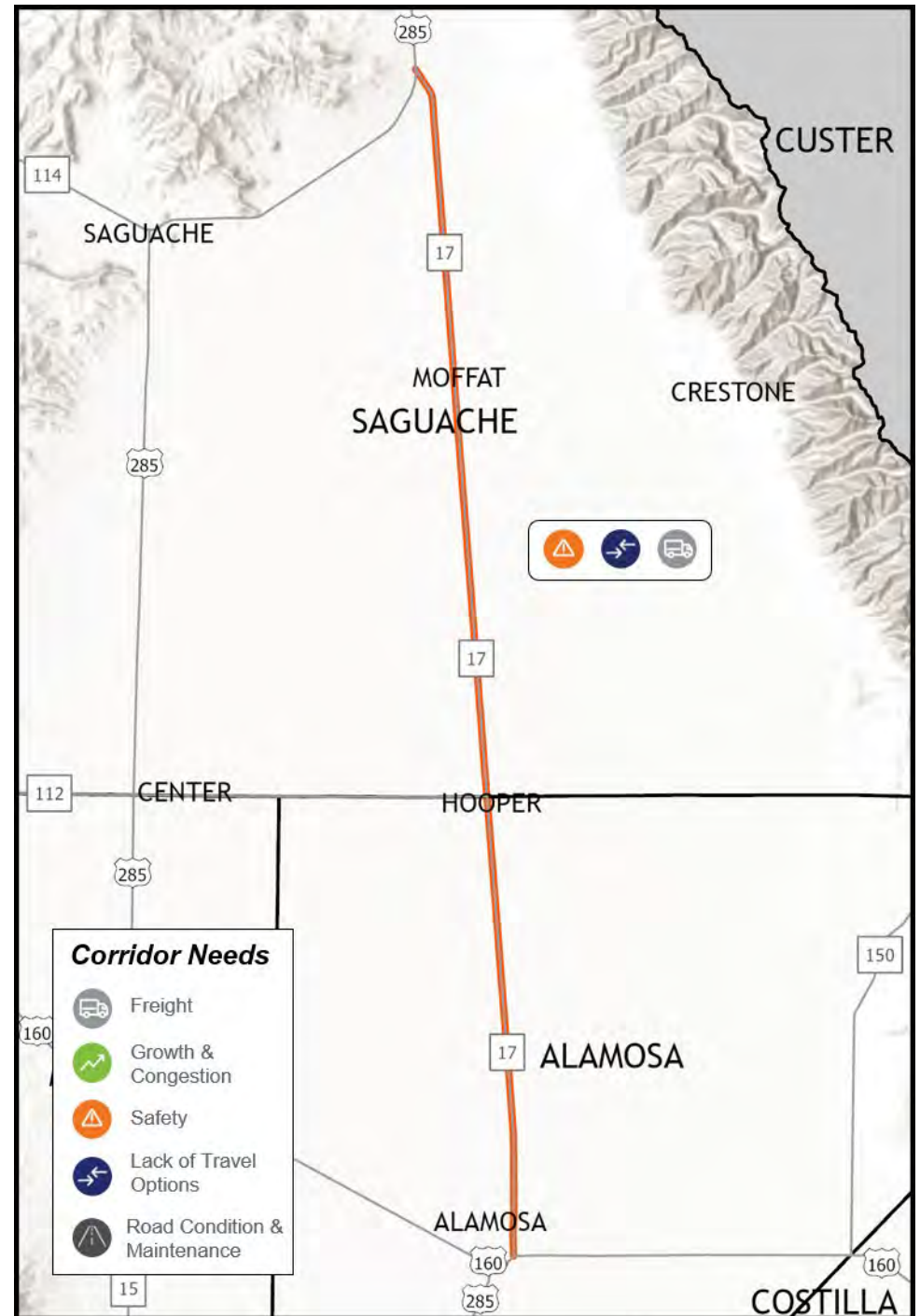


Corridor Needs: State Highway 17B: From Alamosa to US 285 at Villa Grove (PSL7004)



Corridor Needs

- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Accommodate travel needs of vulnerable populations
- Improve bicycle accommodation





Corridor Projects: State Highway 17B: From Alamosa to US 285 to Villa Grove (PSL7004)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	This project will widen the shoulders of CO 17 just north of the community of Mosca.	1296				\$37.50
US 160 Rio Grande River Bridge to SH 17	Highway and multimodal improvements	2038				\$8.80
Northeast San Luis Valley Transit Service	Fixed route/demand response hybrid service to Villa Grove, KV, Moffat (Crestone), Hooper, Mosca, Alamosa - Assumes weekday service and two new vehicles at \$80k each.	2532				\$2.16
MP 84.5 to MP 118.5	Rural Road Surface Treatment	80				\$12.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 17B: From Alamosa to US 285 to Villa Grove (PSL7004)



Asset Management

- US 160 Rio Grande River Bridge to SH 17
- MP 84.5 to MP 118.5



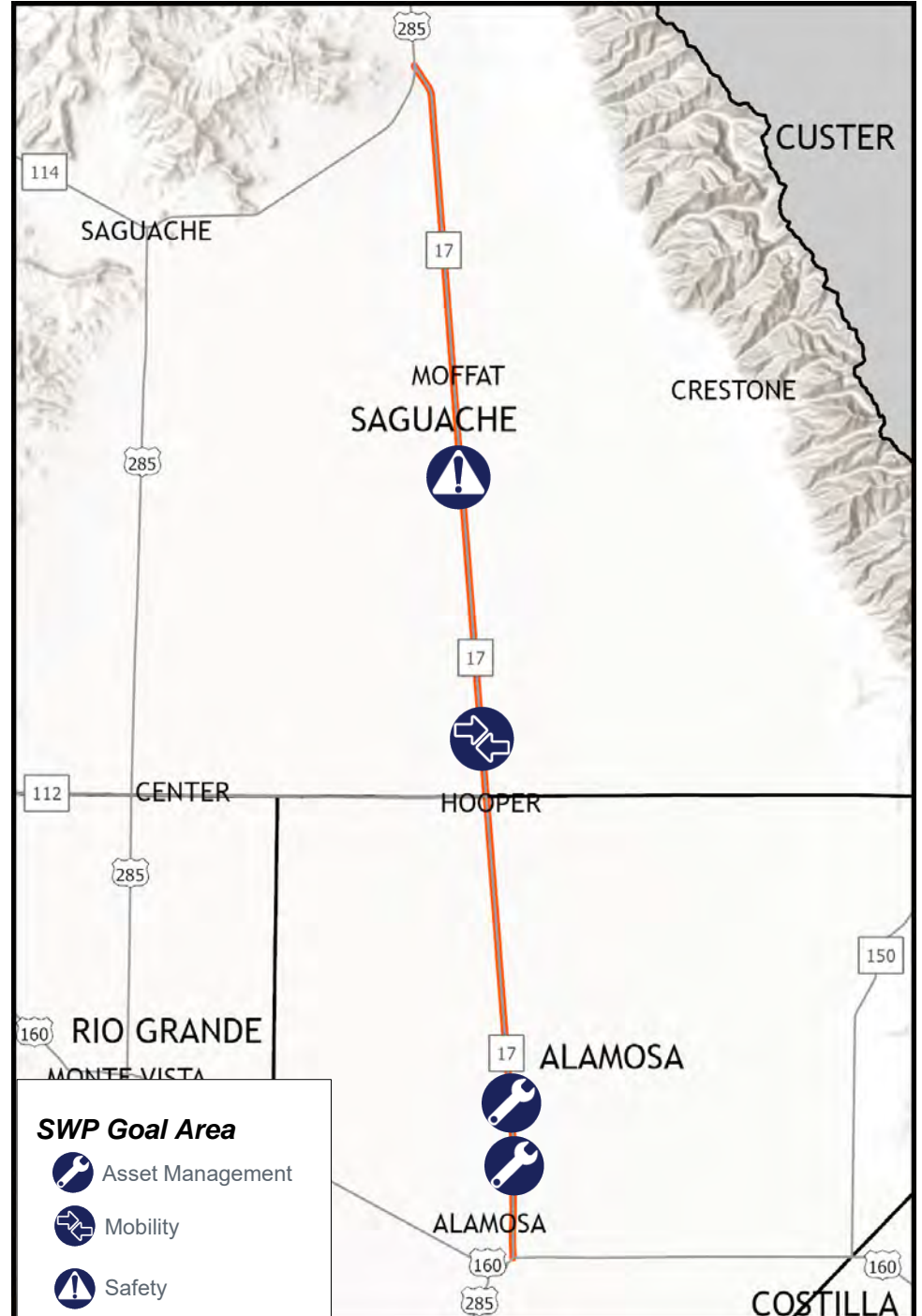
Mobility

- Northeast San Luis Valley Transit Service



Safety

- SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)





US Highway 24A (i): Between Granite and Johnson Village (PSL7005)

Corridor Name

US Highway 24A (i): Between Granite and Johnson Village

Corridor Vision

The Vision for the US 24 A - Granite to Johnson Village corridor is primarily to improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor connects to places outside the region. It also provides local access, is a commercial corridor in Buena Vista, and provides commuter access in Chaffee County and to Lake and Summit Counties. Additionally, this corridor comprises a significant portion of the Collegiate Peaks Scenic Byway.

Corridor Designations

- Scenic Byway (Collegiate Peaks)

What we heard about the Corridor

- 43 comments
- Concerns about safety
- Desire for roadway expansion
- Concerns about congestion
- Desire for improved traffic control
- Desire for bike/ped improvements
- Desire for transit
- Desired improvements for freight and truck movement



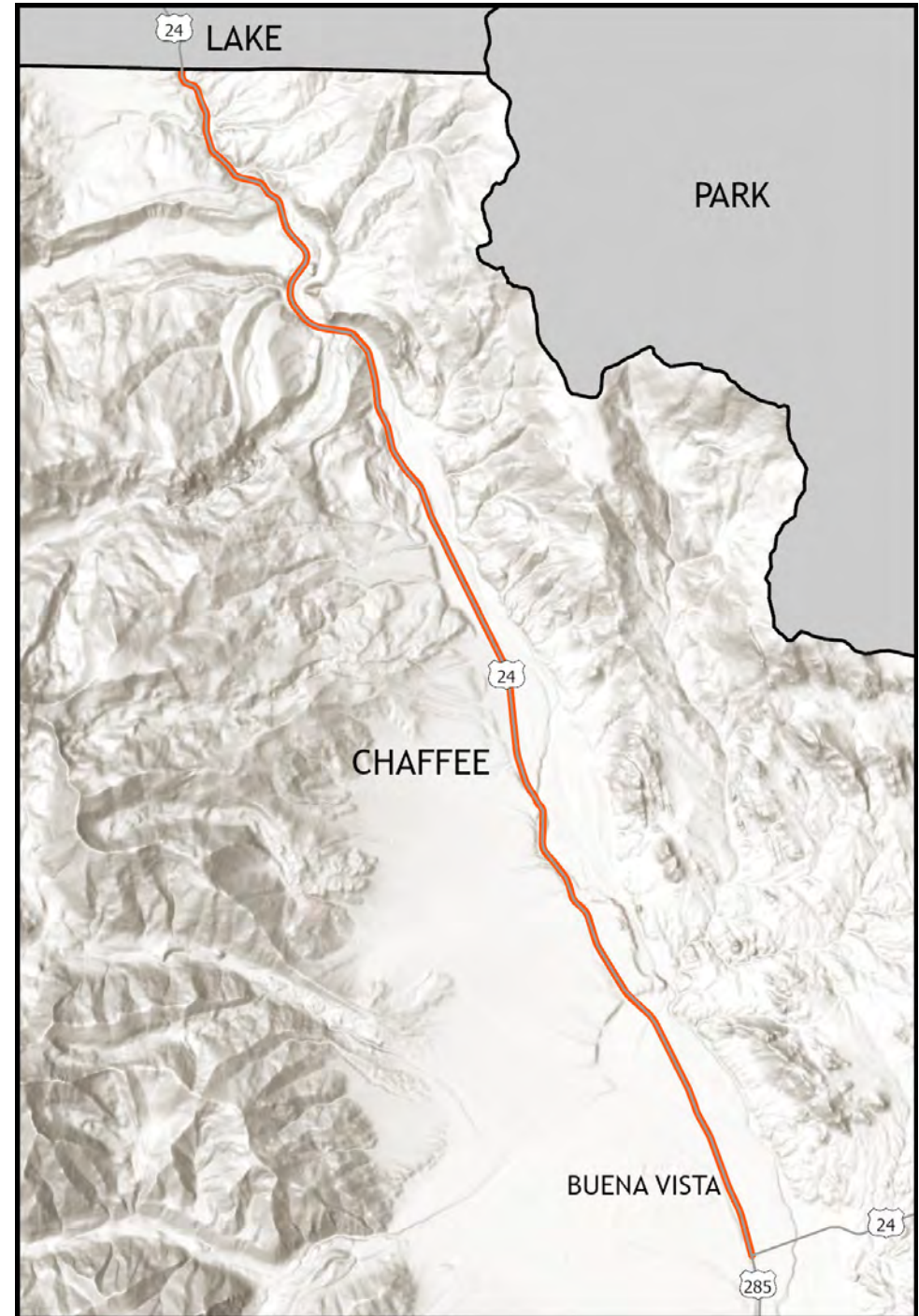


Key Data Findings: US Highway 24A (i): Between Granite and Johnson Village (PSL7005)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, and minority population
Safety	Hazmat route 1 section with shoulders < 2' (Buena Vista) 1 section with elevated crash pattern (LOSS 3 or 4) (north of Buena Vista) Dense wildlife crashes
Transit	Bustang Outrider and Chaffee Shuttle operates on a small section of corridor (Johnson Village to Buena Vista) Bustang Outrider stop in Buena Vista
Bicycling	High stress for bicycling
Pedestrian Economics	Main Street through Buena Vista (DOLA affiliated Main Street)
Resiliency	High criticality (Buena Vista) Crosses 100-year flood plains (South of Granite) Low redundancy
Economics Freight	High concentration of jobs in Buena Vista Provides access to recreational area









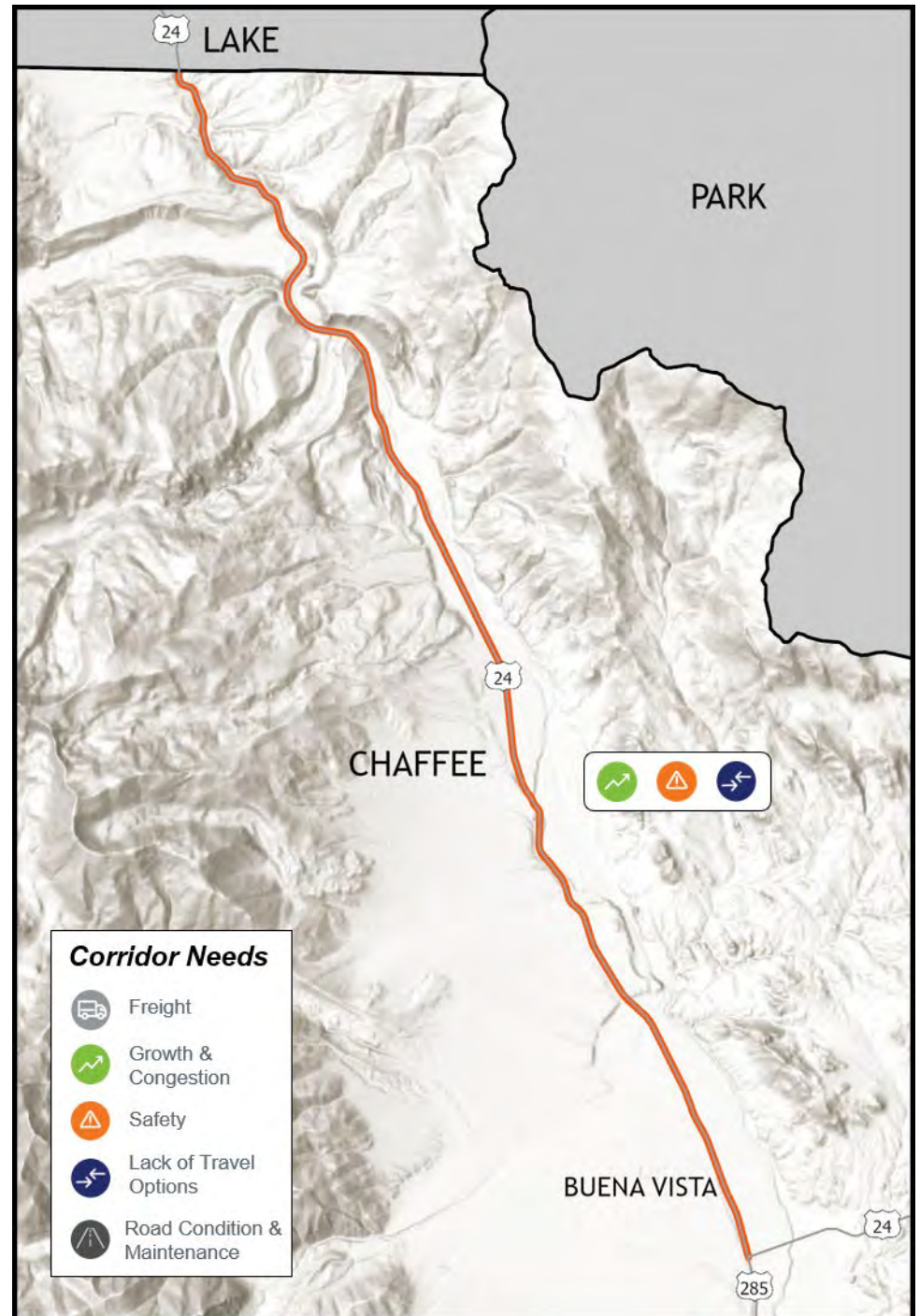


Corridor Needs: US Highway 24A (i): Between Granite and Johnson Village (PSL7005)



Corridor Needs

-  Mitigate elevated crash patterns (including wildlife crashes)
-  Enhance walkability in areas with high pedestrian demand
(bus stops, downtowns)
-  Eliminate shoulder deficiencies
-  Improve bicycle accommodation
-  Mitigate risk associated with natural disasters (floodplain)
-  Reduce travel delays and improve travel time reliability





Corridor Projects: US Highway 24A (i):Between Granite and Johnson Village (PSL7005)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	Outrider bus service between Salida and Leadville. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1034				\$1.75
Buena Vista Intersection Improvements	US 24 & Steele-\$4M; US24 DePaul-Baylor- \$4M	2039				\$8.00
CR 384/US 24 Lighting	Overhead lighting at intersection	2042		-		-
US 24 Buena Vista to R3	Rural road surface treatment	2631				\$10.38
Chaffee County Multimodal Transportation Plan	Multimodal plan covering bicycle, pedestrian, transit, highways/roads, airports, freight, rail, and telecommunications; assessment of safety, mobility, economic vitality, system maintenance, and strategic policies for the County's multimodal system	2711				\$0.25

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 24A (i):Between Granite and Johnson Village (PSL7005)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 24 pedestrian crossing improvements in Buena Vista	Relocation of "stop here" signs, add concrete median on southernmost crossing, ensure lights/buttons function, educational signage	2712				-
US 24 bike lane improvements from Mill Street to Baylor Drive in Buena Vista	Bike lane extensions, improved transition to sidewalks along US 24 between Mill Street and Baylor Drive	2713				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 24A (i):Between Granite and Johnson Village (PSL7005)



Asset Management

- US 24 Buena Vista to R3
- Chaffee County Multimodal Transportation Plan



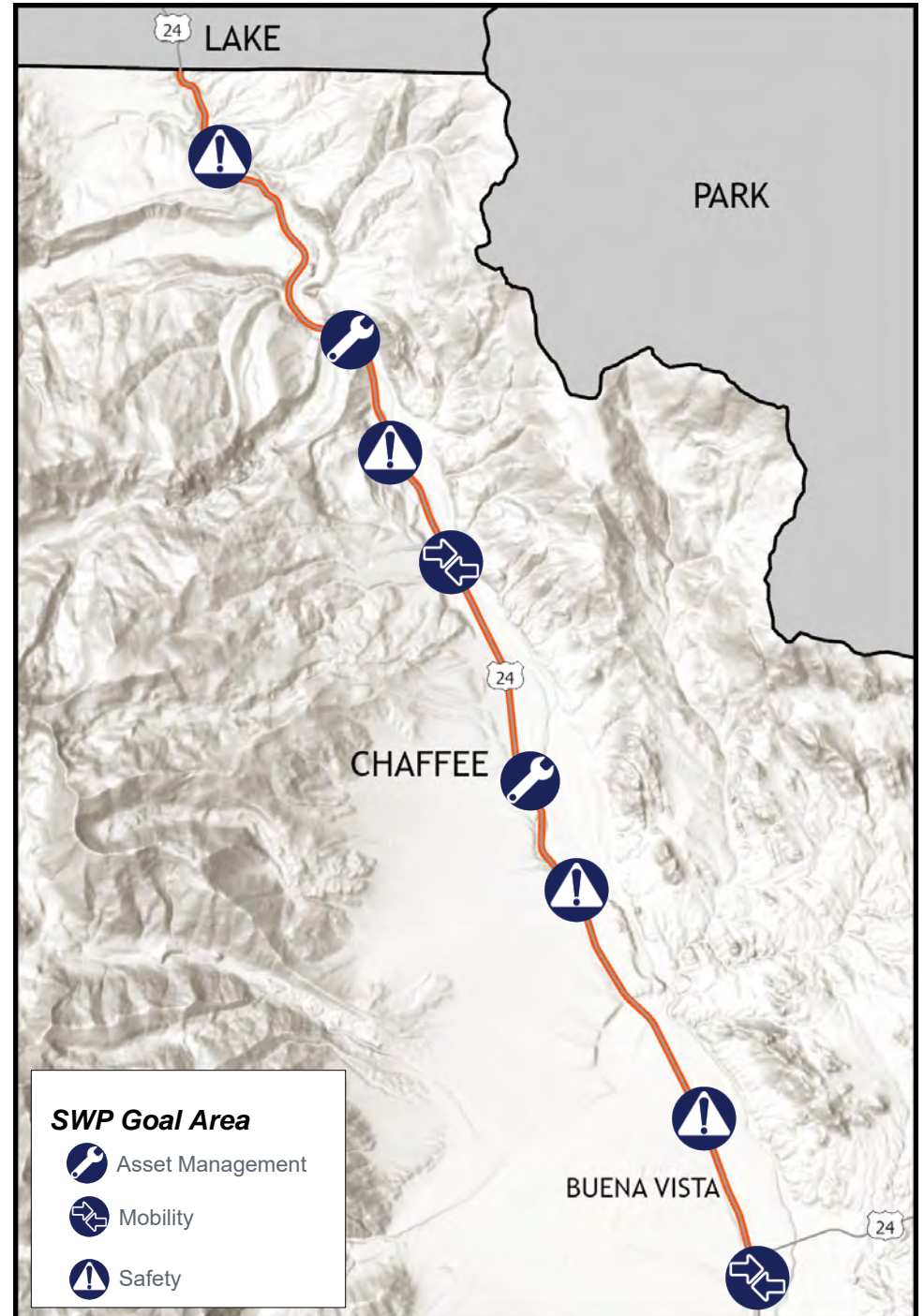
Mobility

- Essential Bus Service between Salida and Leadville (Proposed Outrider Service)



Safety

- Buena Vista Intersection Improvements
- CR 384/US 24 Lighting
- US 24 pedestrian crossing improvements in Buena Vista
- US 24 bike lane improvements from Mill Street to Baylor Drive in Buena Vista





US Highway 24A (ii): Between Johnson Village and Antero Junction (PSL7006)



Corridor Name

US Highway 24A (ii): Between Johnson Village and Antero Junction

Corridor Vision

The Vision for the US 24 A - Johnson Village to Antero Junction corridor is primarily to improve safety as well as to increase mobility and to maintain system quality.

Corridor Description

This corridor connects to places outside the region, and makes east-west connections within the Buena Vista area. It is a tourism and intercity bus link to the Front Range area. This segment overlays a portion of US 285 and is considered a unique portion of the corridor for its transit of Trout Creek Pass. It also crosses the popular Four Mile Recreation Area.

Corridor Designations

- On National Highway System
- Tier 2 EV Corridor
- Colorado Freight Corridor

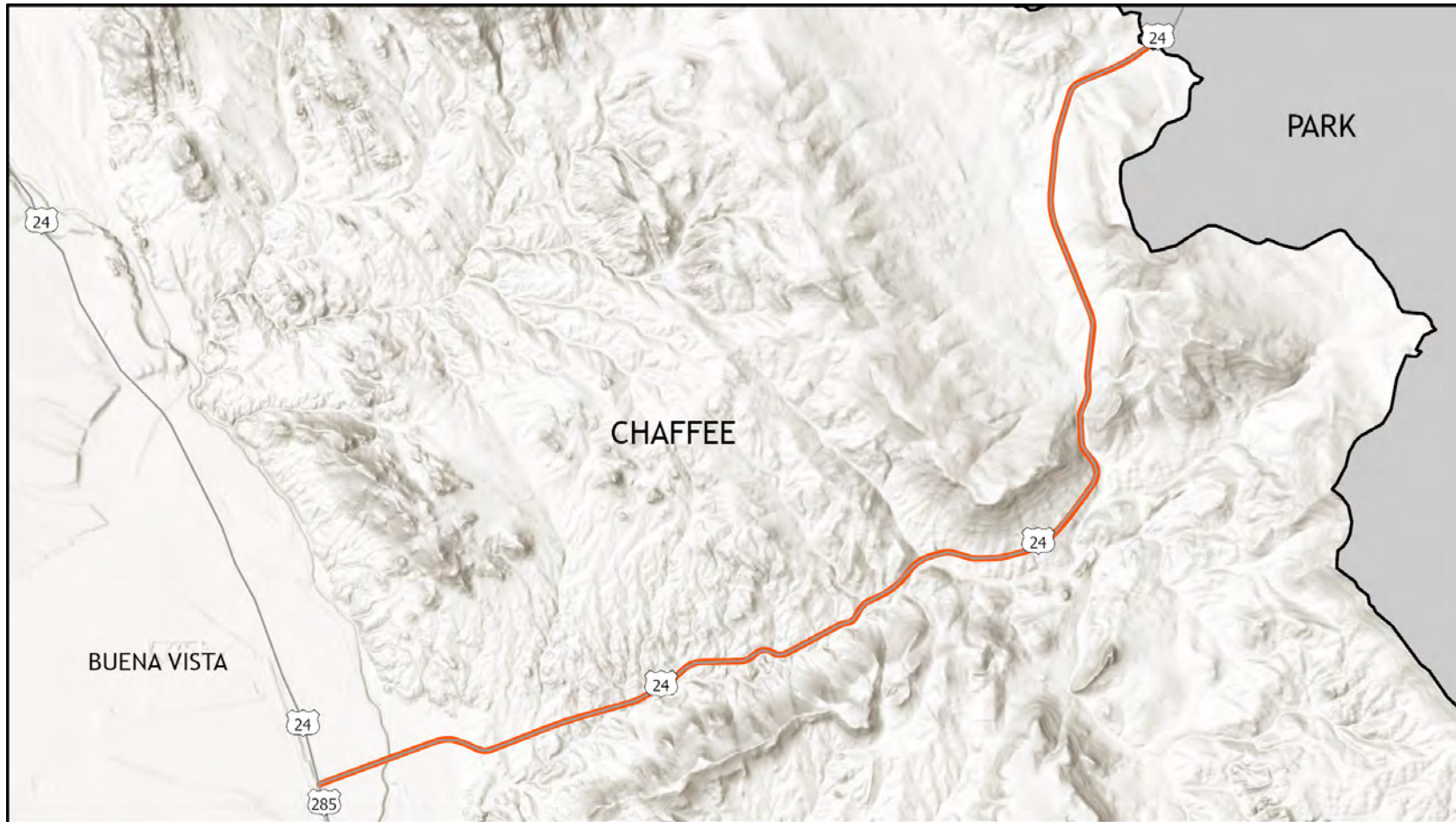
What we heard about the Corridor

- 9 comments
- Concerns about safety
- High traffic volumes
- Concerns about road condition
- Concerns about travel time reliability



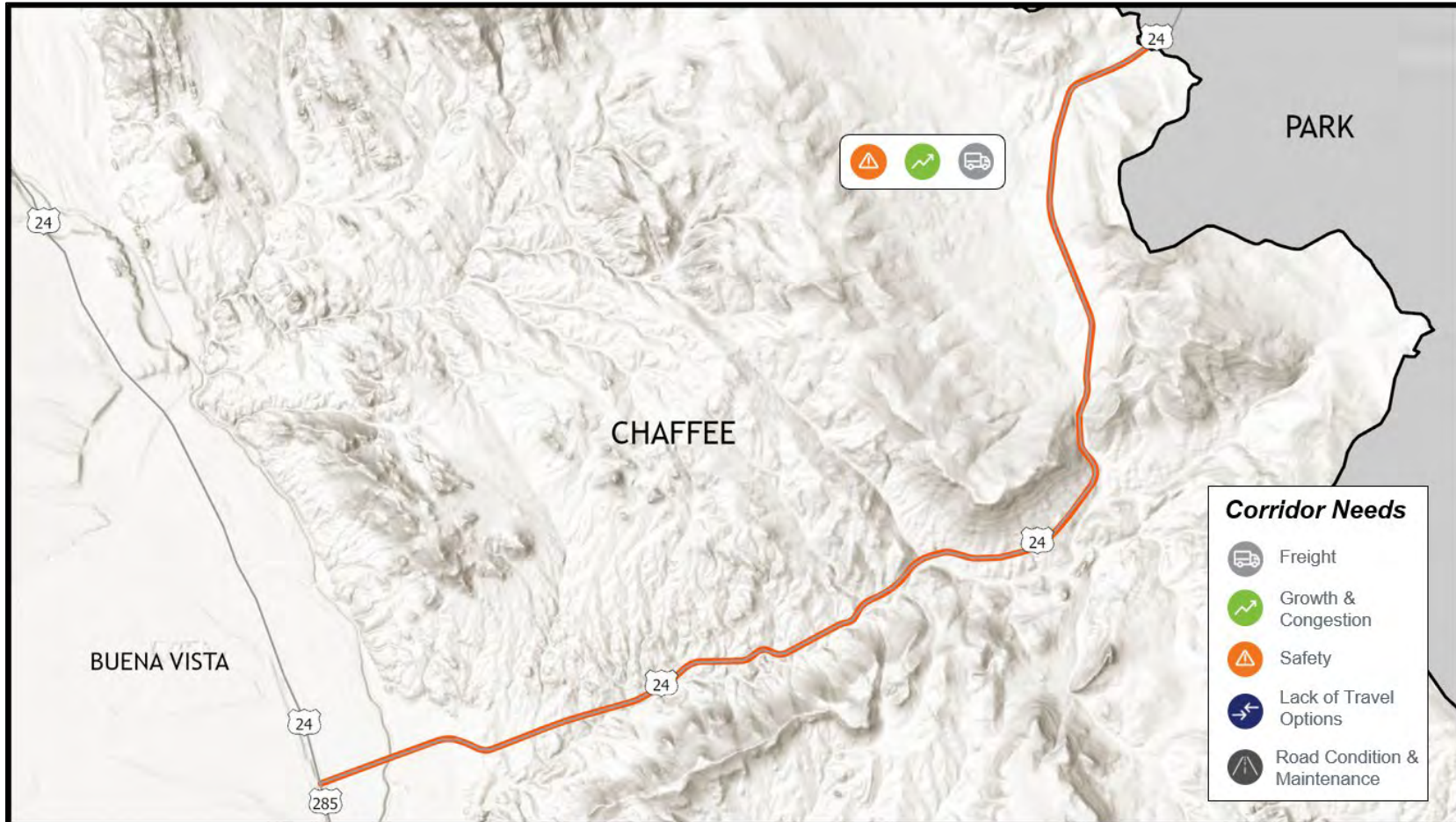


Key Data Findings: US Highway 24A (ii): Between Johnson Village and Antero Junction (PSL7006)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, disabled population, and minority population	<i>Bicycling</i>	High stress for bicycling
<i>Freight Safety</i>	Hazmat route 1 section with shoulders < 2' (Johnson Village) Majority of corridor with elevated crash pattern (LOSS 3 or 4) Dense wildlife crashes	<i>Resiliency</i>	High criticality (section at Johnson Village) Parallels and crosses 100-year floodplain Low redundancy
<i>Transit</i>	Black Hills Stage Lines and Bustang Outrider operates on corridor		



Corridor Needs

- Accommodate seasonal increases in tourism activity and associated congestion
- Mitigate elevated crash patterns (including wildlife crashes)
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Eliminate shoulder deficiencies
- Mitigate risk associated with natural disasters (floodplain)



Corridor Projects: US Highway 24A (ii):Between Johnson Village and Antero Junction (PSL7006)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 285: Intelligent Transportation Systems Infrastructure (Fairplay to Monte Vista)	Installation of fiber-optics and ITS devices between Fairplay and Monte Vista	1012				\$45.00
US 24: Safety and Mobility Improvements on Trout Creek Pass - Phase II	Shoulder widening/bike facilities, wildlife mitigation and addition of passing lanes and bike facilities on Trout Creek Pass.	1298				\$7.74
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55
Essential Bus Service between Salida/Buena Vista and Colorado Springs	Essential bus service between Salida/Buena Vista and Colorado Springs. Assumes one roundtrip per day, 365 days/year, purchase of 2 vehicles. Cost based on \$4.20/mi	2707				\$1.30

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation












SWP Goal Area

- Asset Management
- Mobility
- Safety






Corridor Projects: US Highway 24A (ii):Between Johnson Village and Antero Junction (PSL7006)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Chaffee County Multimodal Transportation Plan	Multimodal plan covering bicycle, pedestrian, transit, highways/roads, airports, freight, rail, and telecommunications; assessment of safety, mobility, economic vitality, system maintenance, and strategic policies for the County's multimodal system	2711	 	     	  	\$0.25




Project Types

-  Safety
-  Freight
-  Operations
-  Bicycle
-  Capacity
-  Transit
-  Asset Management
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Public Health
-  Tourism
-  Environmental
-  Quality of Life
-  Bicycle
-  Resilience
-  Pedestrian
-  Mobility Options Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: US Highway 24A (ii):Between Johnson Village and Antero Junction (PSL7006)



Asset Management

- Chaffee County Multimodal Transportation Plan



Mobility

- US 285: Intelligent Transportation Systems Infrastructure (Fairplay to Monte Vista)
- New Essential Bus Service from Durango to Denver



Safety

- US 24: Safety and Mobility Improvements on Trout Creek Pass - Phase II



US Highway 50A (i): Between West of Parlin and Poncha Springs (PSL7007)

Corridor Name

US Highway 50A (i): Between West of Parlin and Poncha Springs

Corridor Vision

The Vision for the US 50 A - West of Parlin to Poncha Springs corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, makes east-west connections via Monarch Pass and provides access to Monarch Ski Area and other recreational opportunities. Monarch Pass serves as an important gateway to western Colorado.

Corridor Designations

- On National Highway System
- High Demand Bicycle Corridor (R5-7)
- Colorado Freight Corridor

What we heard about the Corridor

- 22 comments
- Frustration with congestion
- Concerns about safety
- Desire for improved traffic control
- Desire for passing/turn lanes





Key Data Findings: US Highway 50A (i): Between West of Parlin and Poncha Springs (PSL7007)

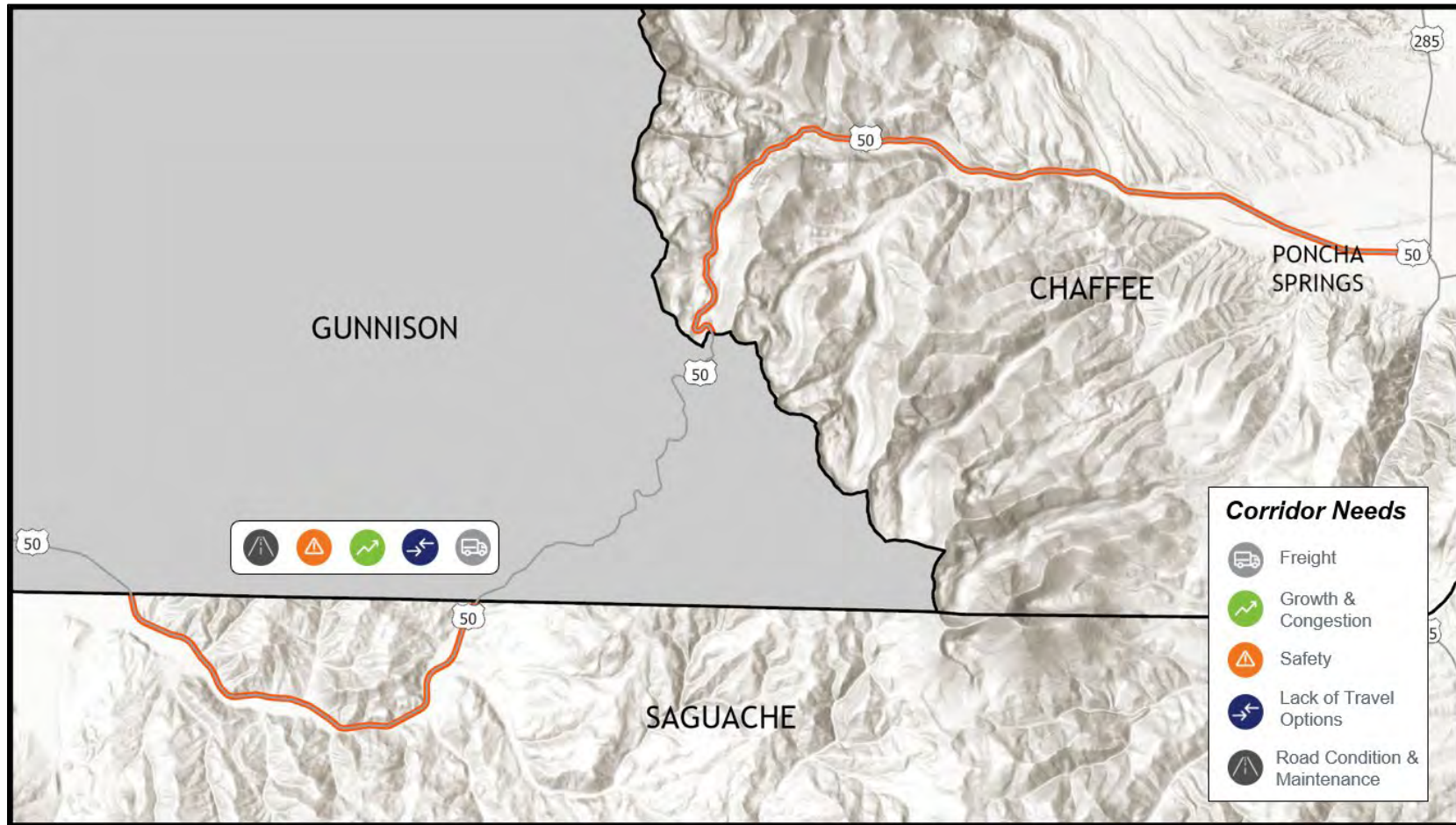


Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, low income population, and minority population	Freight Safety	Low drivability life in short section west of Poncha Springs One bridge in poor condition north of Sargents
Freight Safety	Hazmat route 2 sections with shoulders < 2' (between Garfield and Poncha Springs) 2 sections with elevated crash pattern (LOSS 3 or 4) (west of Sargents and Maysville)	Bicycling	High bicycle activity
Transit	Bustang Outrider operates on corridor Bustang Outrider stop at Monarch ski area	Resiliency	Parallels and crosses 100-year floodplain Avalanche path in Monarch Low redundancy
		Economics	Provides access to recreational area (Monarch Mountain)



Corridor Needs: US Highway 50A (i): Between West of Parlin and Poncha Springs (PSL7007)



Corridor Needs

- Mitigate elevated crash patterns
- Accommodate seasonal increases in tourism activity and associated congestion
- Address pavement condition where drivability life is poor
- Mitigate risk associated with natural disasters (avalanches)
- Address bridge in poor condition
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Eliminate shoulder deficiencies
- Improve access to recreation
- Improve bicycle accommodation
- Improve communication



Corridor Projects: US Highway 50A (i):Between West of Parlin and Poncha Springs (PSL7007)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
FY 19 and 20 Chain Station Improvements	Chain Station improvements to provide adequate lighting and space for trucks to pull over and for drivers to chain up safely including LED lighting, signing and striping, VMS signs, and paving as needed.	1025				\$4.50
Consider Speed Limit Reduction in the Town of Sargents	-	2043		-		-
Construct multimodal, streetscaping, and wayfinding improvements in Poncha Springs	-	2456				\$2.00
US 50 pedestrian crossing in Poncha Springs	-	2459				-
Essential Bus Service between Montrose/Gunnison and Salida. Assumes one roundtrip per day, 365 days/year, purchase of 2 vehicles. Cost based on \$4.20/mi		2708				\$1.75

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 50A (i):Between West of Parlin and Poncha Springs (PSL7007)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Chaffee County Multimodal Transportation Plan	Multimodal plan covering bicycle, pedestrian, transit, highways/roads, airports, freight, rail, and telecommunications; assessment of safety, mobility, economic vitality, system maintenance, and strategic policies for the County's multimodal system	2711				\$0.25
US 50 and US 285 Intersection Reconstruction	Replaces a severely congested three-legged intersection with a signalized intersection to improve congestion, mobility, and safety	73				\$3.90
North of US 285 from MP 211 to MP 217	Rural road surface treatment	77				\$3.50

Project Types

- Safety
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

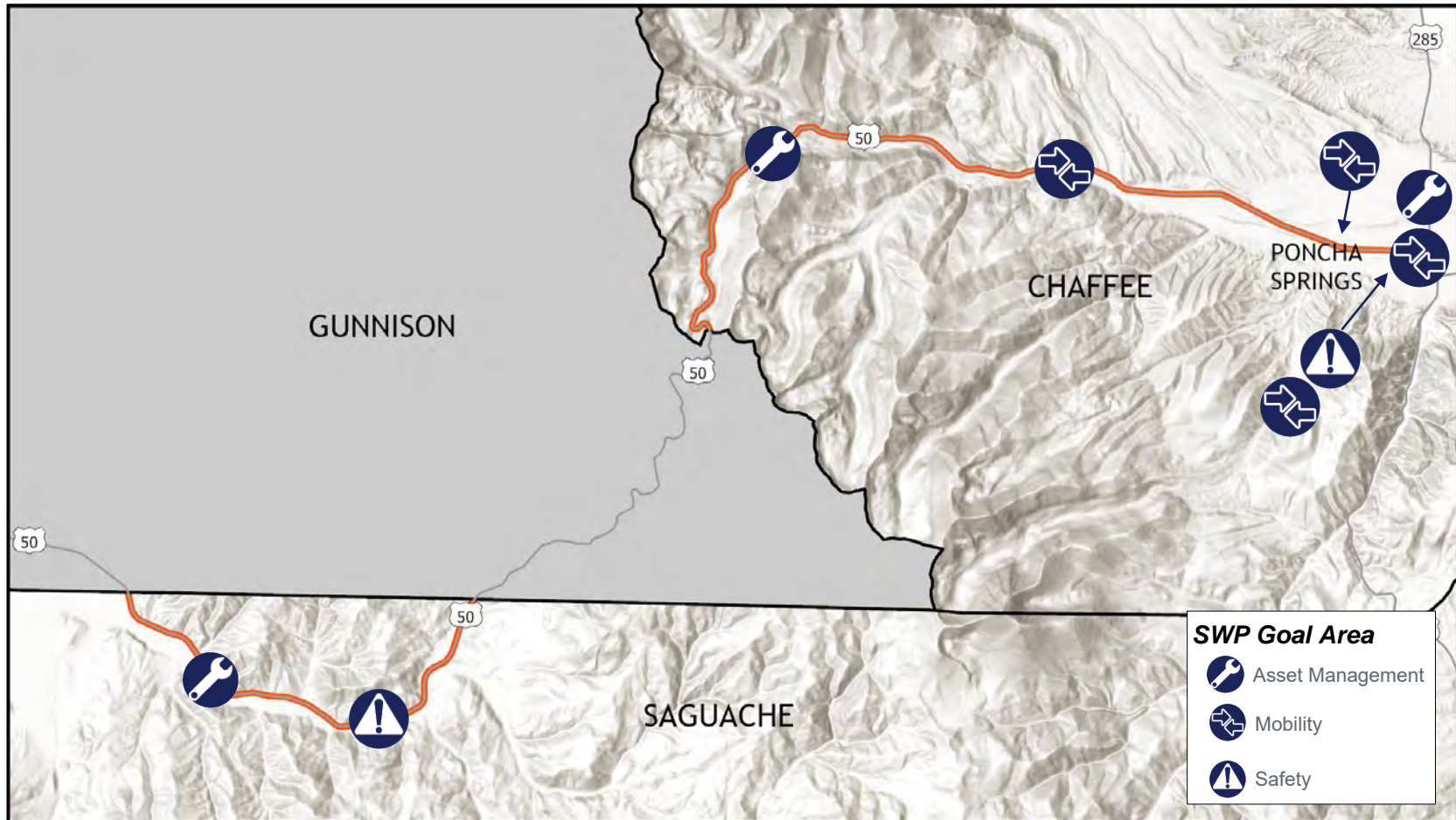
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 50A (i):Between West of Parlin and Springs (PSL7007)



Asset Management

- FY 19 and 20 Chain Station Improvements
- Chaffee County Multimodal Transportation Plan
- North of US 285 from MP 211 to MP 217



Mobility

- Construct multi-modal, street scaping, and wayfinding improvements in Poncha Springs
- Essential Bus Service between Montrose/Gunnison and Salida
- US 50 and US 285 Intersection Reconstruction



Safety

- Consider Speed Limit Reduction in the Town of Sargents
- US 50 Pedestrian crossing in Poncha Springs



US Highway 50A (ii): Between Poncha Springs and Salida (PSL7008)

Corridor Name

US Highway 50A (ii): Between Poncha Springs and Salida

Corridor Vision

The Vision for the US 50 A - Poncha Springs to Salida corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

The transportation system in the area serves towns and recreational destinations within the corridor as well as forms a critical link in the interregional corridor, connecting to US 285 and the Monarch Pass gateway to western Colorado. A significant portion of this corridor is in commercial development as it passes through the City of Salida. Additionally, this corridor serves as a multi-modal National Highway System facility and is designated scenic byway: Collegiate Peaks Scenic Byway.

Corridor Designations

- On National Highway System
- High Demand Bicycle Corridor (R5-7)
- Scenic Byway (Collegiate Peaks)
- Colorado Freight Corridor

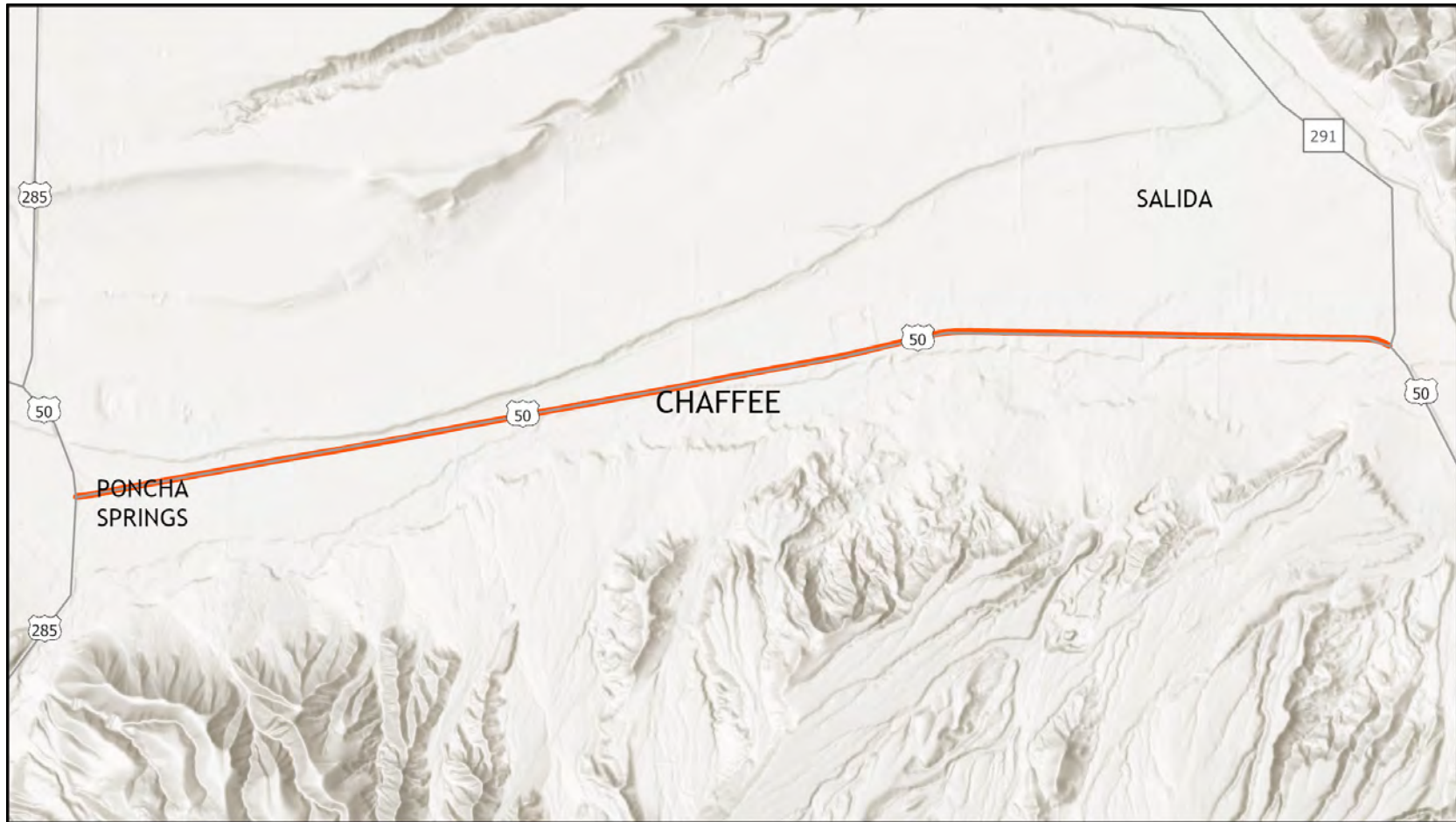
What we heard about the Corridor

- 12 comments
- Desire for better bicycle and pedestrian facilities
- Desire for traffic calming
- Desire for intersection improvements





Key Data Findings: US Highway 50A (ii): Between Poncha Springs and Salida (PSL7008)



Key Data Findings:





<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, disabled population, and minority population	<i>Bicycling</i>	High bicycle activity section at Salida High stress for bicycling
<i>Freight Safety</i>	Hazmat route 2 small sections with shoulders < 2' (Poncha Springs and Salida)	<i>Resiliency</i>	Parallels and crosses 100-year floodplain Low redundancy
<i>Transit</i>	Bustang Outrider operates on corridor Bustang Outrider stop in Salida	<i>Economics</i>	High concentration of jobs in Salida Provides access to recreational area



Corridor Needs: US Highway 50A (ii): Between Poncha Springs and Salida (PSL7008)



Corridor Needs

-  Enhance walkability in areas with high pedestrian demand (bus stops, downtown)
-  Accommodate travel needs of vulnerable populations
-  Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
-  Eliminate shoulder deficiencies



Corridor Projects: US Highway 50A (ii): Between Poncha Springs and Salida (PSL7008)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	Outrider bus service between Salida and Leadville. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1034				\$1.75
US 50/285 Intersection	Intersection improvements	1052		-		\$8.90
Essential Bus Service between Alamosa and Salida (Proposed Outrider Service)	Outrider bus service between Alamosa and Salida. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1054				\$2.09
Salida Bus Storage Facility	Salida - bus storage facility	1299				\$2.00
Salida Park-n-Ride and Bus Pullouts	Establish Park-n-Ride, bus pull-out in Salida	1300				\$0.60
Intersection Improvements	US 50 and SH 291- \$5M	2041		-		\$5.00
US50 Ped Crossings Salida	Ped and striping improvements. RRFB with medians and crosswalks.	2044		 		\$0.60
Construct multi-modal, street scaping, and wayfinding improvements in Poncha Springs	-	2456		 		\$2.00
US 50 pedestrian crossing in Poncha Springs	-	2459				-
Essential Bus Service between Montrose/Gunnison and Salida	Essential bus service between Montrose/Gunnison and Salida. Assumes one roundtrip per day, 365 days/year, purchase of 2 vehicles. Cost based on \$4.20/mi	2708				\$1.75

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian












SWP Goal Area

- Mobility Options
- Safety
- Asset Management
- Safety
- Asset Management
- Aviation
- Freight
- Safety
- Transit
- Asset Management
- Mobility
- Safety







Corridor Projects: US Highway 50A (ii):Between Poncha Springs and Salida (PSL7008)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Chaffee County Multimodal Transportation Plan	Multimodal plan covering bicycle, pedestrian, transit, highways/roads, airports, freight, rail, and telecommunications; assessment of safety, mobility, economic vitality, system maintenance, and strategic policies for the County's multimodal system	2711	 	     	  	\$0.25




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Mobility Options
-  Safety
-  Public Health
-  Bicycle
-  Asset Management
-  Aviation
-  Tourism
-  Resilience
-  Freight
-  Environmental
-  Pedestrian
-  Transit

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: US Highway 50A (ii):Between Poncha Springs and Salida (PSL7008)



Asset Management

- US50 Ped Crossings Salida
- Chaffee County Multimodal Transportation Plan



Mobility

- Essential Bus Service between Salida and Leadville (Proposed Outrider Service)
- Essential Bus Service between Alamosa and Salida (Proposed Outrider Service)
- Salida Bus Storage Facility
- Salida Park-n-Ride and Bus Pullouts
- Essential Bus Service between Montrose/Gunnison and Salida



Safety

- US 50/285 Intersection
- Intersection Improvements
- Construct multimodal, streetscaping, and wayfinding improvements in Poncha Springs
- US 50 Pedestrian crossing in Poncha Springs



US Highway 50A (iii): Between Salida and Coaldale (PSL7009)

Corridor Name

US Highway 50A (iii): Between Salida and Coaldale

Corridor Vision

The Vision for the US 50 A - Salida to Coaldale corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the Arkansas River Canyon area.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 5 comments
- Concerns about safety
- Desire for wider shoulders
- Desire for roadway condition improvements





Key Data Findings: US Highway 50A (iii): Between Salida and Coaldale (PSL7009)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, disabled population, and minority population
<i>Freight Safety</i>	Hazmat route 2 sections with shoulders < 2' (Salida) 1 section with elevated crash pattern (LOSS 3 or 4) (border with Central Front Range)
<i>Transit</i>	Bustang Outrider operates on corridor






<i>Bicycling</i>	Section of high stress for bicycling near Salida
<i>Resiliency</i>	High criticality Parallels and crosses 100-year floodplain Low redundancy
<i>Economics</i>	High concentration of jobs in Salida



Corridor Needs: US Highway 50A (iii): Between Salida and Coaldale (PSL7009)



Corridor Needs

-  Mitigate elevated crash patterns
-  Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
-  Eliminate shoulder deficiencies
-  Mitigate risk associated with natural disasters (floodplain)
-  Improve travel time reliability



Corridor Projects: US Highway 50A (iii): Between Salida and Coaldale (PSL7009)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)	Outrider bus service between Salida and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1008				\$2.34
Chaffee County Multimodal Transportation Plan	Multimodal plan covering bicycle, pedestrian, transit, highways/roads, airports, freight, rail, and telecommunications; assessment of safety, mobility, economic vitality, system maintenance, and strategic policies for the County's multimodal system	2711				\$0.25

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 50A (iii): Between Salida and Coaldale (PSL7009)



Asset Management

- Chaffee County Multimodal Transportation Plan



Mobility

- Essential Bus Service between Salida to Pueblo (Proposed Outrider Service)



Safety

- No projects have been identified for this goal area



State Highway 112A (i): Between Del Norte and junction with US 285 (PSL7010)



Corridor Name

State Highway 112A (i): Between Del Norte and Junction with US 285

Corridor Vision

The Vision for the SH 112 A - Del Norte to US 285 corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor serves as a multi-modal local facility, provides local access, and makes east-west connections within the central San Luis Valley. Many local residents commute to Del Norte, Monte Vista, or agriculture-based employment throughout the Valley.

Corridor Designations

- None

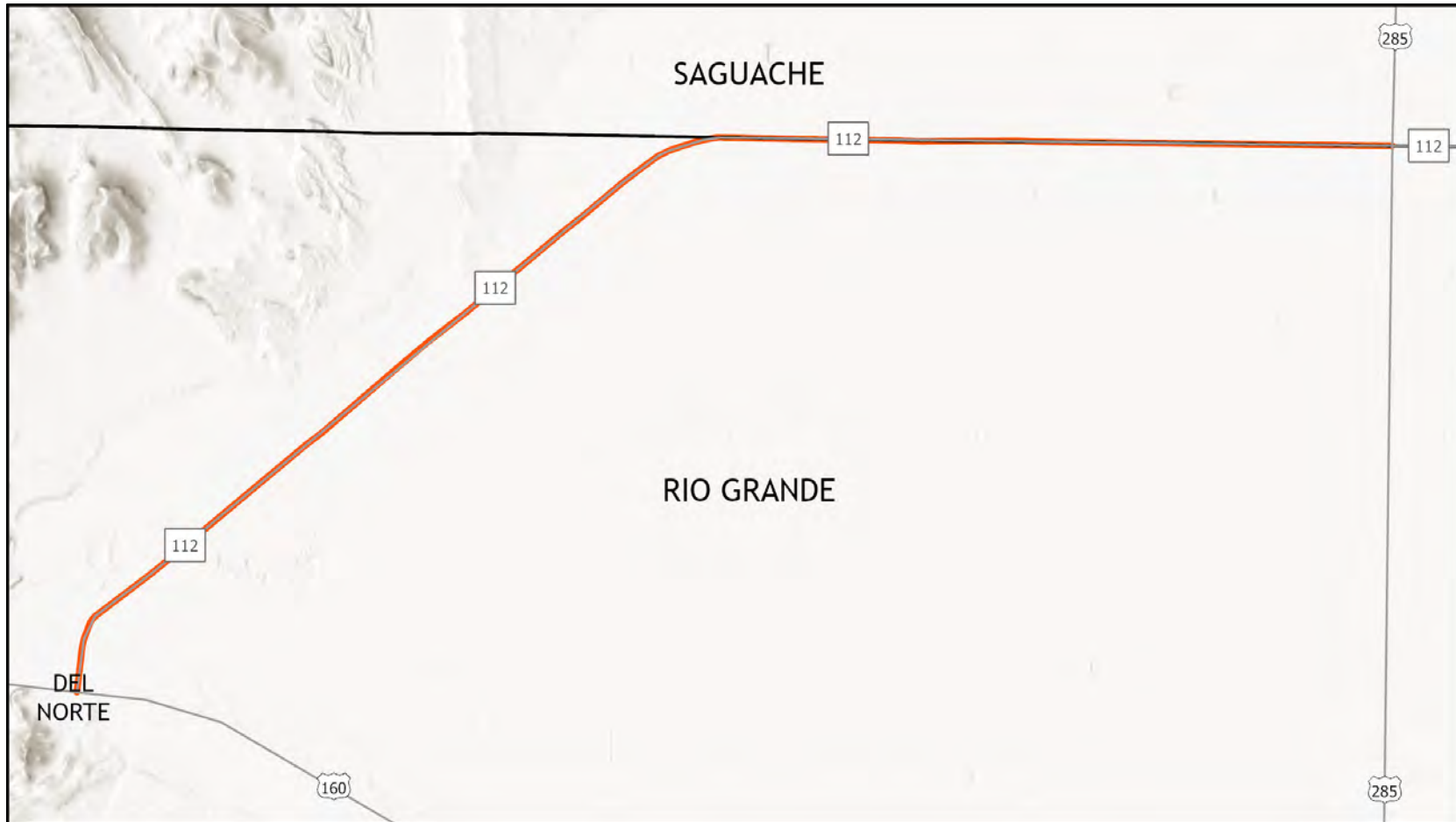
What we heard about the Corridor

- No comments received so far





Key Data Findings: State Highway 112A (i): Between Del Norte and junction with US 285 (PSL7010)



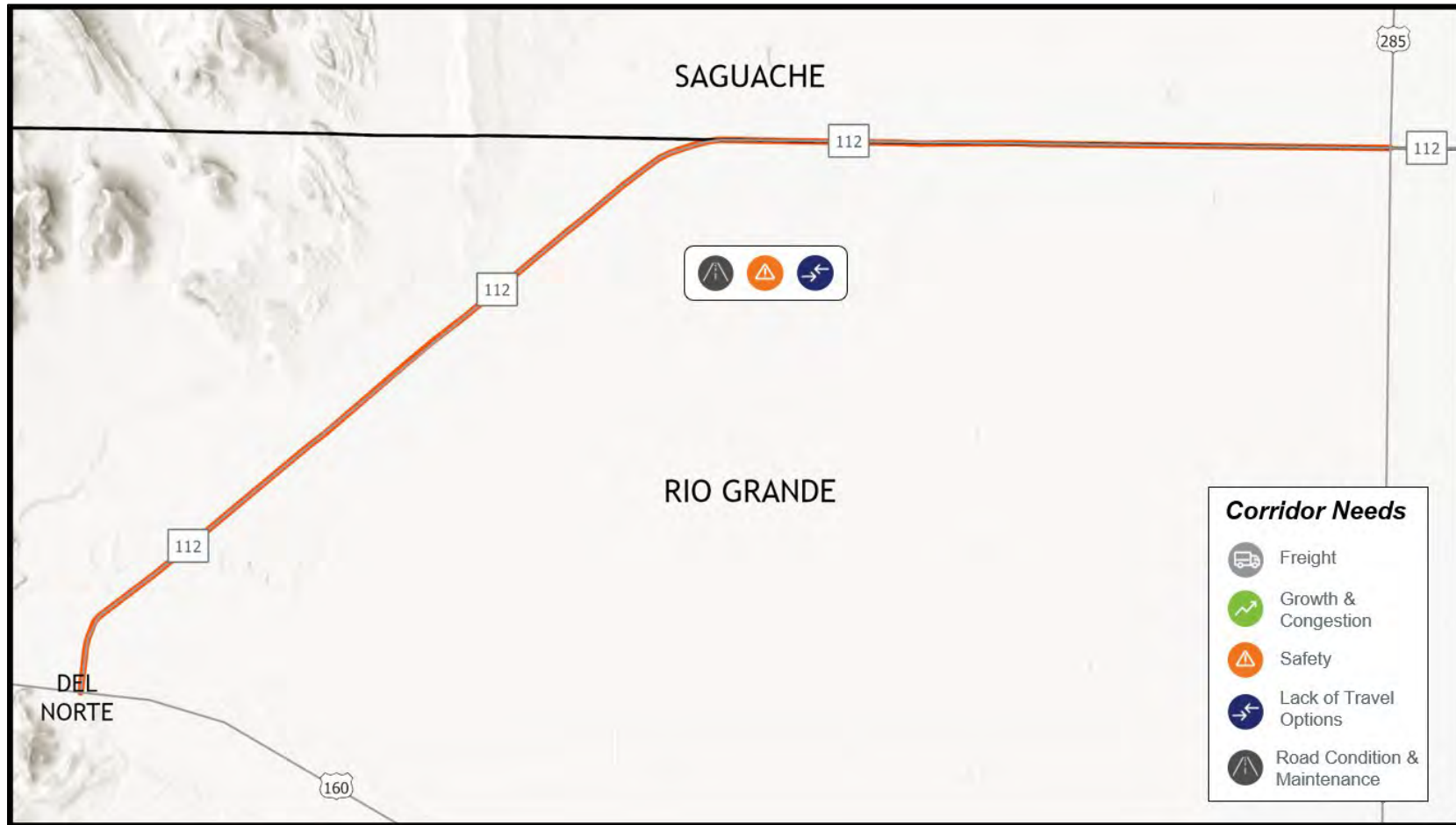
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of: 65+ population, minority and disabled population
<i>Freight Safety</i>	Hazmat route
<i>Transit</i>	Eagle Line operates on corridor (Center - Del Norte - Monte Vista)


<i>Freight Asset Management</i>	Bridge in poor condition east of Del Norte
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Freight Economics</i>	Agricultural corridor




Corridor Needs: State Highway 112A (i): Between Del Norte and junction with US 285 (PSL7010)



Corridor Needs

 Address bridge in poor condition

 Accommodate travel needs of vulnerable populations

 Eliminate shoulder deficiencies



Corridor Projects: State Highway 112A (i): Between Del Norte and Junction with US 285 (PSL7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 112 Bridge Projects	Four bridges need widening from Del Norte to Center.	2045				\$3.00
SH 112 Passing Lane	Del Norte to Center	2046				\$3.00
SH 112 Demand Response	Daily local demand response service and assist with development of service plan for Central SLV. Connect with other sections of TPR and Bustang Outrider. Operating cost of \$200,000 per year plus 2 new cutaway vehicles at \$80,000 each.	2047				\$3.60
Construct Intersection Improvements at SH 112/Road 10 North (Rio Grande County)	-	2048				\$2.50
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 112A (i):Between Del Norte and Junction with US 285 (PSL7010)



Asset Management

- SH 112 Bridge Projects



Mobility

- SH 112 Demand Response
- New Essential Bus Service from Durango to Denver
- SH 112 Passing Lane



Safety

- Construct Intersection Improvements at SH 112/Road 10 North (Rio Grande County)



State Highway 112A (ii): From US 285 to SH 17 (PSL7011)



Corridor Name

State Highway 112A (ii): From US 285 to SH 17

Corridor Vision

The Vision for the SH 112 A - US 285 to SH 17 corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor serves as a multi-modal local facility, acts as Main Street in the Town of Center, and provides a link between Center and Hooper. Many local residents commute to Alamosa or agriculture based employment throughout the Valley

Corridor Designations

- None

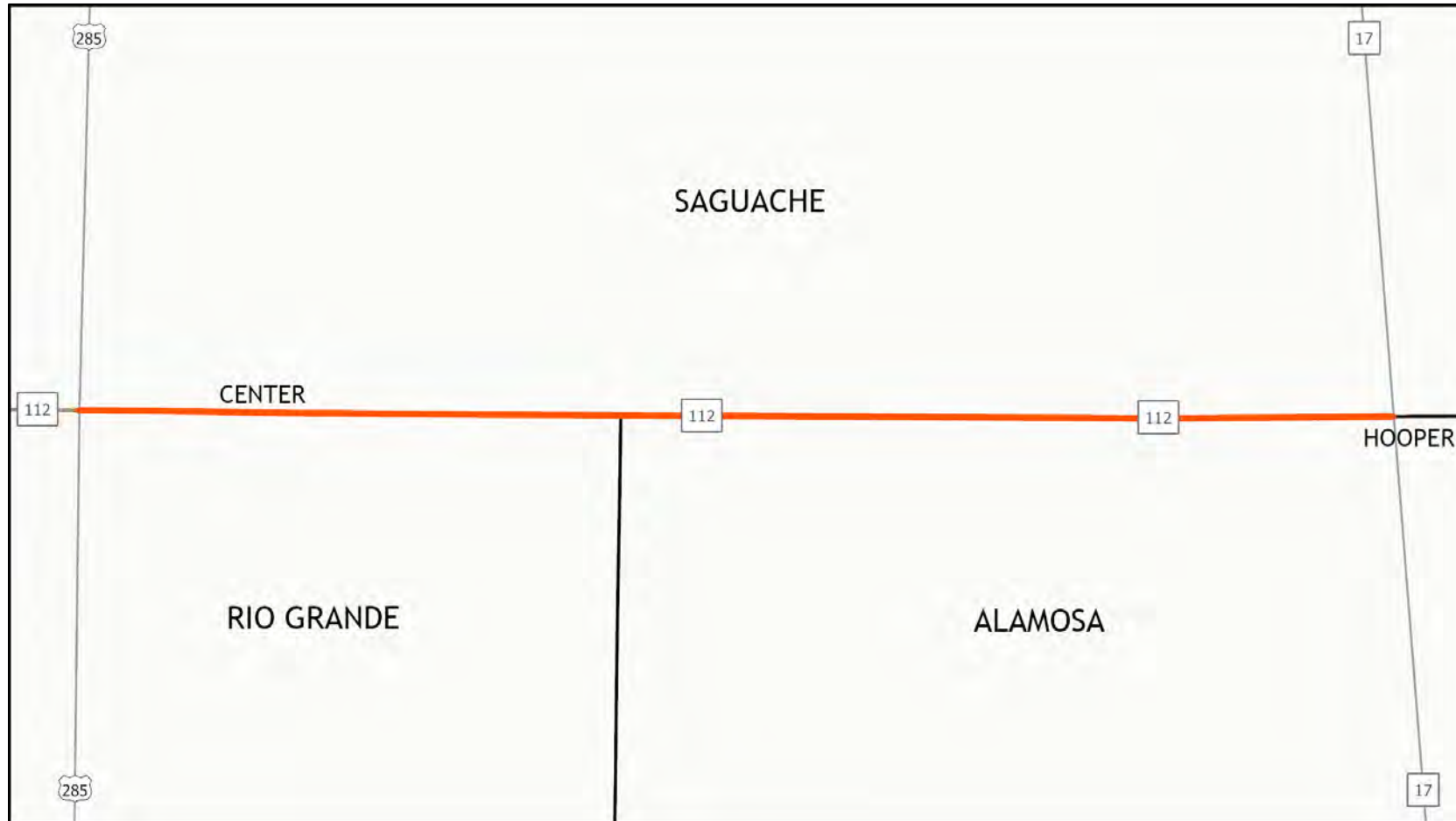
What we heard about the Corridor

- 3 comments
- Desire for passing lanes
- Desire for safe routes to schools
- Desire for pedestrian improvements (Center)





Key Data Findings: State Highway 112A (ii): From US 285 to SH 17 (PSL7011)

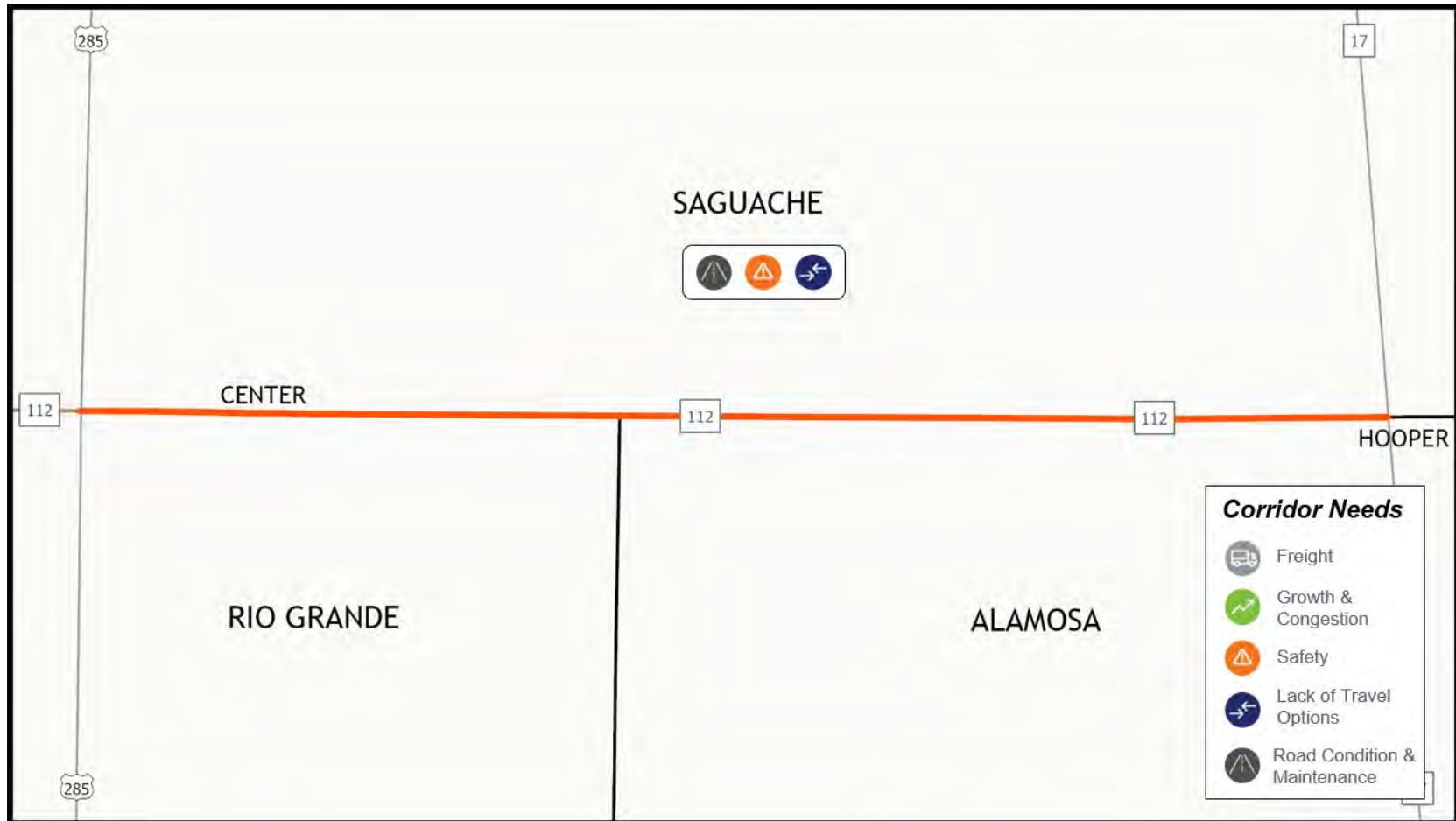


Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population	<i>Freight Asset Management</i>	Low drivability life
<i>Freight Safety</i>	5 sections with shoulders < 2' (near Hooper)	<i>Bicycling</i>	High stress for bicycling
<i>Transit</i>	Eagle Line operates on corridor (Center - Del Norte - Monte Vista)	<i>Resiliency</i>	Crosses 100-year floodplain Low redundancy
		<i>Economics</i>	High concentration of jobs in Center
		<i>Freight Economics</i>	Agricultural corridor



Corridor Needs: State Highway 112A (ii): From US 285 to SH 17 (PSL7011)



Corridor Needs

Address pavement condition where drivability is poor

Eliminate shoulder deficiencies

Accommodate travel needs of vulnerable populations



Corridor Projects: State Highway 112A (ii): From US 285 to SH 17 (PSL7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 112 Demand Response	Daily local demand response service and assist with development of service plan for Central SLV. Connect with other sections of TPR and Bustang Outrider. Operating cost of \$200,000 per year plus 2 new cutaway vehicles at \$80,000 each.	2047				\$3.60
Consider Speed Limit Reduction in the Town of Center	-	2049		-		\$0.10
Pedestrian Crossing on SH 112	Install a Pedestrian Crossing on SH 112 in the Town of Center at the School	2050				\$0.75
Center Park-n-Ride	Park-n-Ride and Bus Pullouts (Eagle Shuttle) in Center	2538				\$0.75

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

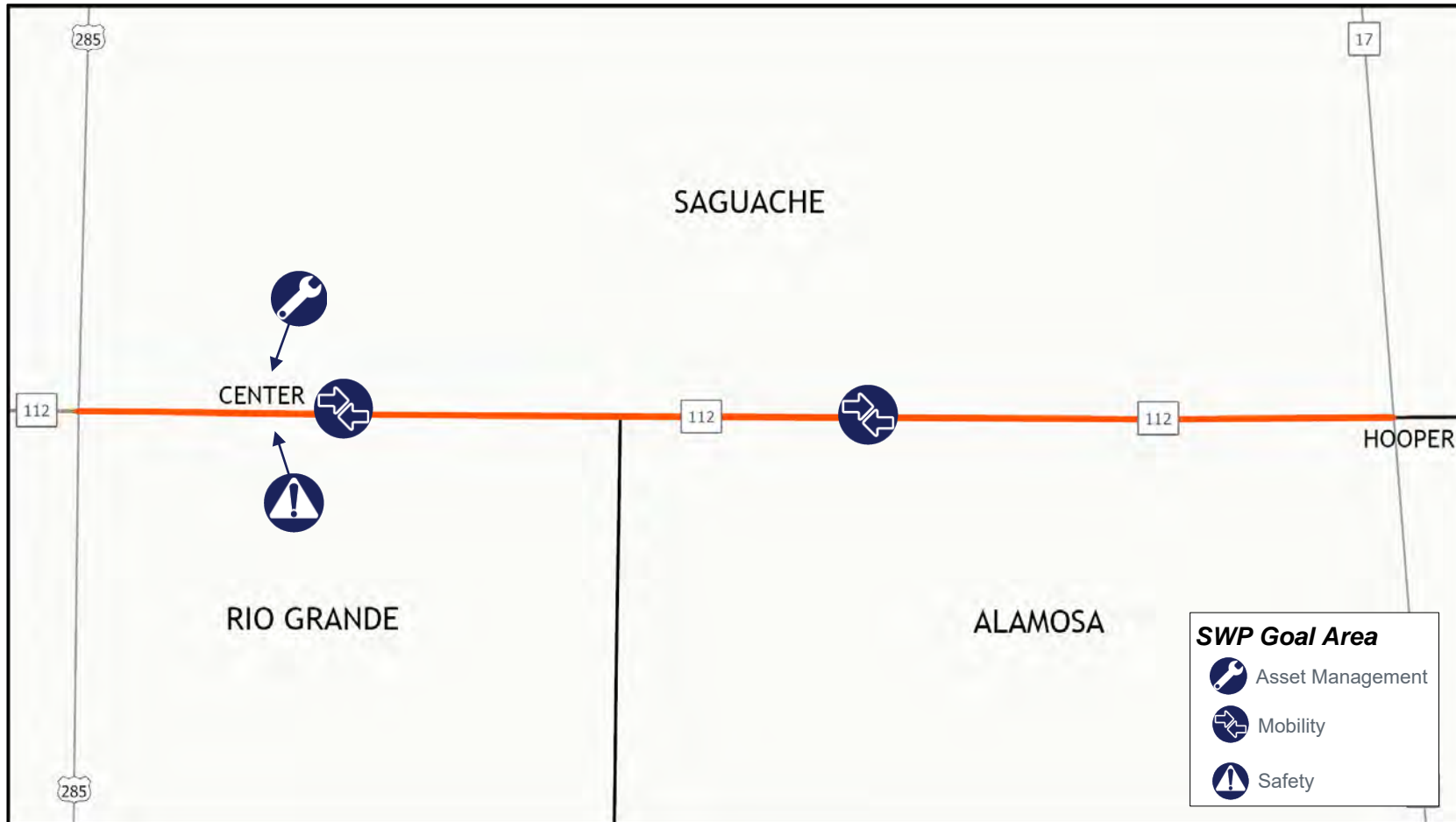
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation


SWP Goal Area

- Asset Management
- Mobility
- Safety




Project Based Strategies: State Highway 112A (ii): From US 285 to SH 17 (PSL7011)




 **Asset Management**

- Pedestrian Crossing on SH 112

 **Mobility**

- SH 112 Demand Response
- Center Park-n-Ride

 **Safety**

- Consider Speed Limit Reduction in the Town of Center



State Highway 114A: Between Gunnison and Saguache (PSL7012)

Corridor Name

State Highway 114A: Between Gunnison and Saguache

Corridor Vision

The Vision for the SH 114 A - East of Gunnison to Jct. US 285 (Saguache) corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor connects to places outside the region, and makes east-west connections via Cochetopa Pass, connecting the San Luis Valley to the US 50 corridor west of Monarch Pass. Communities along the corridor depend on tourism, access to recreation, forestry and agriculture.

Corridor Designations

- None (In the process of being identified by Parks as part of Old Spanish Trails)

What we heard about the Corridor

- 8 comments
- Desire for reduced speeds/traffic calming
- Desire for multimodal improvements and designations for economic revitalization
- Interest on signage improvements
- Concerns about safety (lots of wildlife, loggers, cattle and hunting)
- Desire for intersection improvements (114/285)
- Desire for better recreational access





Key Data Findings: State Highway 114A: Between Gunnison and Saguache (PSL7012)



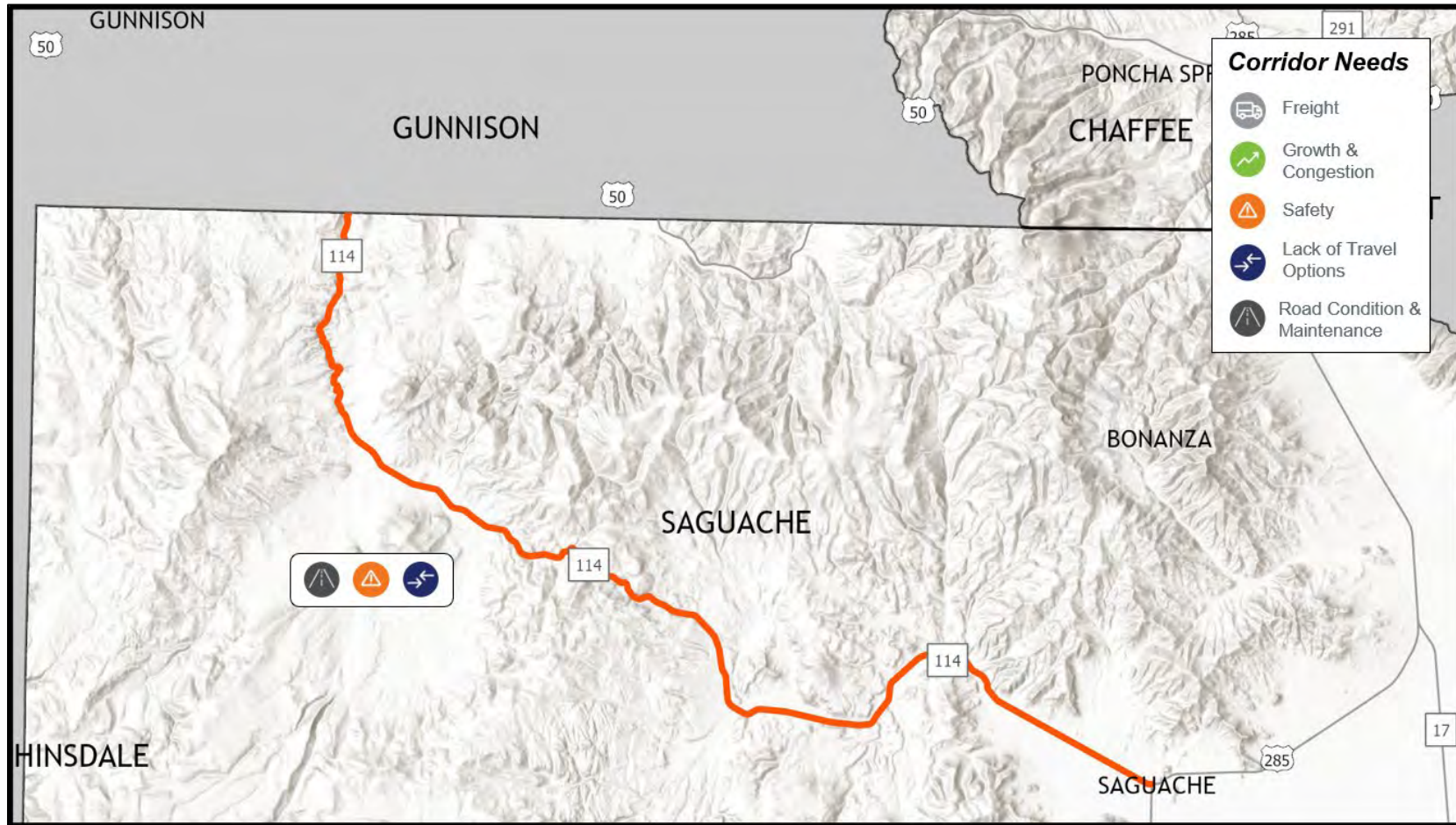
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population and low income population.
Safety	Majority of corridor with shoulders < 2' 4 sections with elevated crash pattern (LOSS 3 or 4) (near TPR border and West of Saguache)
Asset Management	Sections of low drivability life west of Saguache Creek







Bicycling	High stress for bicycling
Resiliency	Low redundancy



Corridor Needs: State Highway 114A: Between Gunnison and Saguache (PSL7012)



Corridor Needs

-  Address pavement condition where drivability is poor
-  Improve safety concerns
-  Mitigate elevated crash patterns
-  Improve access to recreation
-  Eliminate shoulder deficiencies
-  Accommodate travel needs of vulnerable populations



Corridor Projects: State Highway 114A:Between Gunnison and Saguache (PSL7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 114 Demand Response	New Limited local demand response service 2 days per week connecting to service In Gunnison County. Operating cost of \$75,000 per year, requires 1 new cutaway vehicle at \$80,000	2051				\$1.55
MP 8.5 to MP 42.5	Rural Road Surface Treatment	84				\$12.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

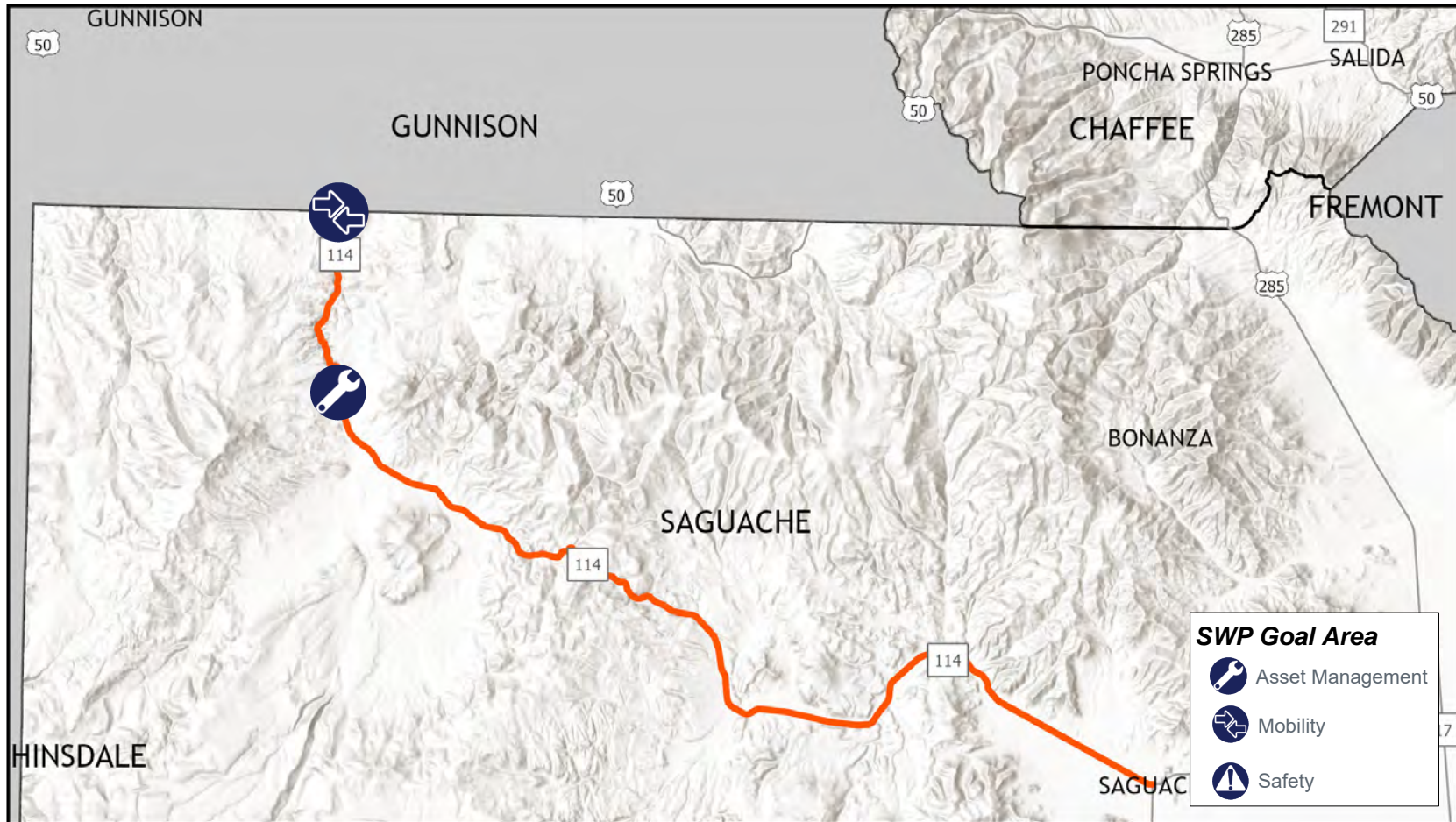
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 114A:Between Gunnison and Saguache (PSL7012)



Asset Management

- MP 8.5 to MP 42.5



Mobility

- SH 114 Demand Response



Safety

- No projects have been identified for this goal area



State Highway 136A: Between La Jara and Sanford (PSL7013)



Corridor Name

State Highway 136A: Between La Jara and Sanford

Corridor Vision

The Vision for the SH 136 A - La Jara to Sanford corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides local access and makes east-west connections within the northeast Conejos County area.

Corridor Designations

- None

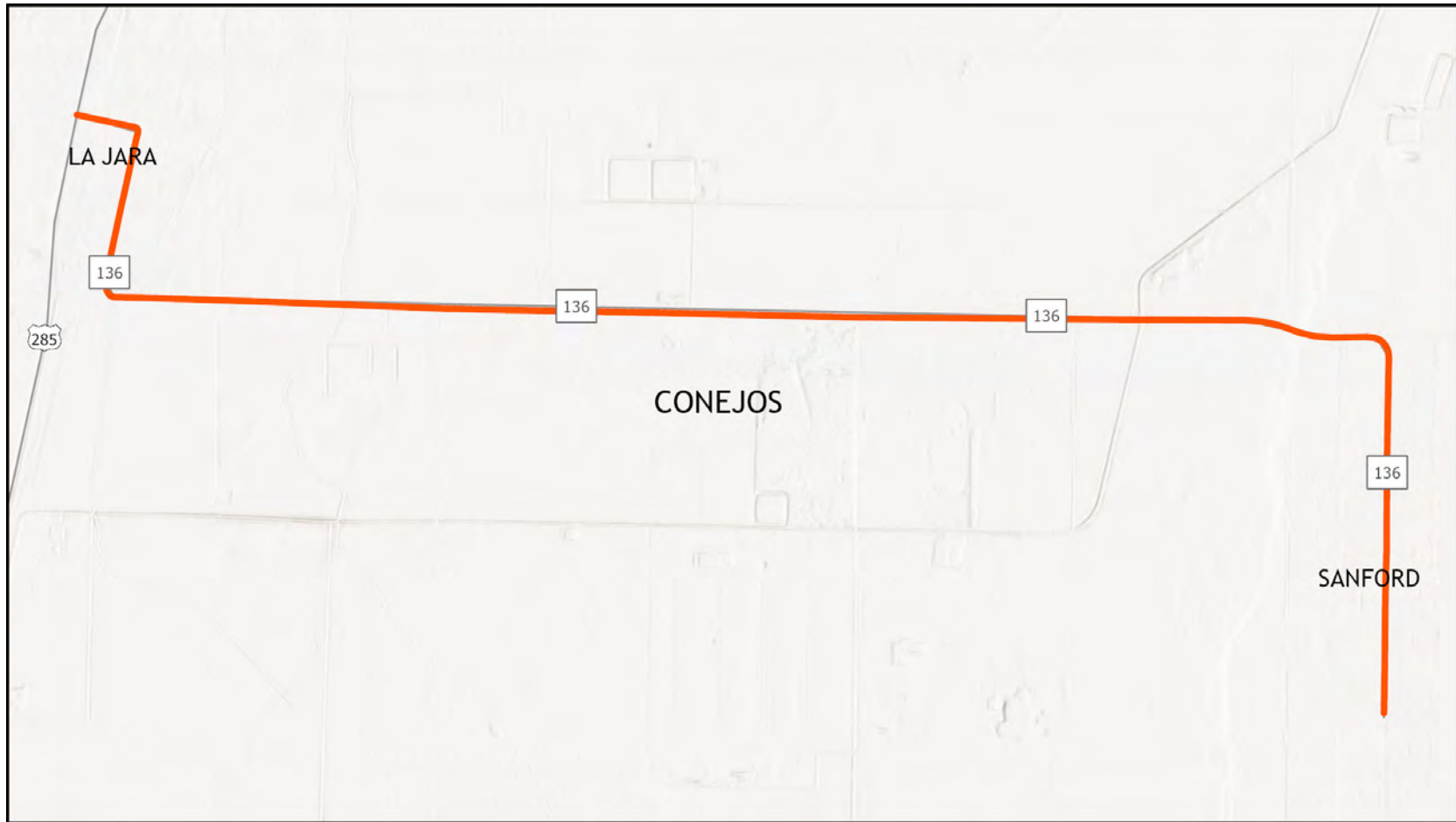
What we heard about the Corridor

- 4 comments
- Concerns about safety
- Desire for safe turn lane
- Desire for bicycle/pedestrian facilities





Key Data Findings: State Highway 136A: Between La Jara and Sanford (PSL7013)



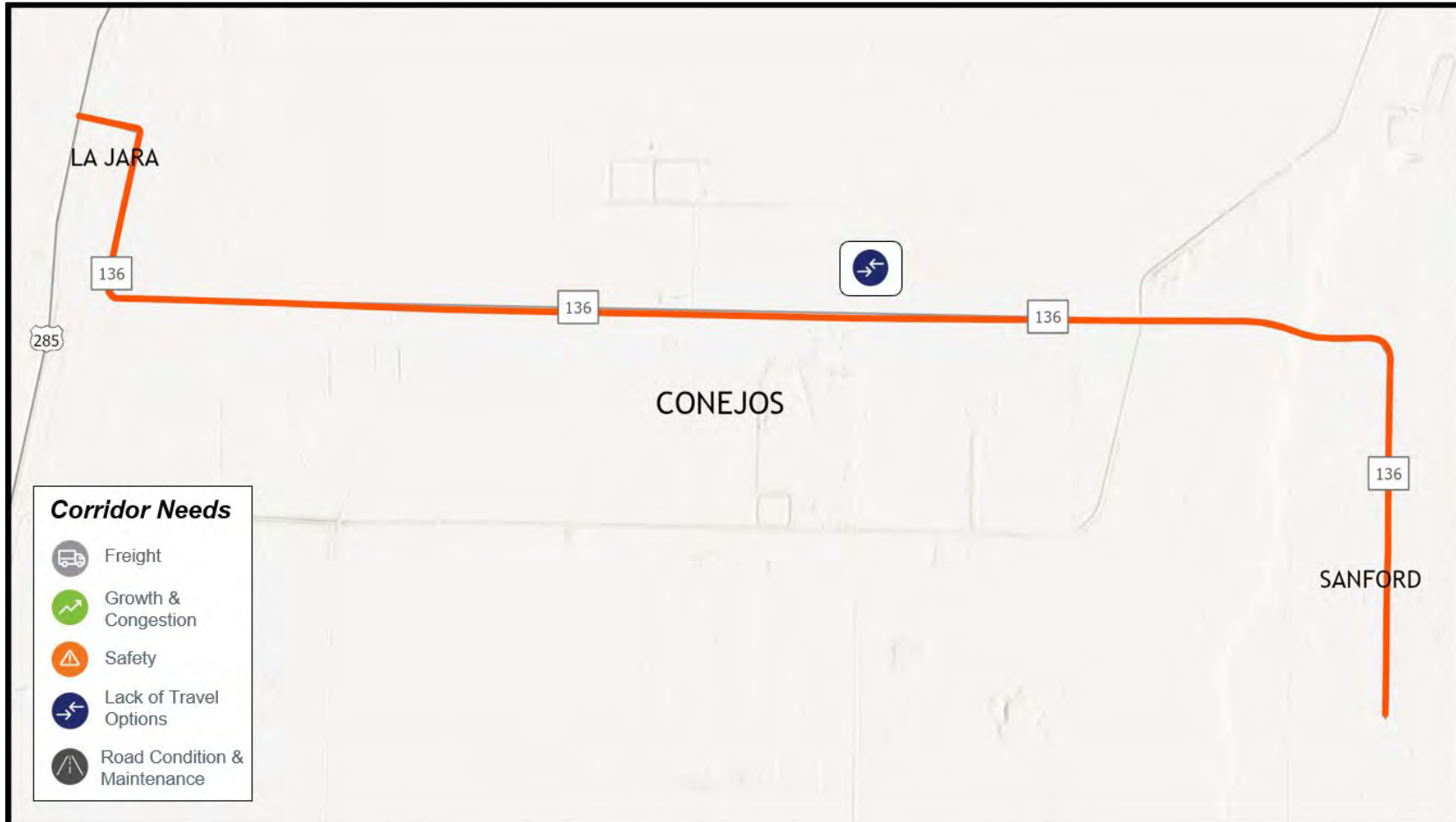
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population
<i>Bicycling</i>	High stress for bicyclist
<i>Pedestrian Economics</i>	Main street through La Jara


<i>Resiliency Freight</i>	Low redundancy
<i>Freight Economics</i>	Agricultural corridor




Corridor Needs: State Highway 136A: Between La Jara and Sanford (PSL7013)



Corridor Needs

 Accommodate travel needs of vulnerable populations

 Enhance walkability in areas with high pedestrian demand (bus stops, downtowns)



Corridor Projects: State Highway 136A: Between La Jara and Sanford (PSL7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
Construct Safety Improvements on SH 136 between La Jara and Sanford	-	2052		-		-
SH 136 La Jara East	Rural road surface treatment	2630				\$2.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 136A: Between La Jara and Sanford (PSL7013)



Asset Management

- SH 136 La Jara East



Mobility

- Southern SLV Demand Response



Safety

- Construct Safety Improvements on SH 136 between La Jara and Sanford



State Highway 142A: Between Romeo and San Luis (PSL7014)



Corridor Name

State Highway 142A: Between Romeo and San Luis

Corridor Vision

The Vision for the SH 142 A - Romeo to SH 159 corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor serves local access needs and makes east-west connections within the lower San Luis Valley area. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway.

Corridor Designations

- Scenic Byway (Los Caminos Antiguos)

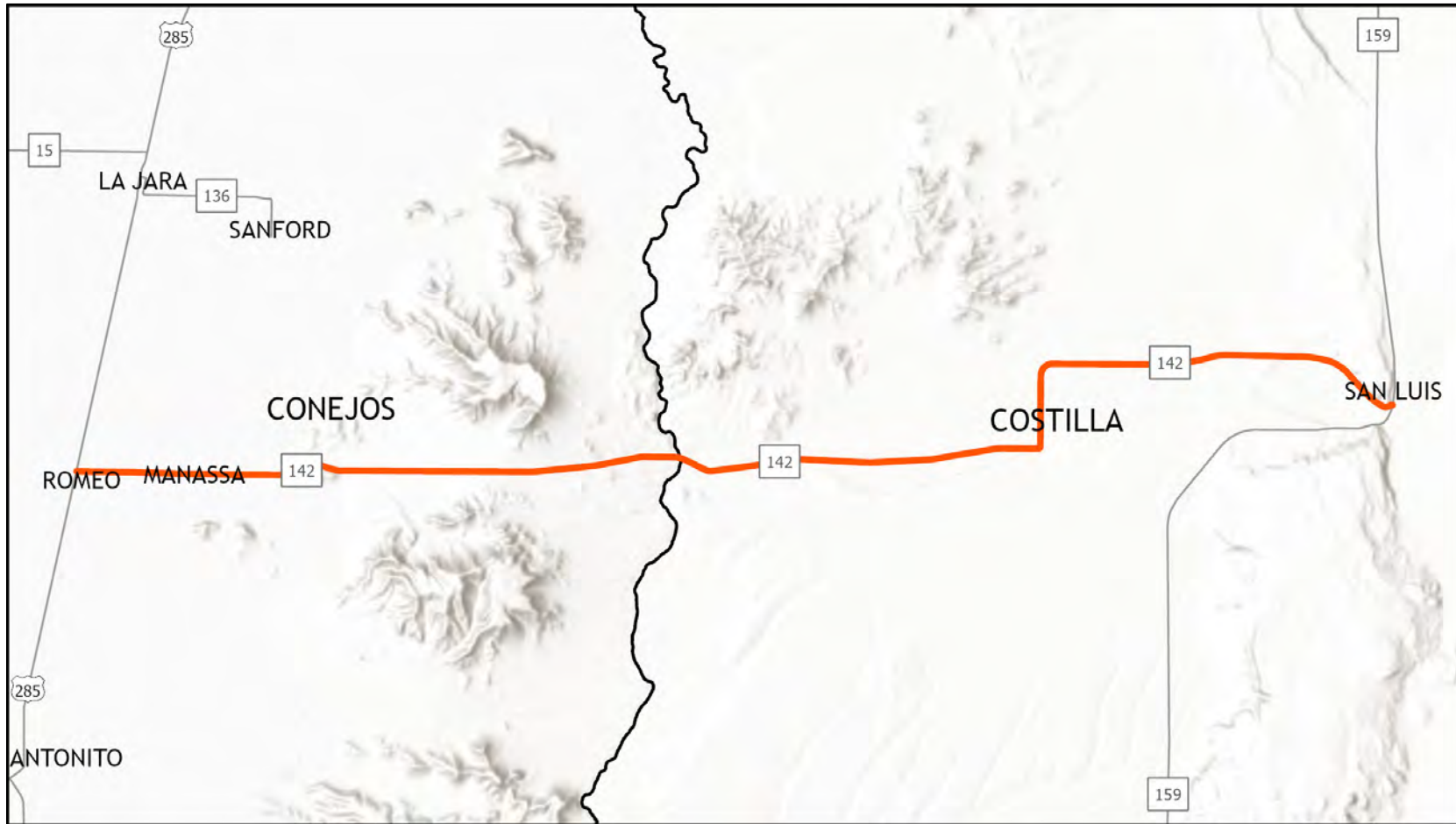
What we heard about the Corridor

- 3 comments
- Concerns about safety
- Desire for wider shoulders
- Concerns about pavement condition





Key Data Findings: State Highway 142A: Between Romeo and San Luis (PSL7014)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, low income population, and minority population
Freight Safety	Majority of corridor with shoulders < 2'
Freight Asset Management	Bridge in poor condition east of Manassa

Bicycling	High stress for bicycling
Pedestrian Economics	Main Street through Manassa
Resiliency	Low redundancy
Freight Economics	Agricultural corridor Provides access to recreational area



Corridor Needs: State Highway 142A: Between Romeo and San Luis (PSL7014)



Corridor Needs

- Address bridge in poor condition
- Eliminate shoulder deficiencies
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown)
- Accommodate travel needs of vulnerable population



Corridor Projects: State Highway 142A:Between Romeo and San Luis (PSL7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
Timber bridge replacement. P-13-D. Structurally Def.	-	2053				\$3.25
Manassa Safe Route To School (SRTS) Project. SA# 22531.	Bike lanes and ped improvements to improve access to Manassa Elementary.	2073		 		\$0.35

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 142A:Between Romeo and San Luis (PSL7014)



Asset Management

- Timber bridge replacement. P-13-D. Structurally Def.



Mobility

- Southern SLV Demand Response



Safety

- Manassa Safe Route To School (SRTS) Project. SA# 22531.



State Highway 149A: Between South Fork to the Mineral and Hinsdale County Line (PSL7015)



Corridor Name

State Highway 149A: Between South Fork to the Mineral and Hinsdale County Line

Corridor Vision

The Vision for the SH 149 A - South Fork to Mineral/Hinsdale County Line corridor is primarily improve safety as well as to maintain system quality and to increase mobility.

Corridor Description

This corridor connects to places outside the region and makes north-south connections on the Silver Thread Scenic Byway, between South Fork and Lake City via Slumgullion Pass. The transportation system provides access to recreational facilities, mining, freight, and forestry for economic activity in the area.

Corridor Designations

- Scenic Byway (Silver Thread)

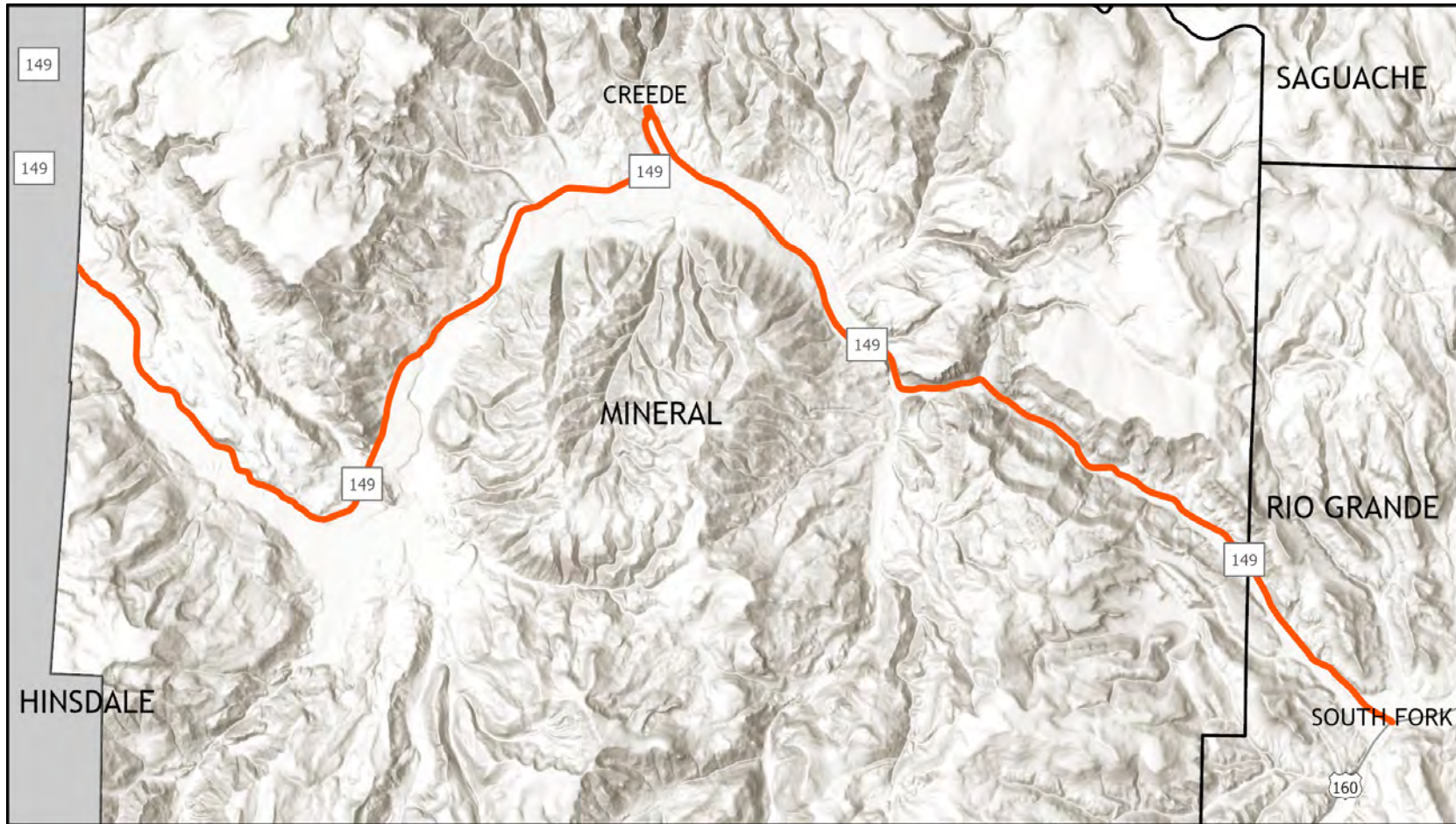
What we heard about the Corridor

- 14 comments
- Poor pavement condition
- Interest in signage improvements
- Concerns about safety
- Desire for more transit
- Concerns about rock falls
- Desire for bicycle facilities
- Concerns about resilience





Key Data Findings: State Highway 149A: Between South Fork to the Mineral and Hinsdale County Line (PSL7015)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population and disabled population
<i>Safety</i>	Majority of corridor with shoulders < 2'
<i>Asset Management</i>	Low drivability life west of Creede. Main Street through Creede (DOLA affiliated Main Street)




<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Economics</i>	Provides access to recreational area



Corridor Needs: State Highway 149A: Between South Fork to the Mineral and Hinsdale County Line (PSL7015)



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Accommodate travel needs of vulnerable populations
-  Eliminate shoulder deficiencies



Corridor Projects: State Highway 149A: Between South Fork to the Mineral and Hinsdale County Line (PSL7015)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 149 Passing and Pull-out Project	Topographic constraints. Will need walls or cuts. No crash hot spots.	2054				\$4.00
Install Intersection Signing at SH 149/Airport Road in Creede	-	2056				\$1.00
Creede Eagle Intersect	Fixed route/demand response hybrid service to Creede, South Fork, Del Norte, Monte Vista, Alamosa (connects with Eagle to Salida on Tuesdays and Alamosa on Wednesday) Assumes service 5 days/week and two new vehicles \$80k each.	2537				\$2.16
North of Creede from MP 0 to MP 42.3	Rural Road Surface Treatment	81				\$16.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 149A: Between South Fork to the Mineral and Hinsdale County Line (PSL7015)



Asset Management

- North of Creede from MP 0 to MP 42.3



Mobility

- Creede Eagle Intersect
- SH 149 Passing and Pull-out Project



Safety

- Install Intersection Signing at SH 149/Airport Road in Creede



State Highway 150A: US 160 to Great Sand Dunes National Park and Reserve (PSL7016)



Corridor Name

State Highway 150A: US 160 to Great Sand Dunes National Park and Reserve

Corridor Vision

The Vision for the SH 150 A - US 160 to Great Sand Dunes National Park and Reserve corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

This corridor serves as a multi-modal local facility, provides local access, and connects to the Great Sand Dunes National Park. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway.

Corridor Designations

- Section of Scenic Byway, US 160 to JCT Ln 6 (Los Caminos Antiguos)

What we heard about the Corridor

- 4 Comments
- Desire for bicycle facilities
- Concerns about tourism congestion
- Concerns about crash patterns





Key Data Findings: State Highway 150A: US 160 to Great Sand Dunes National Park and Reserve (PSL7016)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population and disabled population
Safety	Majority of corridor with shoulders < 2' 1 section with elevated crash pattern (LOSS 3 or 4)
Bicycling	High stress for bicycling
Resiliency	Low redundancy
Economics	Provides access to recreational area (Sand Dunes National Park)

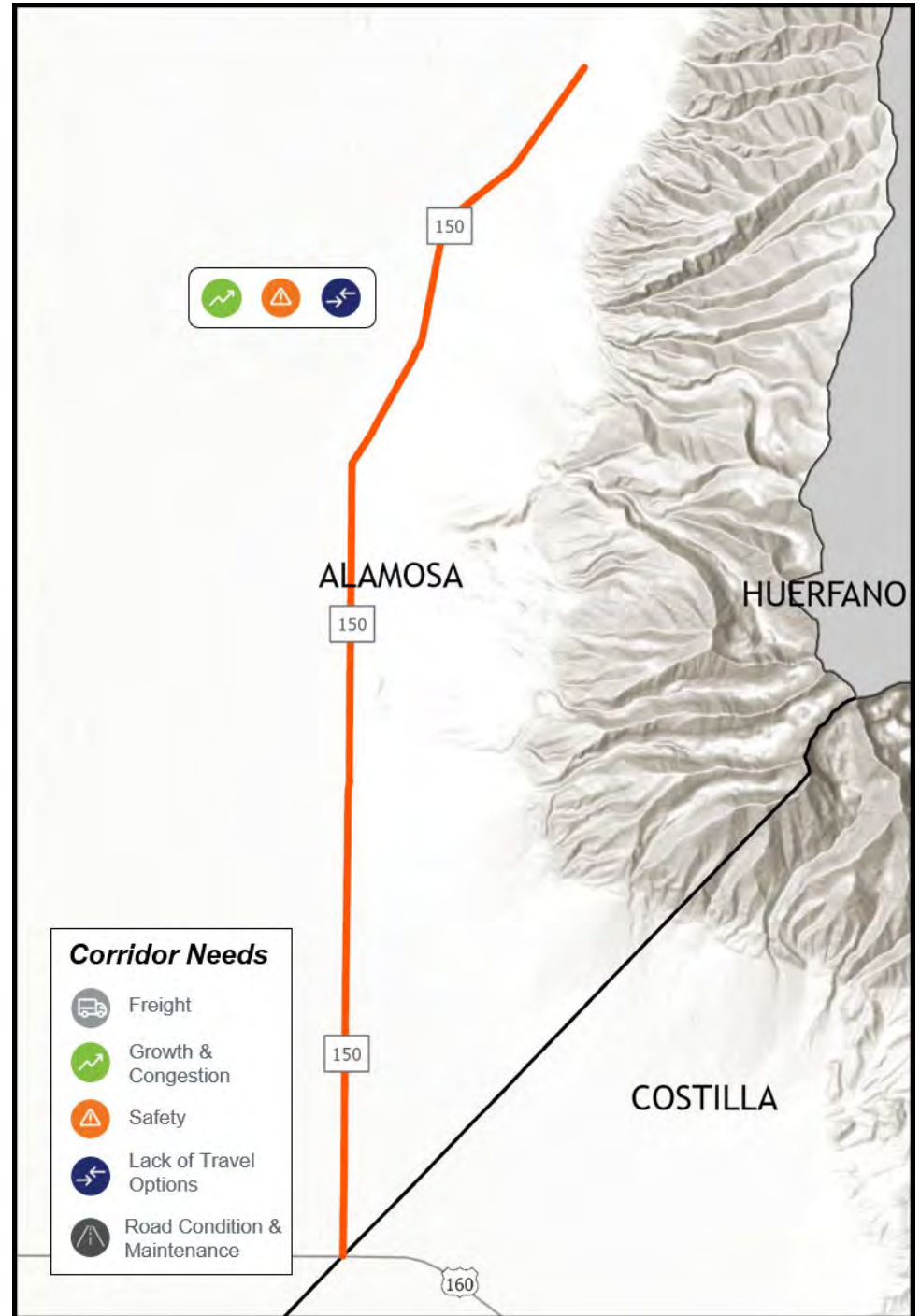




Corridor Needs: State Highway 150A: US 160 to Great Sand Dunes National Park and Reserve (PSL7016)

Corridor Needs

- △ Improve bicycle accommodation
- △ Mitigate elevated crash patterns
- △ Eliminate shoulder deficiencies
- ↔ Accommodate travel needs of vulnerable populations
- ⤴ Accommodate seasonal increases in tourism activity and associated congestion





Corridor Projects: State Highway 150A:US 160 to Great Sand Dunes National Park and Reserve (PSC7016)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this goal area	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- No projects have been identified for this goal area



Safety

- No projects have been identified for this goal area

SWP Goal Area

- Asset Management
- Mobility
- Safety





State Highway 159A: New Mexico state line to Fort Garland (PSL7017)



Corridor Name

State Highway 159A: New Mexico state line to Fort Garland

Corridor Vision

The Vision for the SH 159 A - New Mexico state line to Fort Garland corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor connects to places outside the region, making north-south connections from the lower San Luis Valley to Taos, New Mexico. The entire corridor is part of Los Caminos Antiguos Scenic and Historic Byway.

Corridor Designations

- Section of Scenic Byway, SH 160 to SH 142 (Los Caminos Antiguos)

What we heard about the Corridor

- 8 comments
- Poor pavement condition
- Safety concerns
- Concerns about wildlife mitigation
- Desire for reduced speeds/traffic calming
- Desire for pedestrian improvements (Fort Garland)

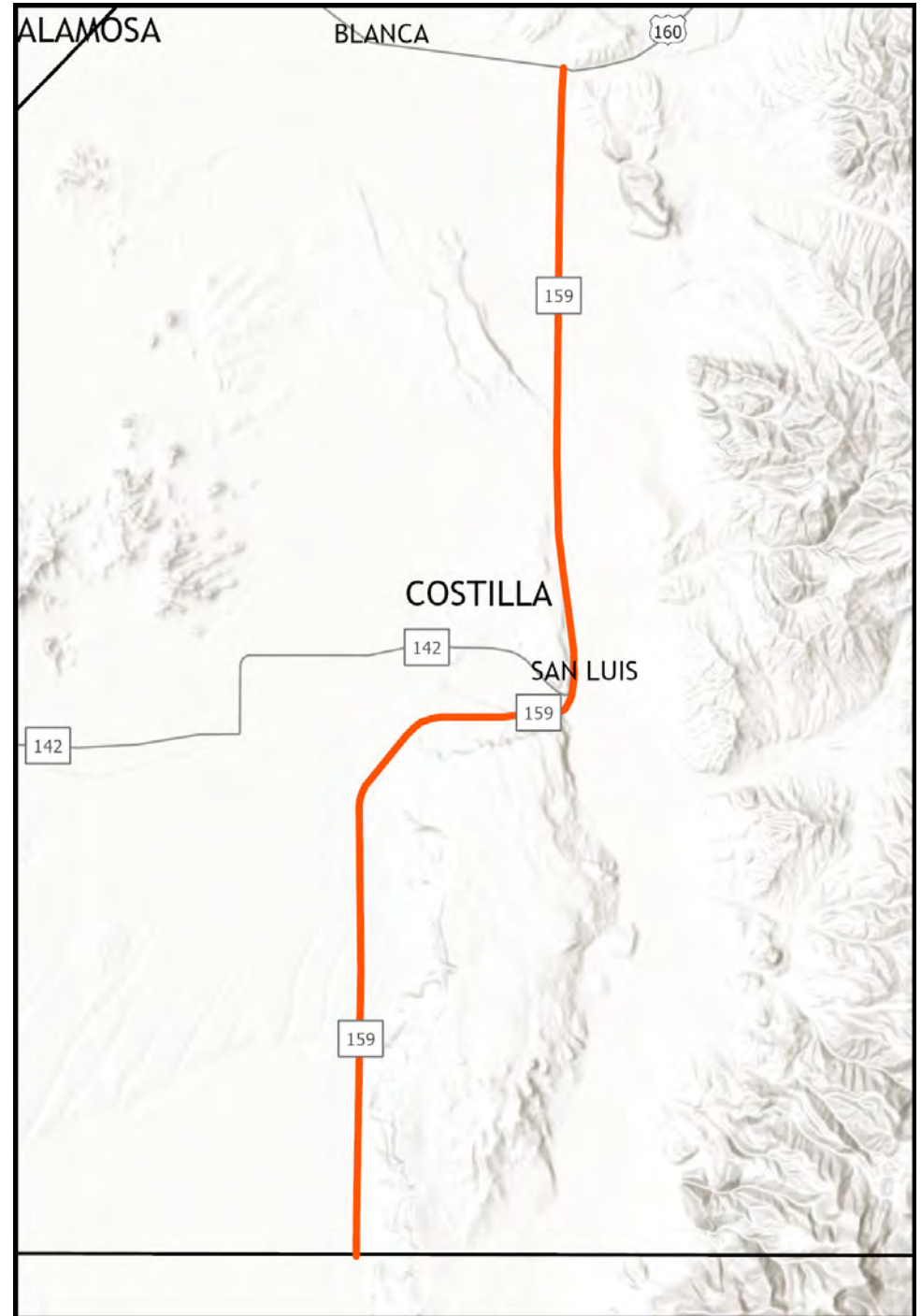




Key Data Findings: State Highway 159A: New Mexico state line to Fort Garland (PSL7017)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, disabled population, low income population, and minority population
<i>Freight Safety</i>	2 sections with shoulders < 2' (Garcia and San Luis)
<i>Bicycling</i>	High stress for bicycling
<i>Pedestrian Economics</i>	Main Street through San Luis (DOLA affiliated Main Street)
<i>Resiliency Freight</i>	Low redundancy
<i>Freight Economics</i>	Agricultural corridor
<i>Economics</i>	Provides access to recreational area





Corridor Needs: State Highway 159A: New Mexico state line to Fort Garland (PSL7017)

Corridor Needs

- ↔ Accommodate travel needs of vulnerable populations
- ↔ Enhance walkability in areas with high pedestrian demand
(downtown areas)
- ⚠ Eliminate shoulder deficiencies





Corridor Projects: State Highway 159A:New Mexico state line to Fort Garland (PSL7017)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Regional Fixed-Route Service between Alamosa and Costilla, NM	Establish fixed services from Alamosa to Costilla, NM to interchange with Blue Bus services; two round trips weekly	1053				\$0.19
New Regional Fixed-Route Service between Alamosa and Saguache	Establish fixed services Saguache to Alamosa via Monte Vista & US 285; two round trips daily, 5 days/week; one bus	1055				\$0.62
Perform Pavement Maintenance Along SH 159 in the Town of San Luis	-	2057				\$1.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 159A:New Mexico state line to Fort Garland (PSL7017)



Asset Management

- Perform Pavement Maintenance Along SH 159 in the Town of San Luis



Mobility

- New Regional Fixed-Route Service between Alamosa and Costilla, NM
- New Regional Fixed-Route Service between Alamosa and Saguache



Safety

- See project: Perform Pavement Maintenance Along SH 159 in the Town of San Luis





US Highway 160A(i): SH 84 to west of South Fork (PSL7018)

Corridor Name

US Highway 160A(i): SH 84 to west of South Fork

Corridor Vision

The Vision for the US 160 A - Jct with SH 84 to west of South Fork corridor is primarily to improve safety as well as to maintain system quality. Continued safety and system quality improvements will have the effect of increasing mobility to a degree without constructing new through traffic lanes.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, making east-west connections via Wolf Creek Pass. It supports the movement of freight and provides access to recreational areas as Wolf Creek Ski Area.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R5-3)

What we heard about the Corridor

- 15 comments
- Safety concerns (including trucks)
- Desire for passing lanes
- Desire for wider shoulders
- Desire for public transit

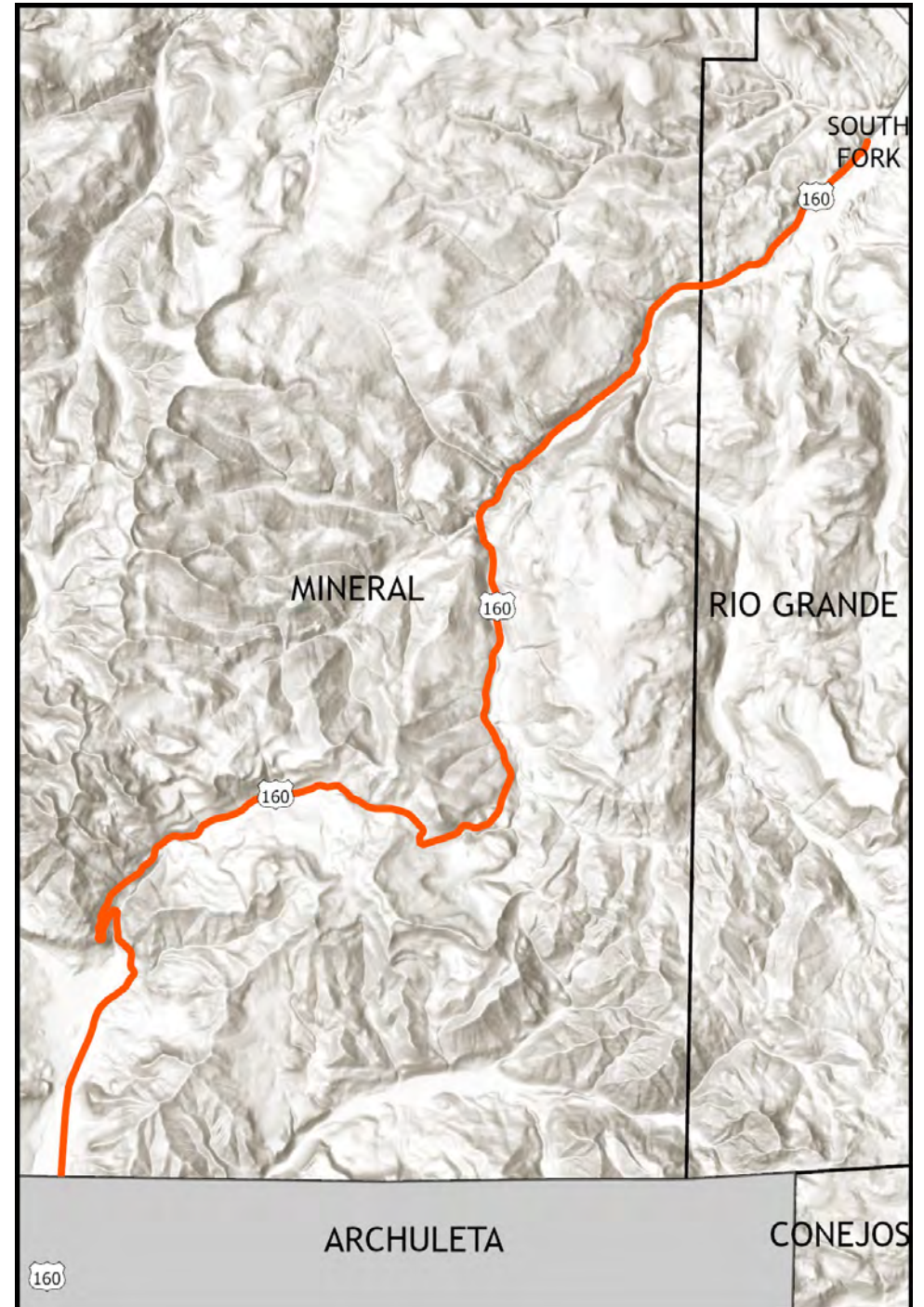




Key Data Findings: US Highway 160A(i): SH 84 to west of South Fork (PSL7018)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population and disabled population
Freight Safety	Hazmat route 2 sections with shoulders < 2' (around the Wolf Creek Pass Overlook and North of Fun Valley Family Resort) 3 sections with elevated crash patterns (LOSS 3 or 4)
Freight Asset Management	Low drivability life near South Fork
Bicycling	High bicycle activity Medium to high stress for bicyclist with a section of high stress
Resiliency	Avalanche path (West of South Fork to Southwest TPR boundary) Low redundancy
Economics	Provides access to recreational area (Wolf Creek Ski Area)

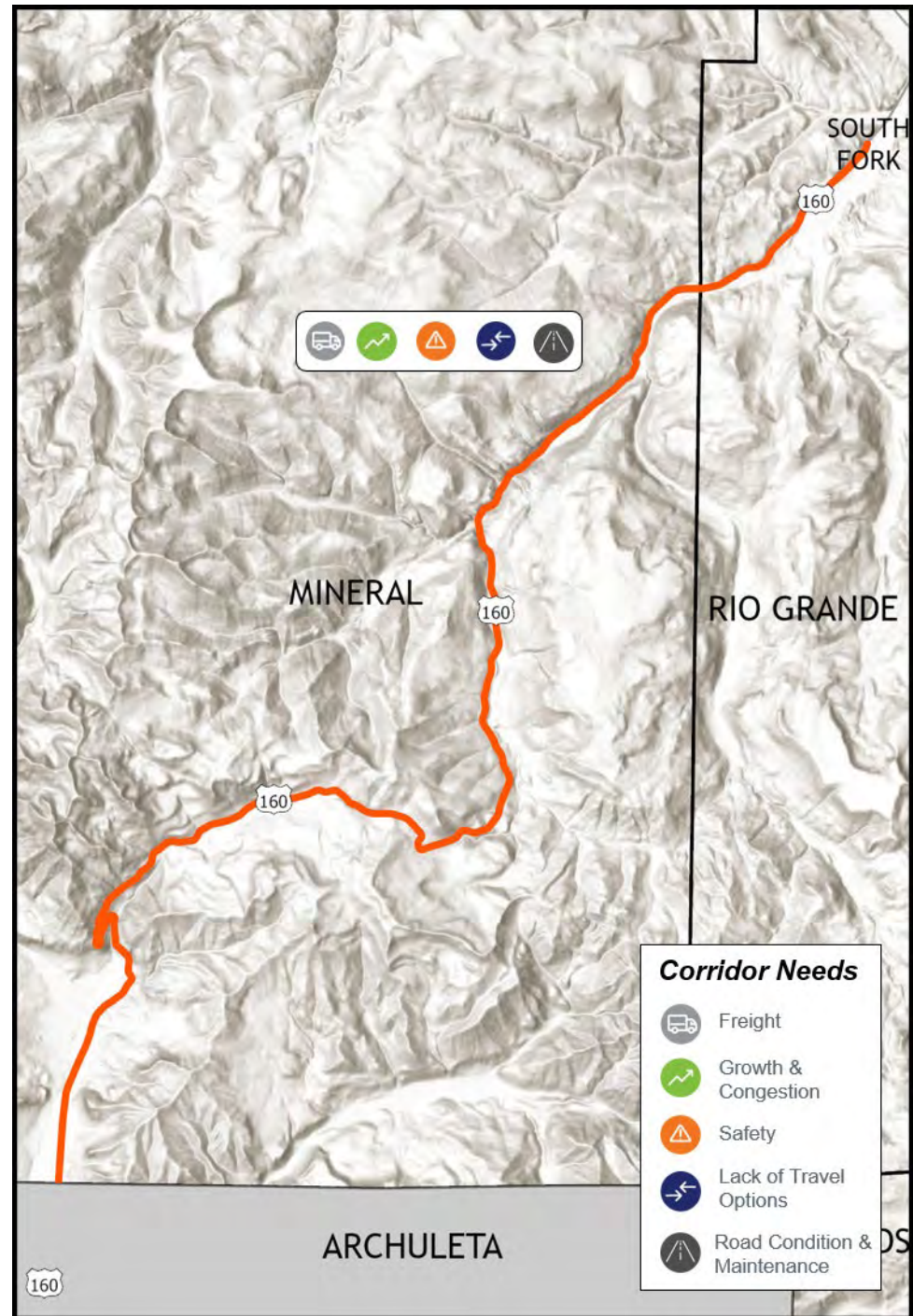




Corridor Needs: US Highway 160A(i): SH 84 to west of South Fork (PSL7018)

Corridor Needs

- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Address pavement condition where drivability life is poor
- Mitigate risk associated with natural disasters (avalanches)
- Accommodate seasonal increases in tourism activity and associated congestion
- Mitigate elevated crash patterns
- Eliminate shoulder deficiencies
- Accommodate travel needs of vulnerable populations
- Improve bicycle accommodation





Corridor Projects: US Highway 160A(i): SH 84 to west of South Fork (PSC7018)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 160A(i): SH 84 to west of South Fork (PSC7018)



Asset Management

- FY 19 and 20 Chain Station Improvements
- US 160 Intelligent Transportation Systems (ITS) Infrastructure (La Plata, Archuleta, and Mineral counties)



Mobility

- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- US 160 and Sherman Avenue in Monte Vista Intersection Improvements
- Coordination with CDOT on Expansion of Outrider Services
- New Essential Bus Service from Durango to Denver

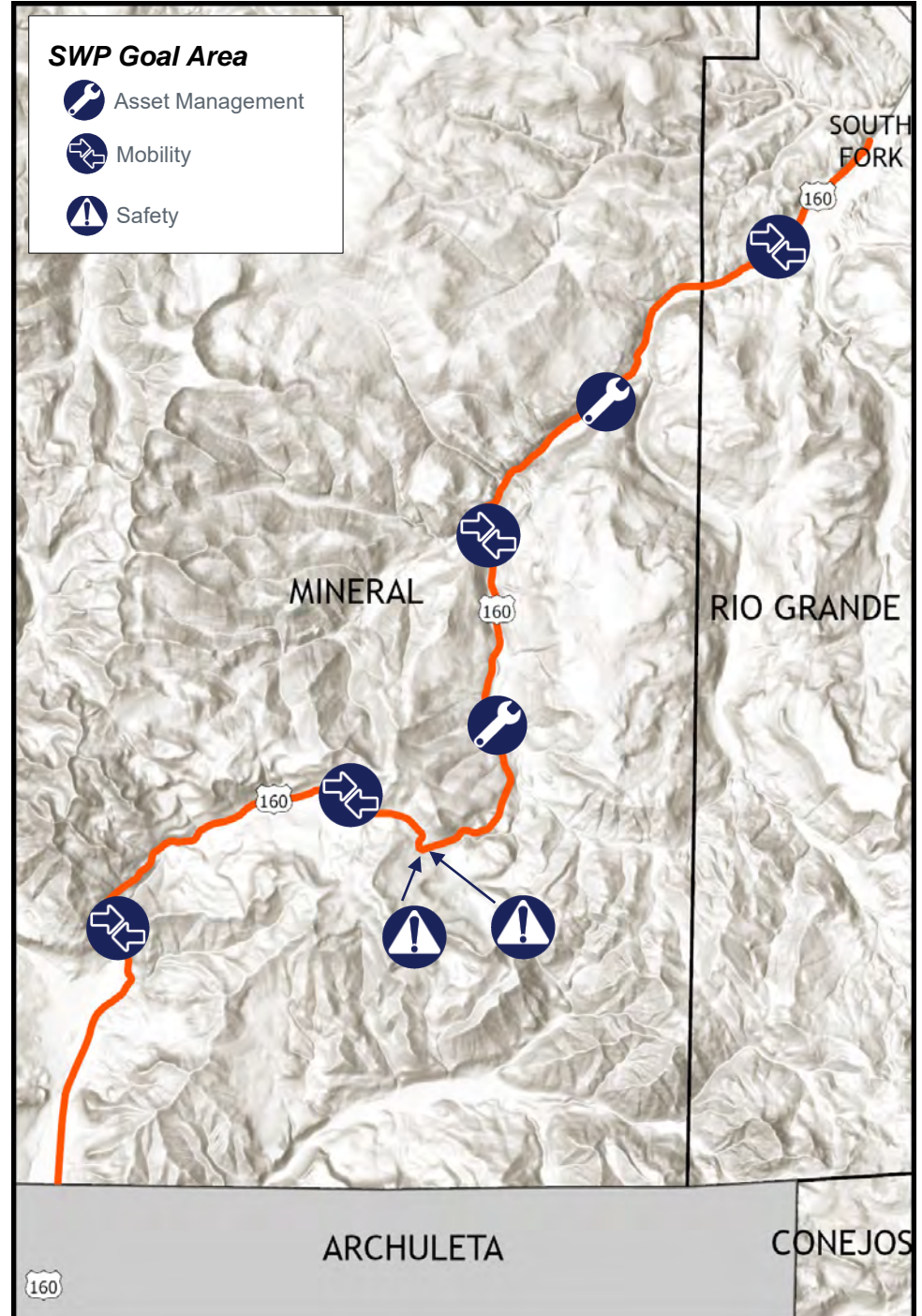


Safety

- US 160: Wolf Creek Pass East Mobility and Safety Improvements
- Wolf Creek Pass - Wildlife Priority

SWP Goal Area

- Asset Management
- Mobility
- Safety





US Highway 160A(ii): Between South Fork and Monte Vista (PSL7019)

Corridor Name

US Highway 160A(ii): Between South Fork and Monte Vista

Corridor Vision

The Vision for the US 160 A -West of South Fork to West of Monte Vista corridor is primarily to maintain system quality and to improve safety.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through southwest Colorado.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R5-3)

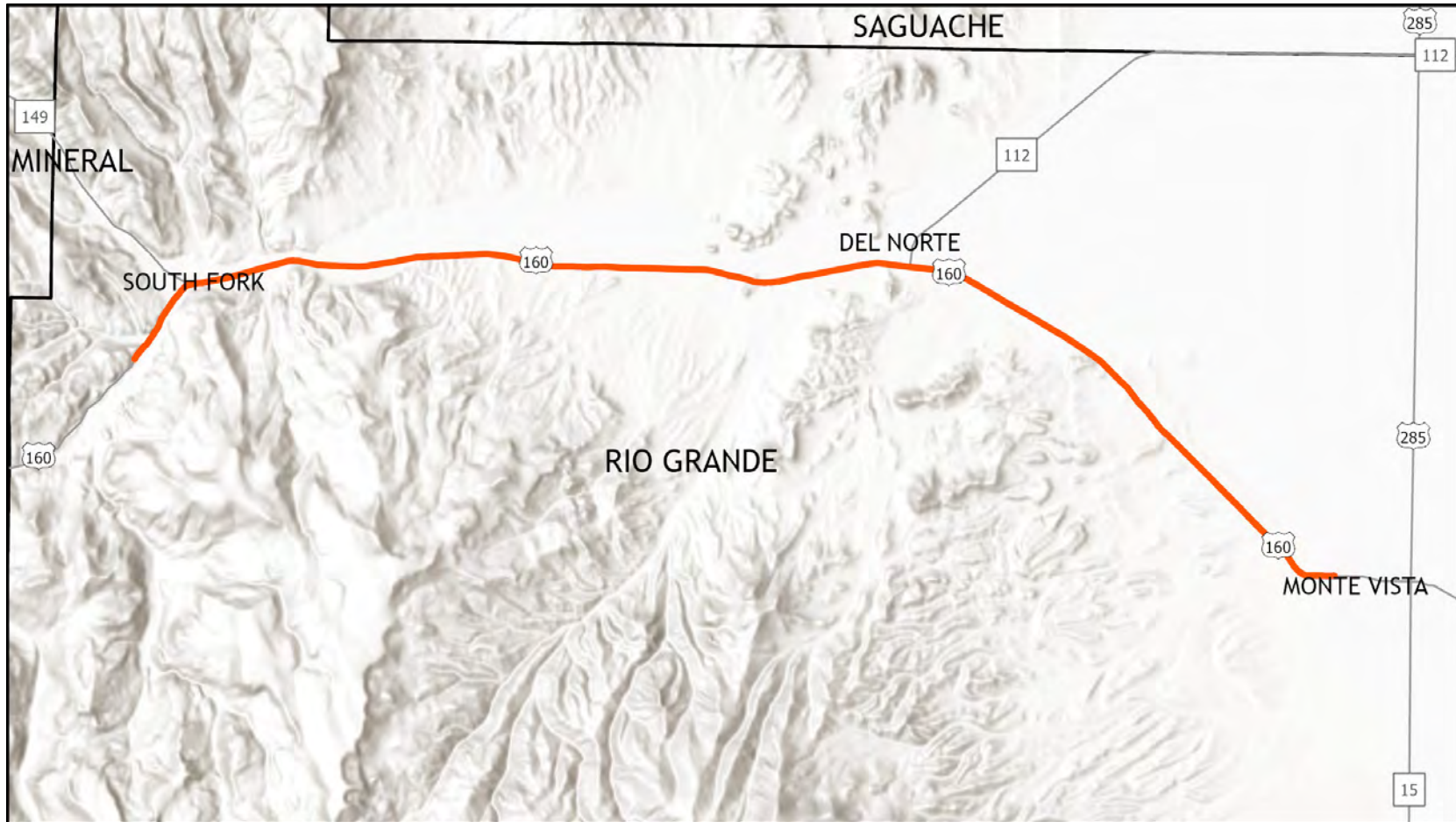
What we heard about the Corridor

- 2 comments
- Desire for roadway expansion
- Desire for passing lanes





Key Data Findings: US Highway 160A(ii): Between South Fork and Monte Vista (PSL7019)

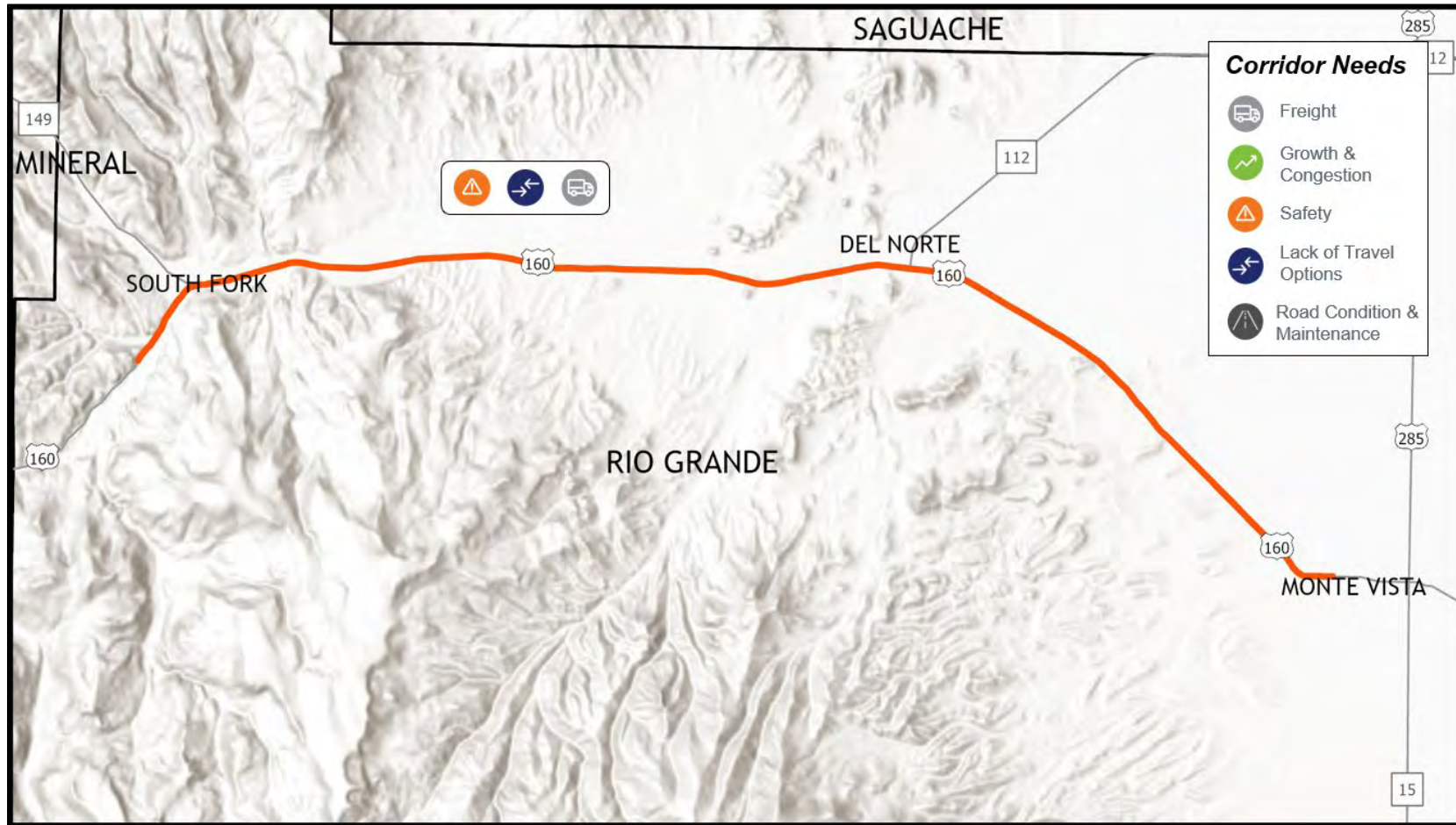


Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, minority and low-income population	Bicycling	Segments with high bicycle activity (South Fork, Del Norte, and between Del Norte and Monte Vista); medium to high stress for bicycling (between South Fork and Del Norte)
Freight Safety	Hazmat route 2 section with shoulders < 2' (Del Norte) 2 sections with elevated crash pattern (LOSS 3 or 4) (Jct with Hanna Ln road and East of Del Norte) Dense wildlife crashes	Resiliency Freight	High criticality Parallels and crosses 100-year floodplain Low redundancy
Pedestrian Economics	Main Street through Del Norte	Economics	High concentration of jobs in South Fork, Del Norte, and Monte Vista
		Freight Economics	Agricultural corridor



Corridor Needs: US Highway 160A(ii): Between South Fork and Monte Vista (PSL7019)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Growth & Congestion
- Mitigate risk associated with natural disasters (floodplain)
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Mitigate elevated crash patterns (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Improve bicycle accommodation



Corridor Projects: US Highway 160A(ii):Between South Fork and Monte Vista (PSL7019)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
Del Norte Park-n-Ride and Bus Pullout	Establish Park-n-Ride, bus pull-out in Del Norte	1305				\$0.75
US 160 Monte Vista HAWK	Installation of High-Intensity Activated crosswalk beacon (HAWK) between Franklin and Lyells St.	2059				\$0.50
Del Norte Multimodal streetscape	ADA (American with Disabilities Act) Sidewalks	2458				-
Coordination with CDOT on Expansion of Outrider Services	Coordination with CDOT on implementation of Outrider services (no cost associated with this project)	2542				\$0.00
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

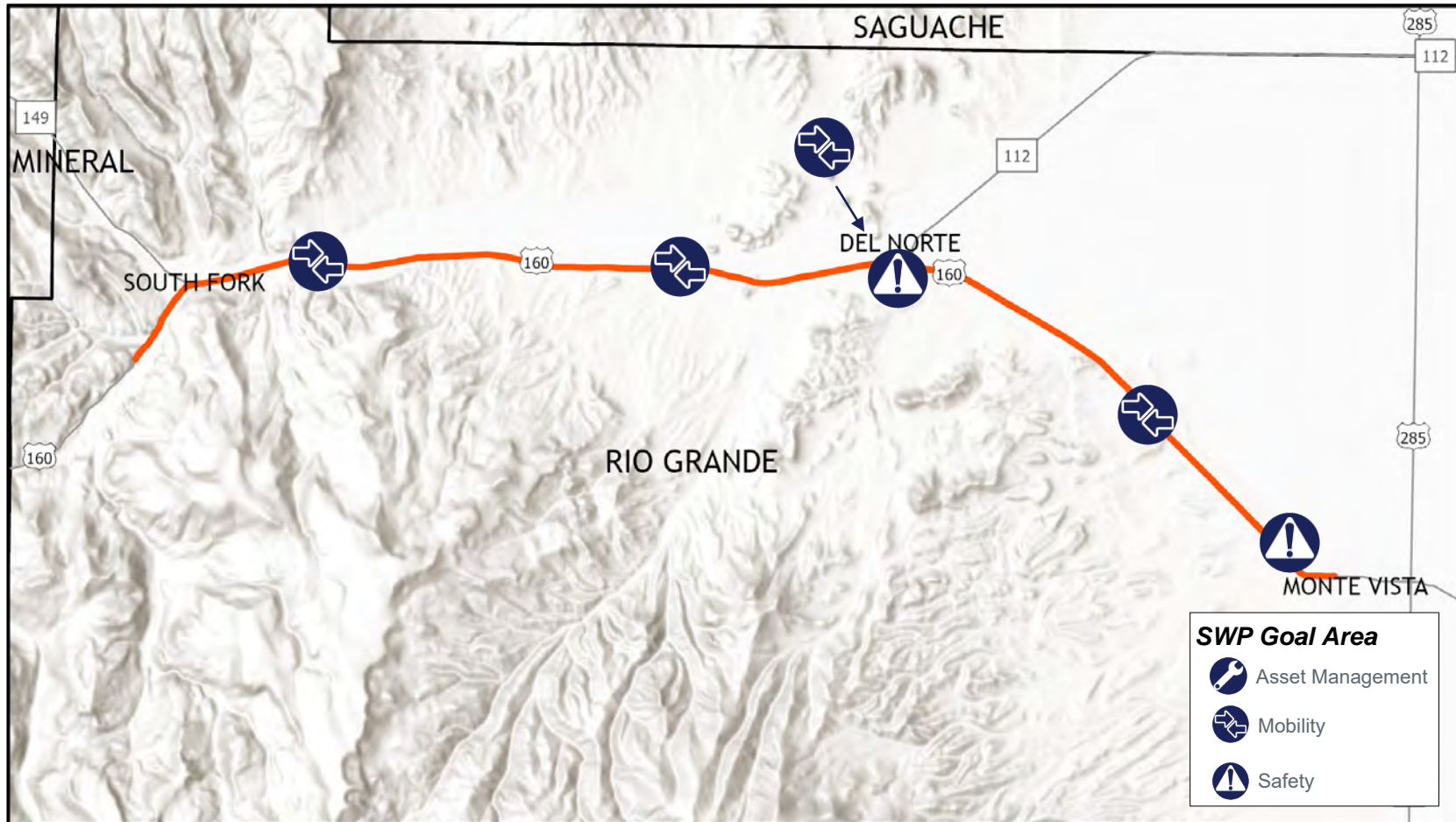
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 160A(ii):Between South Fork and Monte Vista (PSL7019)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- Del Norte Park-n-Ride and Bus Pullout
- Coordination with CDOT on Expansion of Outrider Services
- New Essential Bus Service from Durango to Denver



Safety

- US 160 Monte Vista HAWK
- Del Norte Multi-modal streetscape



US Highway 160A(iii): Between Monte Vista and Alamosa (PSL7020)



Corridor Name

US Highway 160A (iii): Between Monte Vista and Alamosa

Corridor Vision

The Vision for the US 160 A - West of Monte Vista to East of Alamosa corridor is primarily to increase mobility as well as to improve safety.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, acts as Main Street in Alamosa, and makes east-west connections between Monte Vista and Alamosa. The transportation system supports the movement of tourists, commuters, freight, local residents and farm-to-market products in and through the corridor

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R5-3)

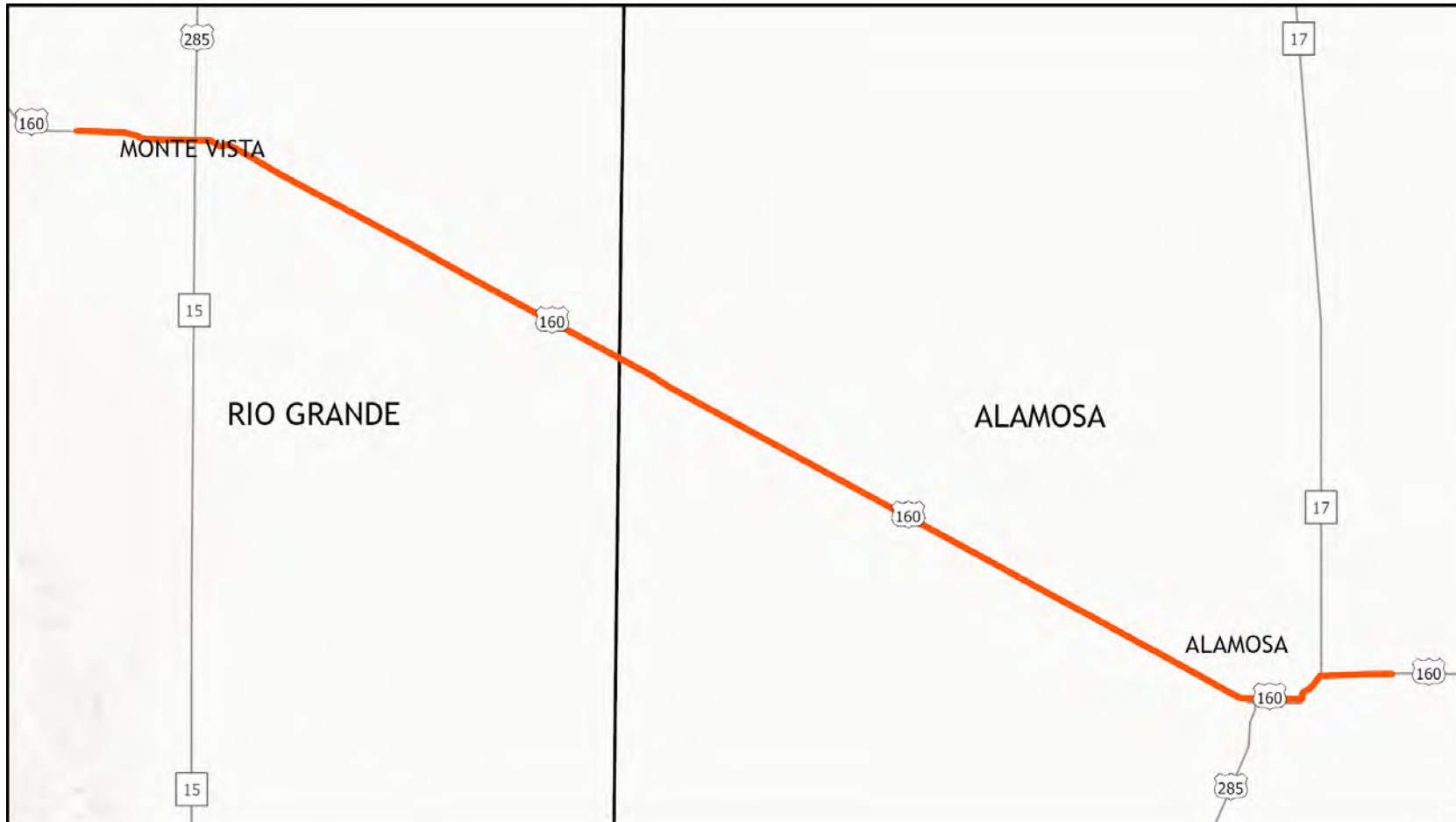
What we heard about the Corridor

- 32 comments
- Concerns about safety
- Desire for pedestrian improvements
- Concerns about traffic control
- Desire for roadway expansion
- Desire for public transit





Key Data Findings: US Highway 160A(iii): Between Monte Vista and Alamosa (PSL7020)



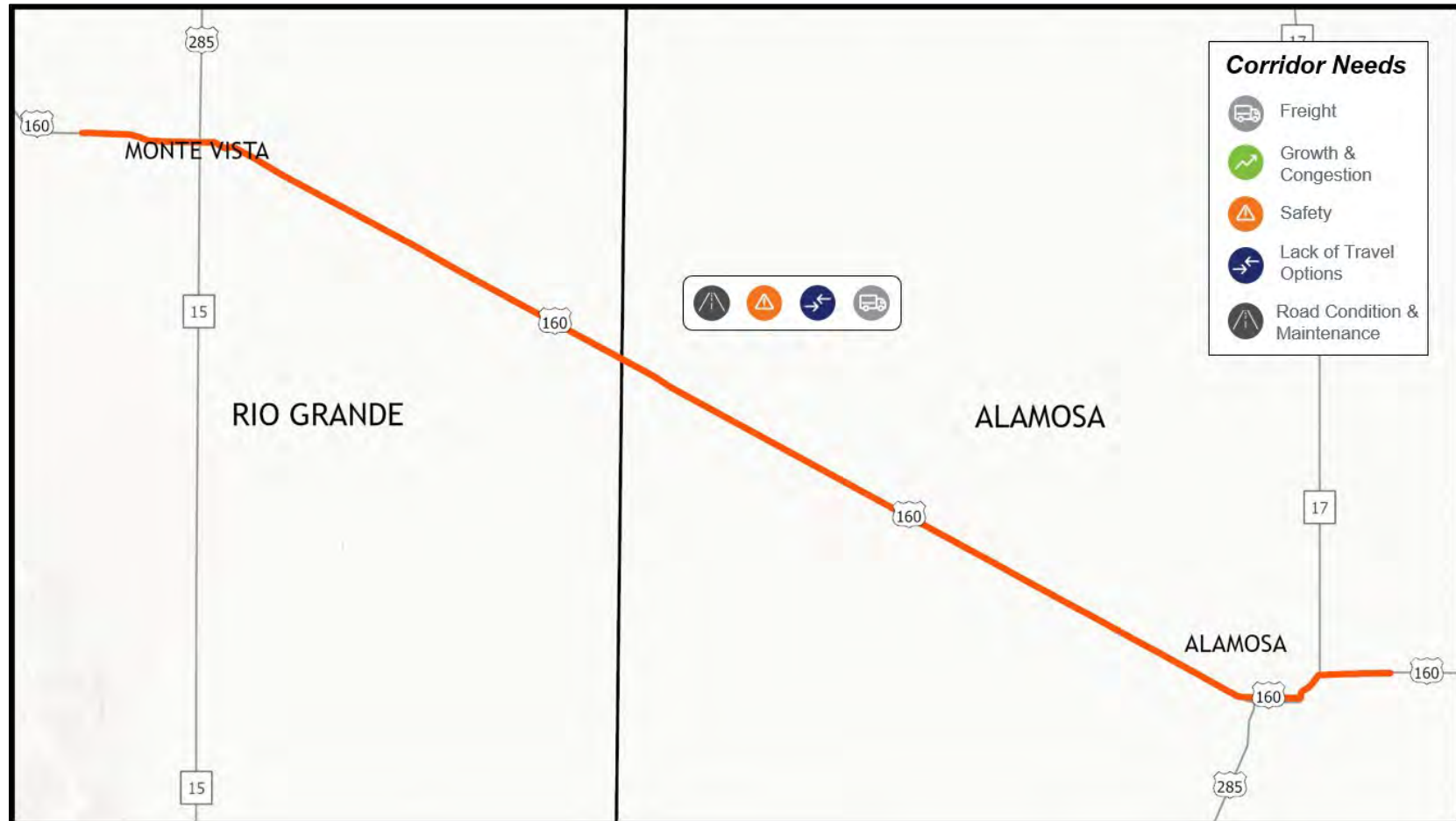
Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, minority and low-income population
Freight Safety	Hazmat route 2 sections with shoulders < 2' (Monte Vista and Alamosa)
Transit	Eagle Line operates on corridor (Center - Del Norte - Monte Vista)
Freight Asset Management	Short segment of low drivability life east of Monte Vista

Bicycling	1 section with high bicycle activity (Monte Vista). Small sections of high stress for bicycling (Monte Vista and Alamosa)
Pedestrian Economics	Main Street through Monte Vista and Alamosa
Resiliency	High criticality Parallels 100-year floodplain Low redundancy
Economics	High concentration of jobs in Monte Vista and Alamosa
Freight Economics	Agricultural corridor



Corridor Needs: US Highway 160A(iii): Between Monte Vista and Alamosa (PSL7020)



Corridor Needs

- Address pavement condition where drivability life is poor
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown)
- Improve bicycle accommodation
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Eliminate shoulder deficiencies
- Mitigate risk associated with natural disasters (floodplain)



Corridor Projects: US Highway 160A (iii): Between Monte Vista and Alamosa (PSL7020)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
Essential Bus Service between Alamosa and Salida (Proposed Outrider Service)	Outrider bus service between Alamosa and Salida. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1054				\$2.09
New Regional Fixed-Route Service between Alamosa and Saguache	Establish fixed services Saguache to Alamosa via Monte Vista & US285; two round trips daily, 5 days/week; one bus	1055				\$0.62
Park-n-Ride at Loaf-n-Jug in Alamosa	Establish Park-n-Ride at Loaf-n-Jug site; 50 spaces	1306				\$0.75
Monte Vista Park-n-Ride and Bus Pullout	Establish Park-n-Ride, bus pull-out in Monte Vista	1307				\$0.75
New Alamosa General Public Demand Response Service	Develop a demand response service available to the general public focused on Alamosa with connections to adjacent counties; 7 days/week; 1 bus	1308				\$2.18
Alamosa Transit Center	Establish centrally located transit center for expanded local, regional and intercity services in the Valley; incl Admin office space, bus storage, restrooms, ticketing and 50-space Parking facility	1309				\$2.80

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 160A (iii): Between Monte Vista and Alamosa (PSL7020)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	1310				\$8.74
Head on Detection Warning	Forward Collision Warning (FCW)	1311		-		-
US 160 and SH 17 Intersection Improvement Project	This project is located at the intersection of US Hwy 160 and State Hwy 17 on the east side of Alamosa (public meeting, spring 2016). It includes: signalization of the congested intersection to accommodate freight mobility from SH 17 to US 160 east, widening SH 17 (for more truck storage before the right turn lane is blocked by traffic), re-configuring the existing traffic islands to improve the turning radius for freight, reconstruction with concrete pavement to prevent rutting due to the high volume of heavy freight, installation of concrete curb and gutter will provide access control to improve safety and mobility.	1312				\$4.50
US160-285 Alamosa ADA	Provide ADA (American with Disabilities Act) access	2060				\$1.08
US 160 / Pike Avenue Intersection	Road Diet. Project prioritized in 2019 Safety Study.	2061				\$3.00
Increase in Eagle Line's Service Hours and/or Days	Increase service of Eagle line by 2 days a week for a total of 4 days of operation each week.	2541				\$0.40
Coordination with CDOT on Expansion of Outrider Services	Coordination with CDOT on implementation of Outrider services (no cost associated with this project)	2542				\$0.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

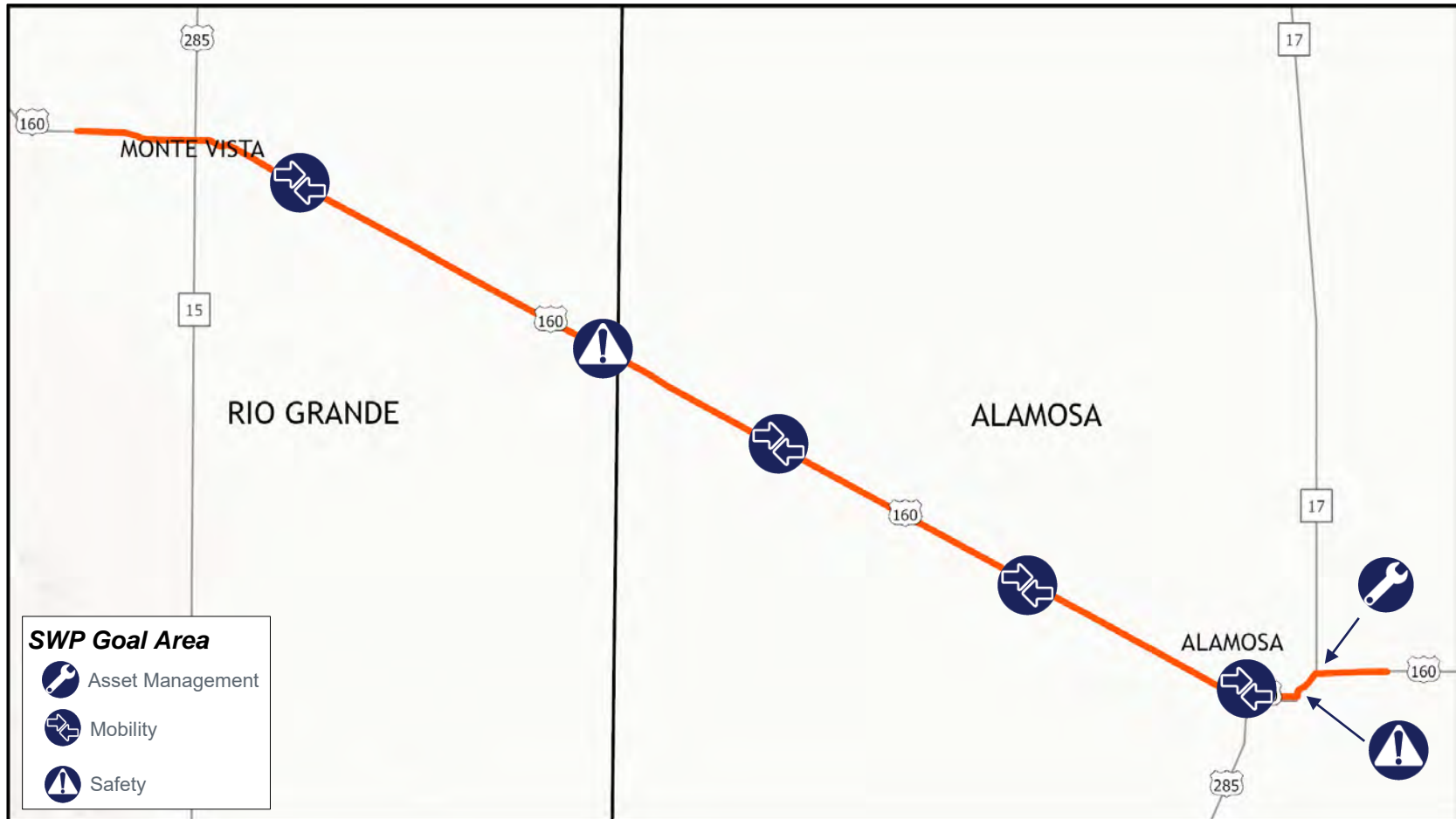
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 160A (iii):Between Monte Vista and (PSL7020)(Page 1/2)



Asset Management

- US 160 and SH 17 Intersection Improvement Project



Mobility

- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- Essential Bus Service between Alamosa and Salida (Proposed Outrider Service)
- New Regional Fixed-Route Service between Alamosa and Saguache
- Park-n-Ride at Loaf-n-Jug in Alamosa

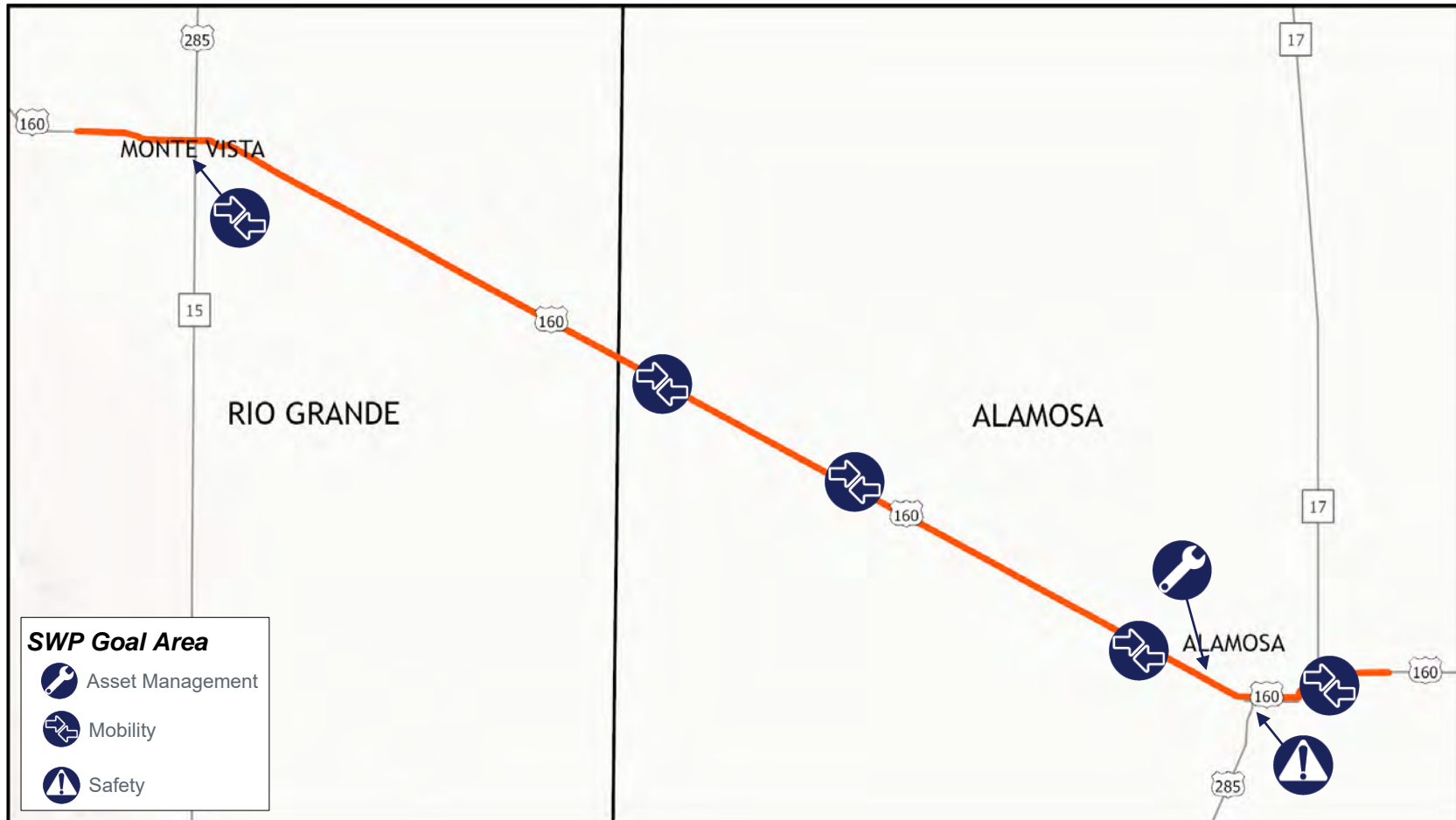


Safety

- US 160: Rio Grande River Bridge to SH 17
- Head on Detection Warning



Project Based Strategies: US Highway 160A (iii):Between Monte Vista and (PSL7020)(Page 2/2)



Asset Management

- US 160 / Pike Avenue Intersection



Mobility

- Monte Vista Park-n-Ride and Bus Pullout
- New Alamosa General Public Demand Response Service
- Alamosa Transit Center
- Increase in Eagle Line's Service Hours and/or Days
- Coordination with CDOT on Expansion of Outrider Services



Safety

- US160-285 Alamosa ADA



US Highway 160A(iv): Between Alamosa and Blanca (PSL7021)

Corridor Name

US Highway 160A(iv): Between Alamosa and Blanca

Corridor Vision

The Vision for the US 160 A - East of Alamosa to Jct SH 150 (Blanca) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the San Luis Valley. The corridor connects to SH 150, the gateway to the Great Sand Dunes National Park and Reserve. It provides commuter access to Alamosa and acts like a Main Street through several smaller towns, including Blanca and Ft. Garland.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 12 comments
- Desire for passing lanes/turn lanes
- Concerns about bridge conditions
- Desire for bicycle and pedestrian safety improvements
- Desire for intersection improvements
- Desired improvements for freight and truck movement (bypass Alamosa)





Key Data Findings: US Highway 160A(iv): Between Alamosa and Blanca (PSL7021)



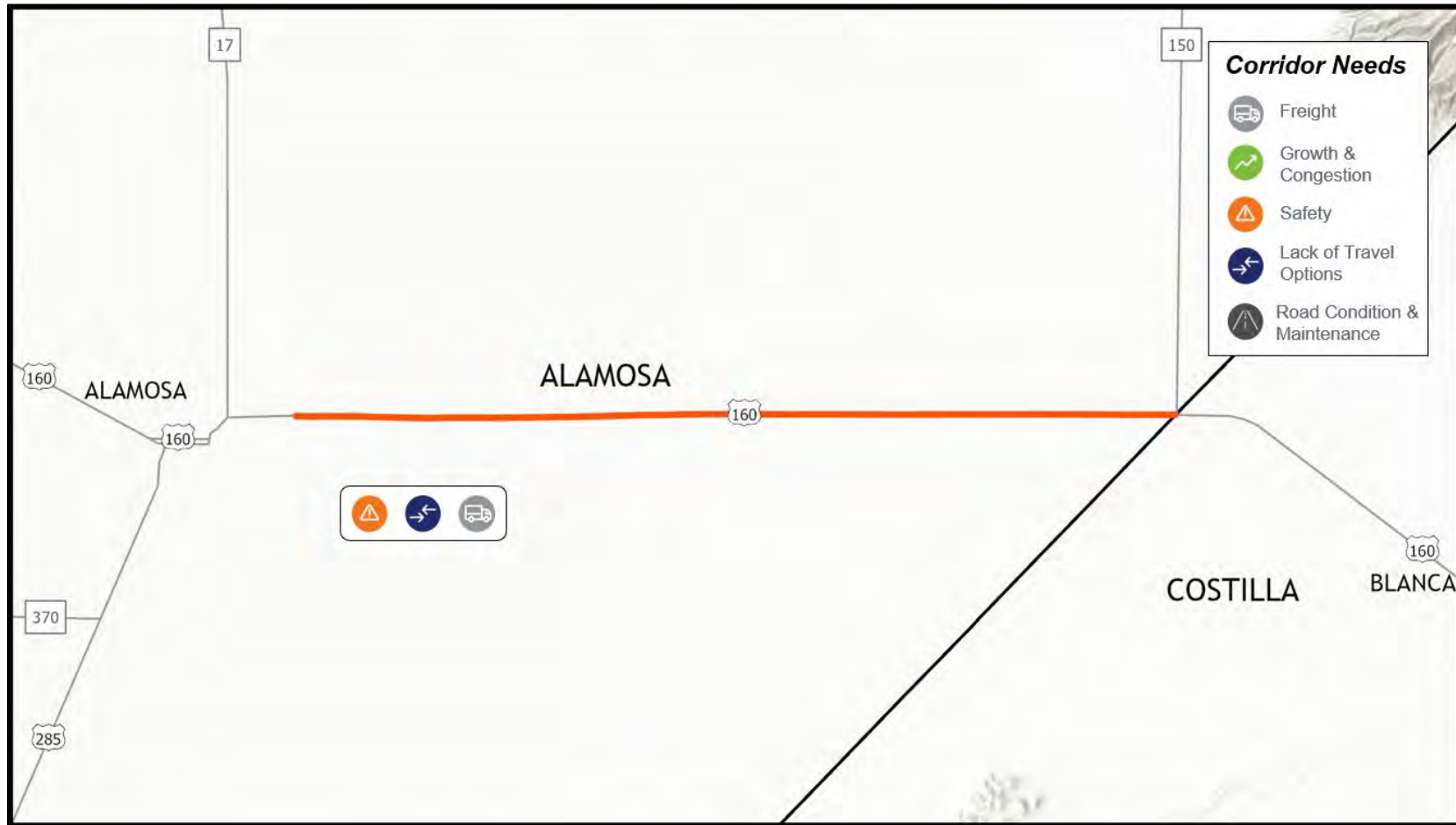
Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population
<i>Freight Safety</i>	Hazmat route
<i>Bicycling</i>	Medium to high stress with a small section of high stress for bicycling (east of Alamosa)





<i>Resiliency</i>	Low redundancy
<i>Pedestrian Economics</i>	Main Street through Blanca



Corridor Needs: US Highway 160A(iv): Between Alamosa and Blanca (PSL7021)



Corridor Needs

-  Eliminate unsafe passing conditions
-  Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
-  Accommodate travel needs of vulnerable populations
-  Enhance walkability in areas with high pedestrian demand (bus stops, downtown)



Corridor Projects: US Highway 160A(iv):Between Alamosa and Blanca (PSL7021)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
New Regional Fixed-Route Service between Alamosa and Costilla, NM	Establish fixed services from Alamosa to Costilla, NM to interchange with Blue Bus services; two round trips weekly	1053				\$0.19
Passing between Alamosa and Sand Dunes National Park. Cost for 2 miles.	Passing between Alamosa and Sand Dunes National Park. Cost for 2 miles.	2062				\$3.00
Highway widening at Juniper and US160.	Highway widening at Juniper and US160.	2063				\$0.75

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

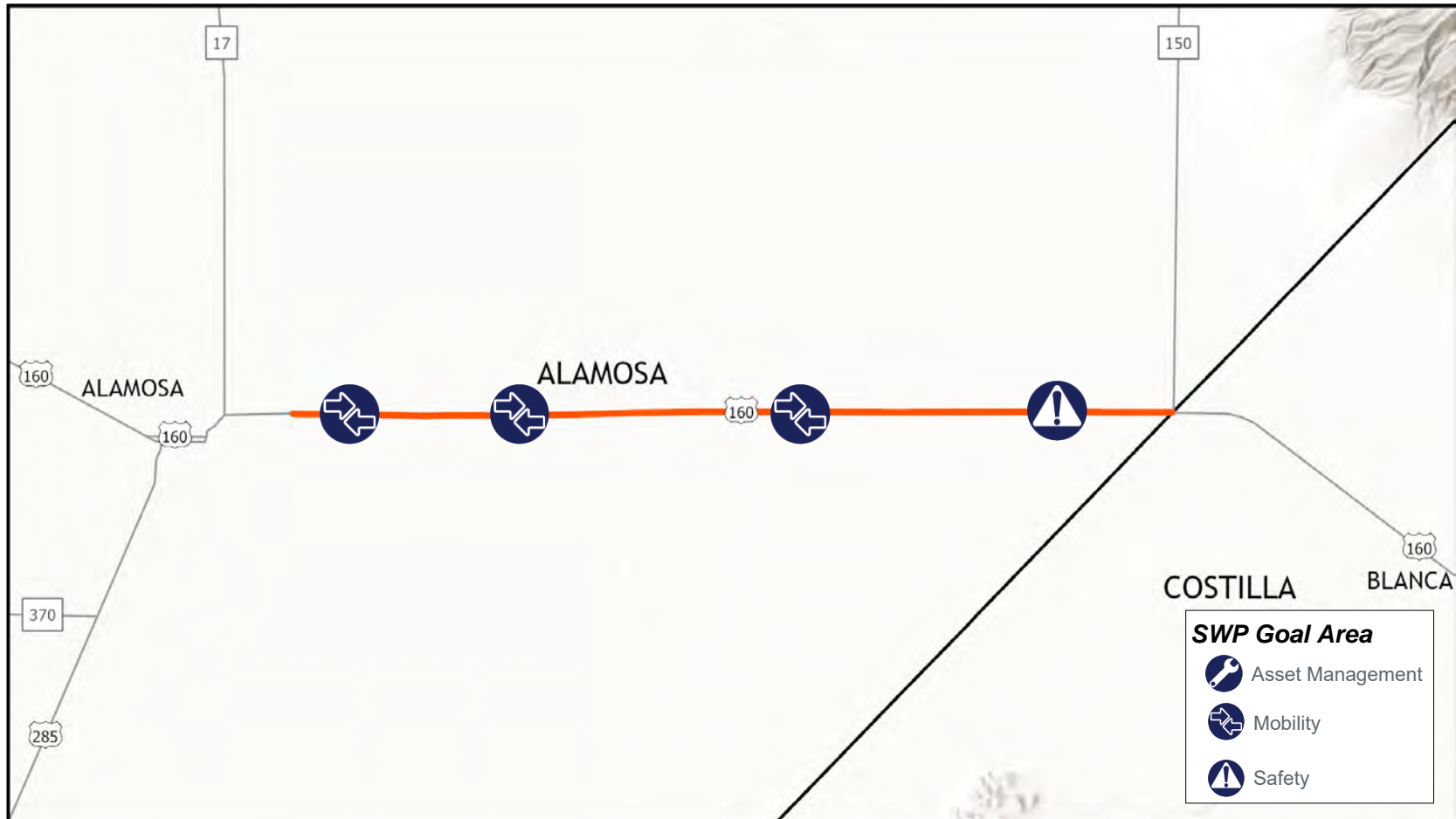
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Resilience
- Pedestrian
- Environmental
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 160A(iv):Between Alamosa and Blanca (PSL7021)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- New Regional Fixed-Route Service between Alamosa and Costilla, NM
- Passing between Alamosa and Sand Dunes National Park. Cost for 2 miles.



Safety

- Highway widening at Juniper and US160.



US Highway 160A(v): Between Blanca and east of La Veta Pass (PSL7022)



Corridor Name

US Highway 160A(v): Between Blanca and east of La Veta Pass

Corridor Vision

The Vision for the US 160 A - Jct SH 150 (Blanca) to east of La Veta Pass corridor is primarily to increase mobility as well as to improve safety.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, connects to places outside the region via La Veta Pass, and makes east-west connections within the southcentral Colorado area.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Scenic Byway, SH 150 to SH 159 (Los Caminos Antiguos)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 14 comments
- Concerns about safety
- Desire for improved passing conditions
- Concerns about wildlife mitigation
- Desire for passing lanes/turn lanes
- Concerns with flooding





Key Data Findings: US Highway 160A(v): Between Blanca and east of La Veta Pass (PSL7022)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, disabled population, minority and low-income population	<i>Pedestrian Economics</i>	Main Street through Fort Garland and Blanca
<i>Freight Safety</i>	Hazmat route Majority of corridor with elevated crash pattern (LOSS 3 or 4) Dense wildlife crashes	<i>Resiliency</i>	Low redundancy
<i>Bicycling</i>	Medium to high stress for bicyclist with section of high stress for bicyclist (La Veta Pass)	<i>Freight Economics</i>	Agricultural corridor
		<i>Economics</i>	Provides access to recreational area



Corridor Needs: US Highway 160A(v): Between Blanca and east of La Veta Pass (PSL7022)



Corridor Needs

- Eliminate unsafe passing conditions
- Mitigate elevated crash patterns (including wildlife crashes)
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Mitigate risk associated with natural disasters (floodplain)



Corridor Projects: US Highway 160A(v):Between Blanca and east of La Veta Pass (PSL7022)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
FY 19 and 20 Chain Station Improvements	Chain Station improvements to provide adequate lighting and space for trucks to pull over and for drivers to chain up safely including LED lighting, signing and striping, VMS signs, and paving as needed.	1025			 	\$4.50
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
New Regional Fixed-Route Service between Alamosa and Costilla, NM	Establish fixed services from Alamosa to Costilla, NM to interchange with Blue Bus services; two round trips weekly	1053				\$0.19
Blanca Park-n-Ride	Establish Park-n-Ride in Blanca	1313				\$0.75
Fort Garland Park-n-Ride	Establish Park-n-Ride in Fort Garland	1314				\$0.75
US 160: Trinchera Safety Mitigation	This project will improve two intersections and install two wildlife crossing structures, along with wildlife fencing.	1315			 	\$15.95

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 160A(v):Between Blanca and east of La Veta Pass (PSL7022)



Asset Management

- FY 19 and 20 Chain Station Improvements



Mobility

- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- New Regional Fixed-Route Service between Alamosa and Costilla, NM
- Blanca Park-n-Ride
- Fort Garland Park-n-Ride



Safety

- US 160: Trinchera Safety Mitigation



US Highway 285A(i): Between New Mexico state line to Alamosa (PSL7023)



Corridor Name

US Highway 285A(i): Between New Mexico state line to Alamosa

Corridor Vision

The Vision for the US 285 A - NM state line to 2 miles south of Alamosa corridor is primarily to increase mobility as well as to maintain system quality.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes north-south connections on this major route to New Mexico. The section between Antonito and Romeo is part of Los Caminos Antiguos Scenic and Historic Byway.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Scenic Byway, SH 17 to SH 142 (Los Caminos Antiguos)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 16 comments
- Concerns about congestion
- Desire for passing lanes
- Desire for rest stops/ truck parking
- Poor pavement condition

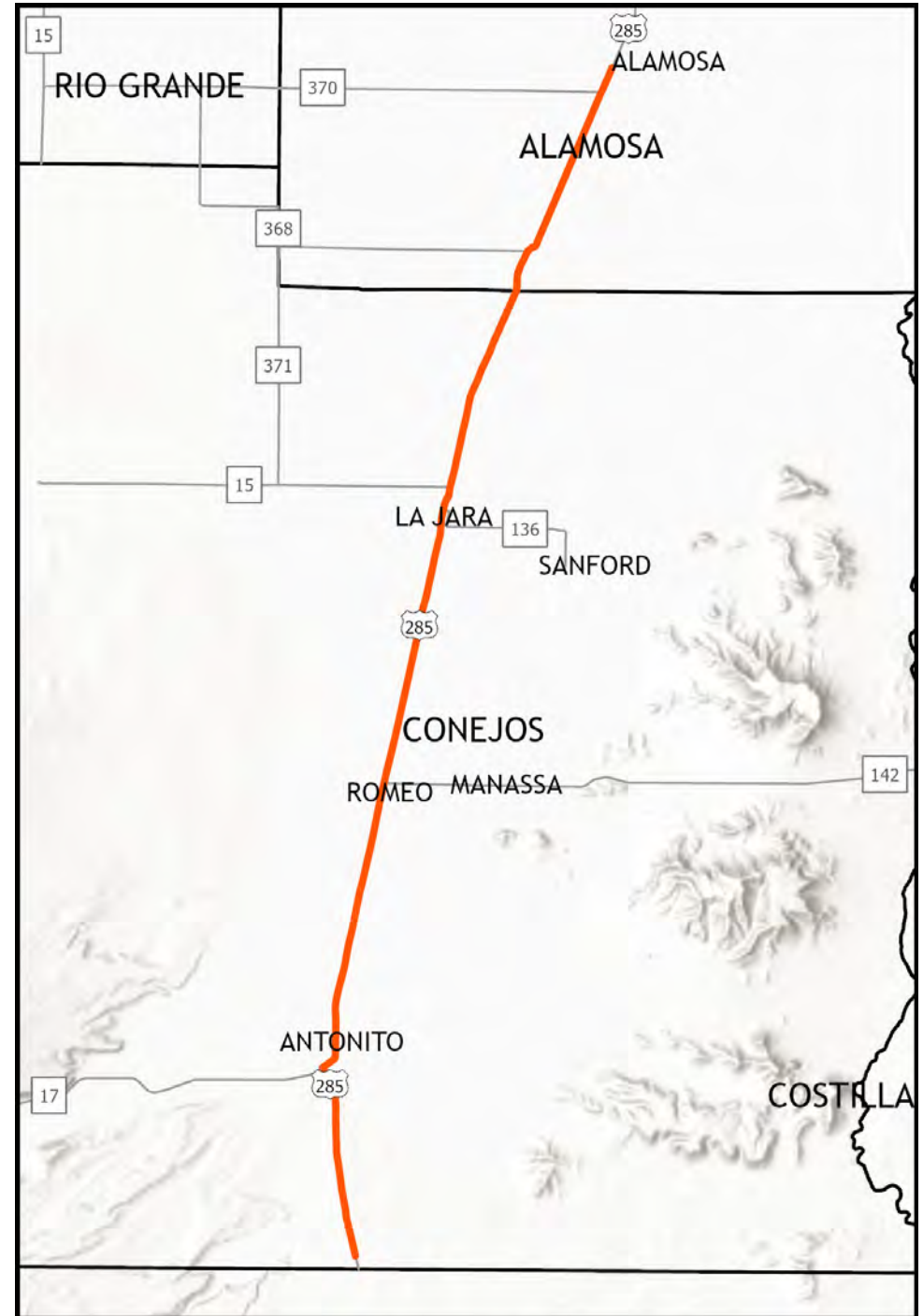




Key Data Findings: US Highway 285A(i): Between New Mexico state line to Alamosa (PSL7023)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, minority and low-income population
Freight Safety	Hazmat route Majority of corridor with shoulders < 2'
Freight Asset Management	Bridge in poor condition north of Antonito
Bicycling	Very high bicycle activity Medium to low stress with small sections of high stress for bicycling
Pedestrian Economics	Main Street through La Jara and Antonito
Resiliency	Low redundancy
Freight Economics	High concentration of jobs in corridor Agricultural corridor Provides access to recreational area








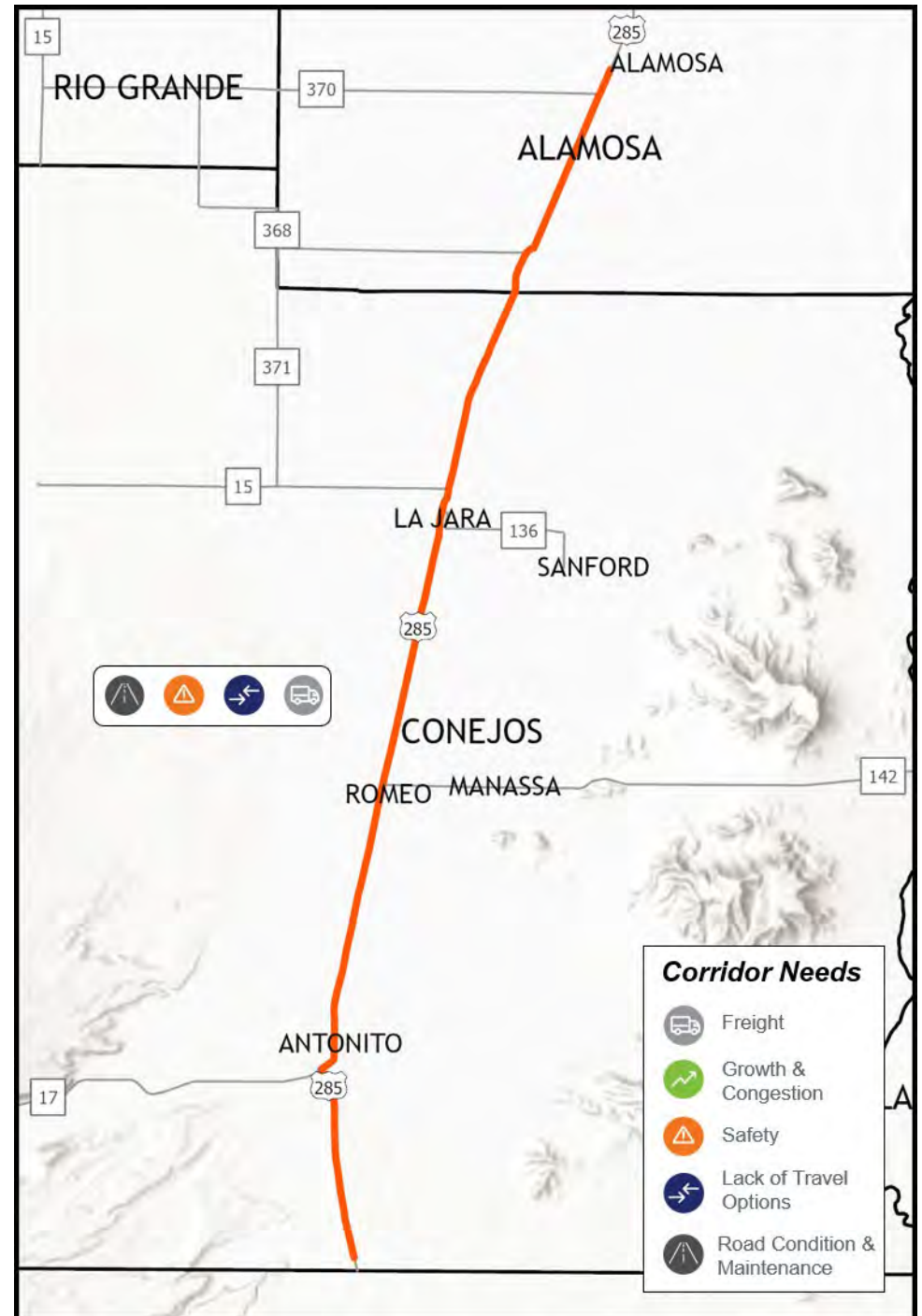


Corridor Needs: US Highway 285A(i): Between New Mexico state line to Alamosa (PSL7023)



Corridor Needs

-  Address bridge in poor condition
-  Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
-  Eliminate shoulder deficiencies
-  Accommodate travel needs of vulnerable populations
-  Enhance walkability in areas with high pedestrian demand (downtown areas)





Corridor Projects: US Highway 285A(i):Between New Mexico state line to Alamosa (PSL7023)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 285	Addition of Fiber on US 285. - Intelligent Transportation Systems (ITS) / Connected and Automated Vehicles (CAV) plan -	1056				-
Conejos Park-n-Ride	Establish Park-n-Ride, bus pull-out in Conejos	1316				\$0.75
Head-on Detection Warning	Forward Collision Warning (FCW)	1317				-
Bridge replacements on US 285. P-12-A and P-12-B replacements.	two bridge replacements	2065				\$6.20
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Alamosa, Moffat, and Buena Vista	2492				\$0.25
Service Along Southern Portion of US 285	Combination of fixed route and demand response service along the southern portion of 285. Assumes weekday service and two new vehicles at \$80k each.	2533				\$2.16

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 285A(i):Between New Mexico state line to Alamosa (PSL7023)



Asset Management

- Bridge replacements on US 285. P-12-A and P-12-B replacements.



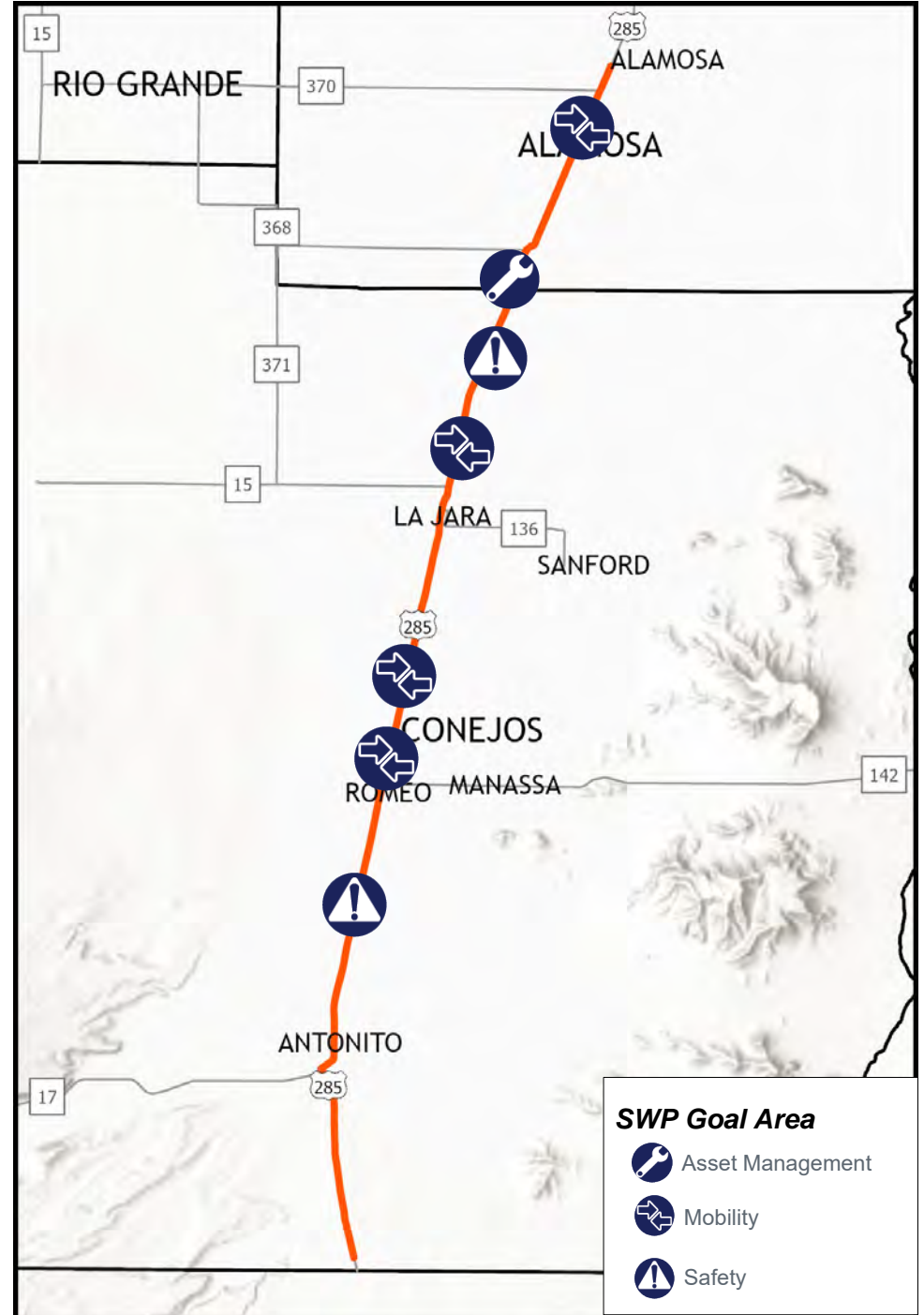
Mobility

- Southern SLV Demand Response
- Conejos Park-n-Ride
- Outrider Stop/Shelter Improvements
- Service Along Southern Portion of US 285



Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 285
- Head on Detection Warning





US Highway 285A(ii): 2 miles south of Alamosa to Alamosa (PSL7024)



Corridor Name

US Highway 285A(ii): 2 miles south of Alamosa to Alamosa

Corridor Vision

The Vision for the US 285 A - 2 miles south of Alamosa to US 160 corridor is primarily to increase mobility as well as to improve safety.

Corridor Description

This corridor serves as a multi-modal National Highway System facility, provides access Alamosa San Luis Valley regional airport and makes north-south connections within the Alamosa urban area.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor (R5-3)

What we heard about the Corridor

- 3 comments
- Desire for passing lanes
- Desire for better road conditions (train crossing)

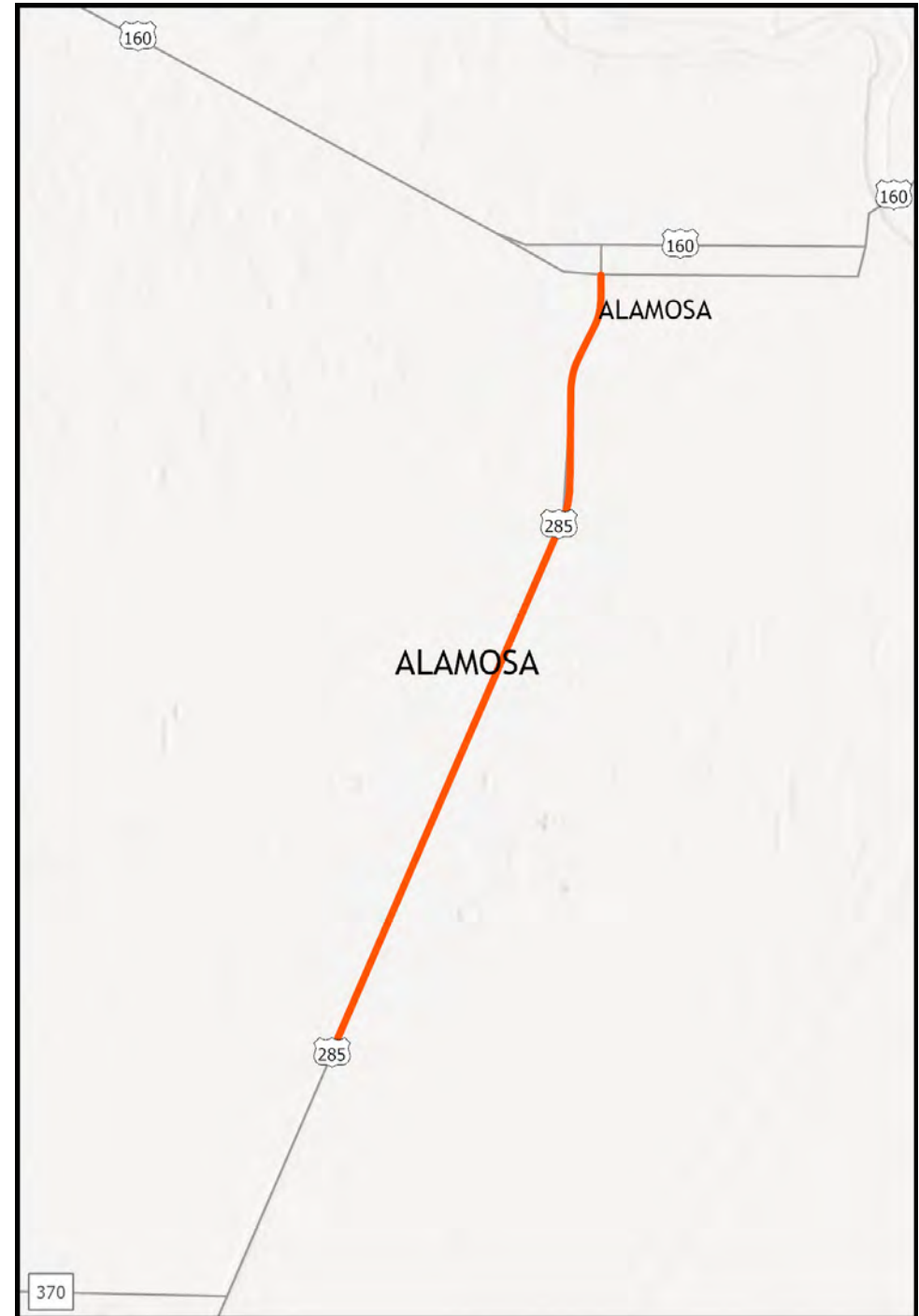




Key Data Findings: US Highway 285A(ii): 2 miles south of Alamosa to Alamosa (PSL7024)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, minority and low-income population
Freight Safety	Hazmat route
Bicycling	Medium to high stress for bicyclist with small sections of high stress for bicyclist
Freight Economics	High concentration of jobs in Alamosa
Airport	Access to Alamosa-San Luis Valley Airport

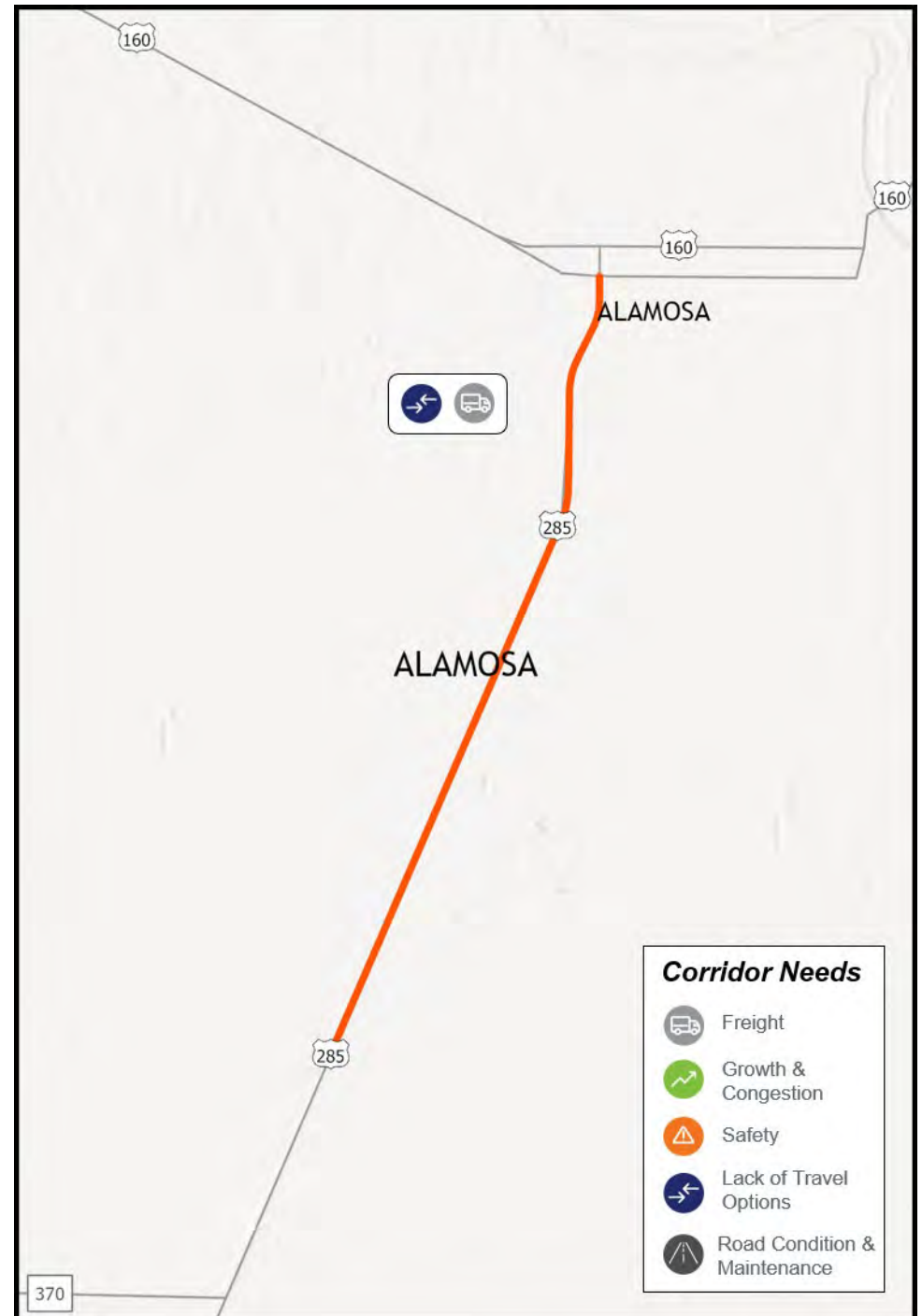




Corridor Needs: US Highway 285A(ii): 2 miles south of Alamosa to Alamosa (PSL7024)

Corridor Needs

- 🚚 Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- ↔️ Accommodate travel needs of vulnerable populations
- ↔️ Increase connectivity and improve reliability to intermodal facility (airport)





Corridor Projects: US Highway 285A(ii):2 miles south of Alamosa to Alamosa (PSL7024)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 285	Addition of Fiber on US 285. - Intelligent Transportation Systems (ITS) / Connected and Automated Vehicles (CAV) plan -	1056				-
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Alamosa, Moffat, and Buena Vista	2492				\$0.25
US285 Passing Lane	Passing between Alamosa and Antonito	2066				\$3.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 285(ii): 2 miles south of Alamosa to Alamosa (PSL7024)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



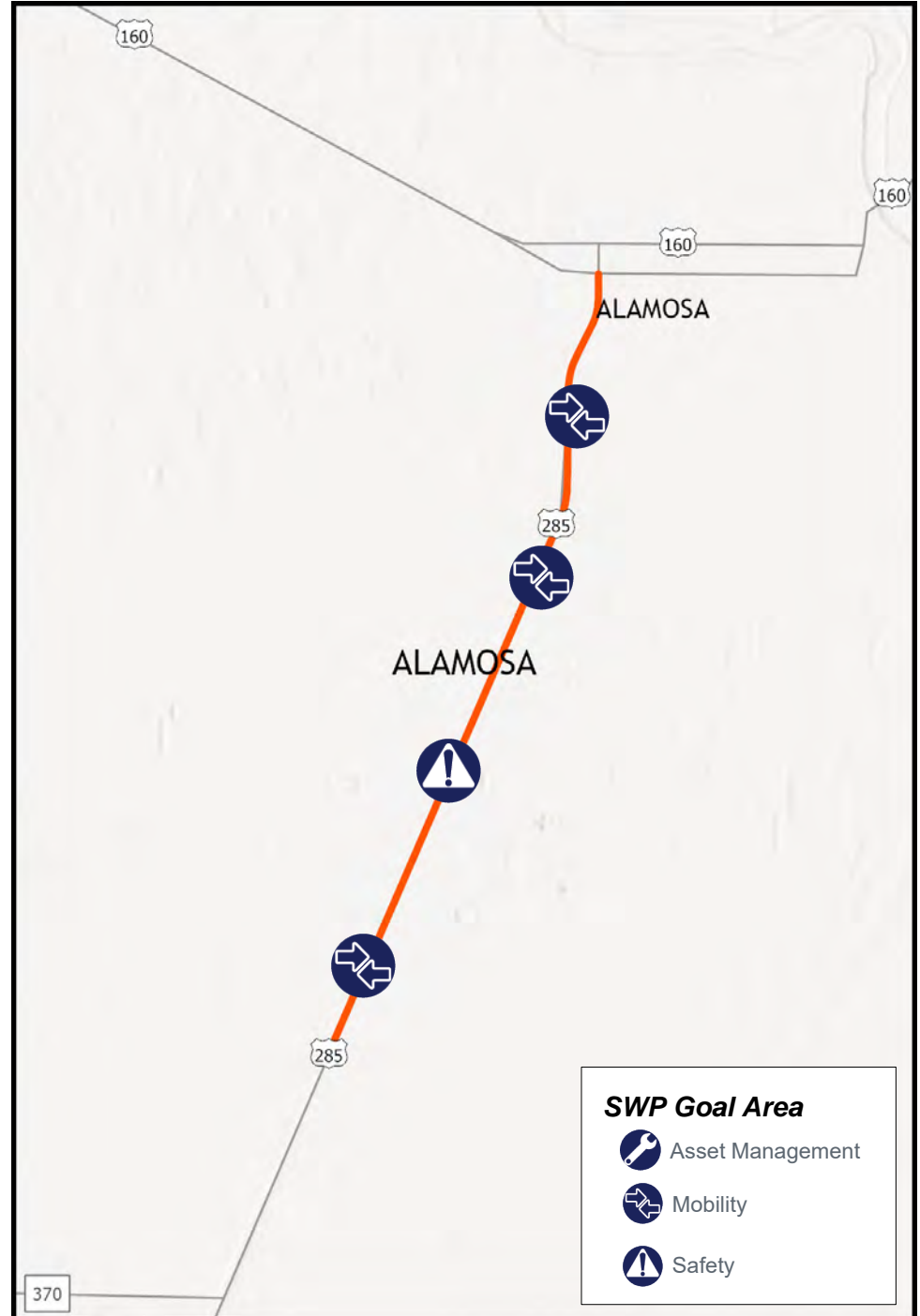
Mobility

- Southern SLV Demand Response
- Outrider Stop/Shelter Improvements
- US285 Passing Lane



Safety

- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 285





US Highway 285B/C: Between Monte Vista and Johnson Village (PSL7025)

Corridor Name

US Highway 285B/C: Between Monte Vista and Johnson Village

Corridor Vision

The Vision for the US 285 B/C - Monte Vista to Johnson Village corridor is primarily to maintain system quality as well as to increase mobility and to improve safety.

Corridor Description

A section of the corridor is designated as part of the Collegiate Peaks Scenic Byway. It also serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections from the central San Luis Valley via Poncha Pass into Chaffee County. Additionally it serves as an important intercity bus route between the San Luis Valley TPR and the Front Range.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- High Demand Bicycle Corridor, Poncha Springs to Mears Junction (R5-8)
- Scenic Byway, Poncha Springs to Johnson Village (Collegiate Peaks)

What we heard about the Corridor

- 34 comments
- Interest in improved signage
- Desire for transit capital improvements
- Desire for having transit (Bustang not on corridor)
- Desire for passing lanes/turn lanes
- Desire for wider shoulders
- Concerns about congestion
- Poor pavement condition
- Concerns about safety

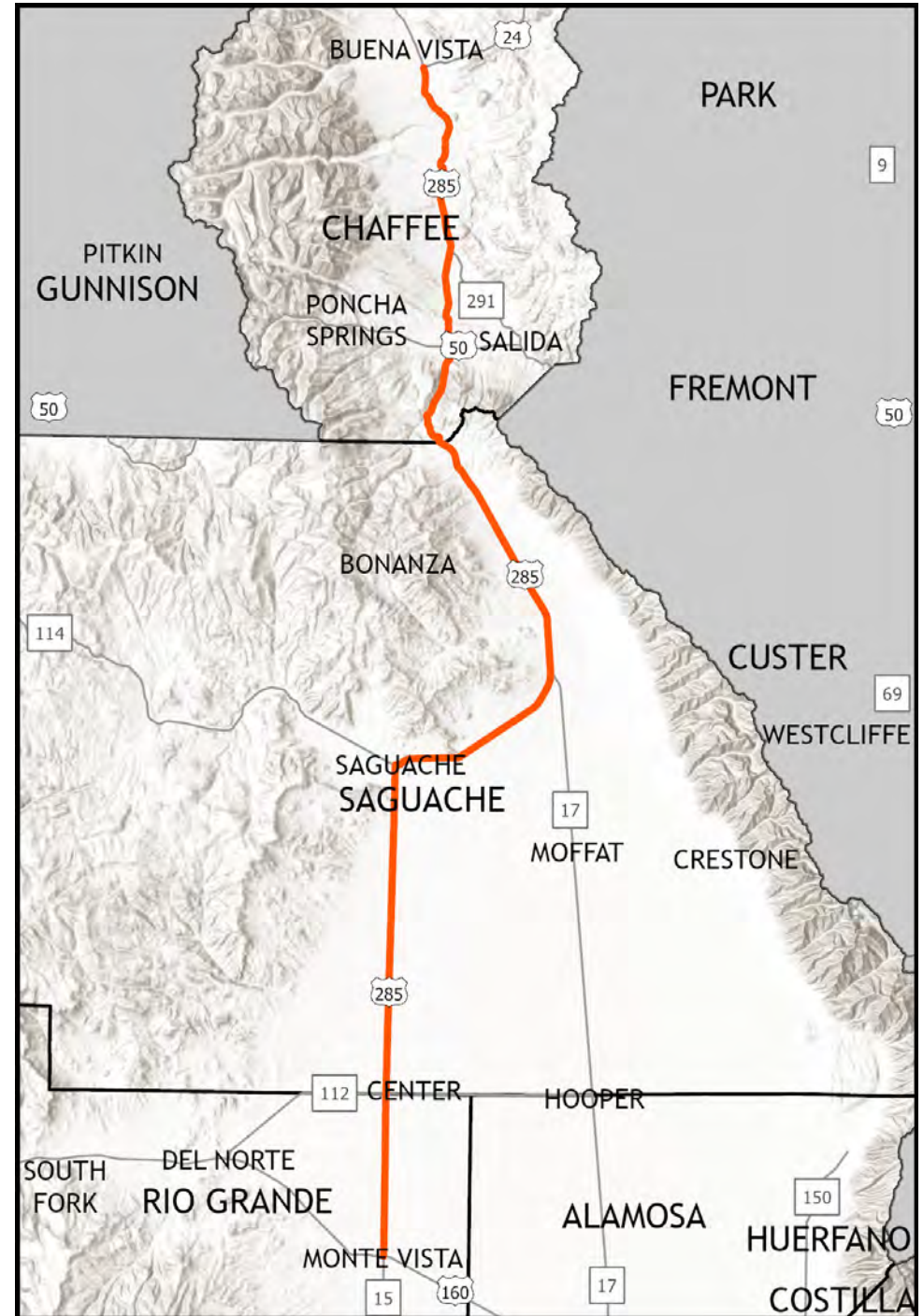




Key Data Findings: US Highway 285B/C: Between Monte Vista and Johnson Village (PSL7025)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, disabled population, low-income population, and minority population
Freight Safety	Hazmat route 4 sections with shoulders < 2' (Monte Vista, La Garita, Poncha Springs and Jct 291) 3 sections with elevated crash pattern (LOSS 3 or 4) (Monte Vista, Alder and Nathrop)
Transit	Black Hills Stage Lines, Eagle line and Bustang Outrider operates on corridor; Outrider stops in Poncha Springs and Johnson Village (Buena Vista)
Bicycling	Very high bicycle activity Medium to high stress for bicyclists with small sections of high stress for bicyclists (Monte Vista / 112 / Saguache / Nathrop)
Pedestrian Economics	Main Street through Saguache
Resiliency	High criticality (section North of Monte Vista and North of Poncha Springs) Crosses 100-year floodplains Low redundancy
Economics	High concentration of jobs in Monte Vista Provides access to recreational area
Freight Economics	Agricultural corridor Small cluster of oil and gas North of Nathrop

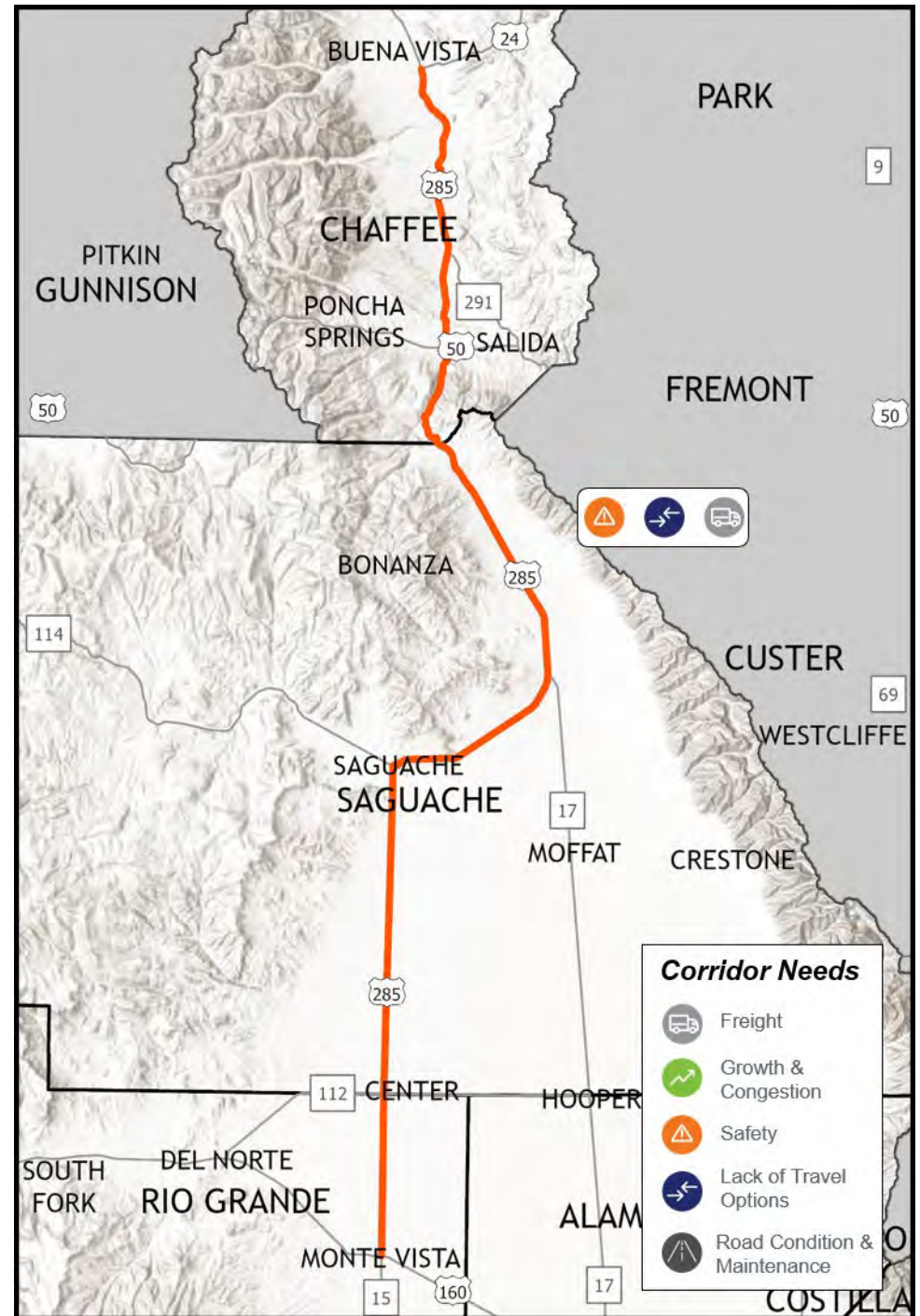




Corridor Needs: US Highway 285B/C: Between Monte Vista and Johnson Village (PSL7025)

Corridor Needs

- Mitigate elevated crash patterns
- Eliminate shoulder deficiencies
- Provide additional travel options
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown)
- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Improve bicycle accommodation
- Accommodate travel needs of vulnerable populations
- Mitigate risk associated with natural disasters (floodplain)





Corridor Projects: US Highway 285B/C: Between Monte Vista and Johnson Village (PSC7025)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 285: Intelligent Transportation Systems Infrastructure (Fairplay to Monte Vista)	Installation of fiber-optics and ITS devices between Fairplay and Monte Vista	1012				\$45.00
Essential Bus Service between Salida and Leadville (Proposed Outrider Service)	Outrider bus service between Salida and Leadville. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1034				\$1.75
US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	1051				\$33.68
US 50/285 Intersection	Intersection improvements	1052		-		\$8.90
Essential Bus Service between Alamosa and Salida (Proposed Outrider Service)	Outrider bus service between Alamosa and Salida. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1054				\$2.09
New Regional Fixed-Route Service between Alamosa and Saguache	Establish fixed services Saguache to Alamosa via Monte Vista & US285; two round trips daily, 5 days/week; one bus	1055				\$0.62
ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 285	Addition of Fiber on US 285. - Intelligent Transportation Systems (ITS) / Connected and Automated Vehicles (CAV) plan -	1056				-
Head-on Detection Warning	Forward Collision Warning (FCW)	1318		-		-
Poncha Springs Transit hub	Existing, Creation of transit hub at Highways 50/285 junction.	1319				\$0.75

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 285B/C: Between Monte Vista and Johnson Village (PSC7025)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH285/SH 136 Intersection Improvements	Construct southbound turn lane.	2067				\$0.75
US 285 and CR X Intersection Improvements	-	2068				\$0.75
Construct Multi-Modal, Streetscaping, and Wayfinding Improvements in the Town of Saguache	-	2069				\$0.75
US 285 Pedestrian crossing in Poncha springs	-	2460				-
Chaffee Shuttle Operational Costs for Service between Salida and Buena Vista	-	2484				\$0.01
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 3 locations: Alamosa, Moffat, and Buena Vista	2492				\$0.25
Saguache Park-n-Ride	Park-n-Ride and Bus Pullouts (Eagle Shuttle) in Saguache	2539				\$0.75
Saguache Transit Center	Transit center for expanding Eagle Shuttle services in Saguache	2540				\$6.50
Increase in Eagle Line's Service Hours and/or Days	Increase service of Eagle line by 2 days a week for a total of 4 days of operation each week.	2541				\$0.40

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 285B/C: Between Monte Vista and Johnson Village (PSC7025)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535		 		\$11.55
Chaffee County Multimodal Transportation Plan	Multimodal plan covering bicycle, pedestrian, transit, highways/roads, airports, freight, rail, and telecommunications; assessment of safety, mobility, economic vitality, system maintenance, and strategic policies for the County's multimodal system	2711	 	 	 	\$0.25

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- Construct Multi-Modal, Streetscaping, and Wayfinding Improvements in the Town of Saguache
- US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)



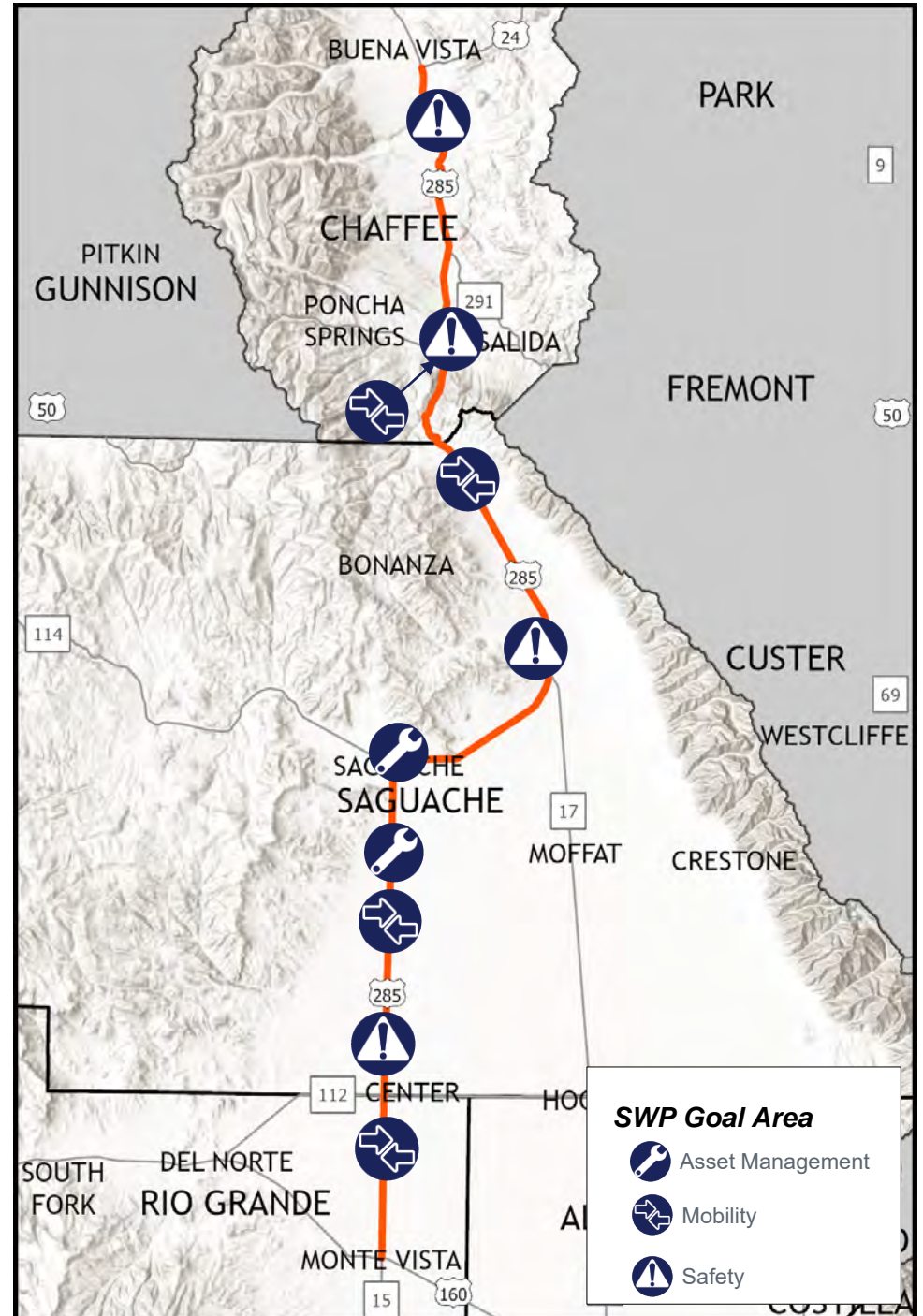
Mobility

- Essential Bus Service between Salida and Leadville (Proposed Outrider Service)
- Essential Bus Service between Alamosa and Salida (Proposed Outrider Service)
- New Regional Fixed-Route Service between Alamosa and Saguache
- Poncha Springs Transit hub
- New Essential Bus Service from Durango to Denver



Safety

- US 285: Intelligent Transportation Systems Infrastructure (Fairplay to Monte Vista)
- US 50/285 Intersection
- ITS/CAV: CDOT Strategic Fiber Network; add fiber on US 285
- Head on Detection Warning





Asset Management

- Chaffee County Multimodal Transportation Plan



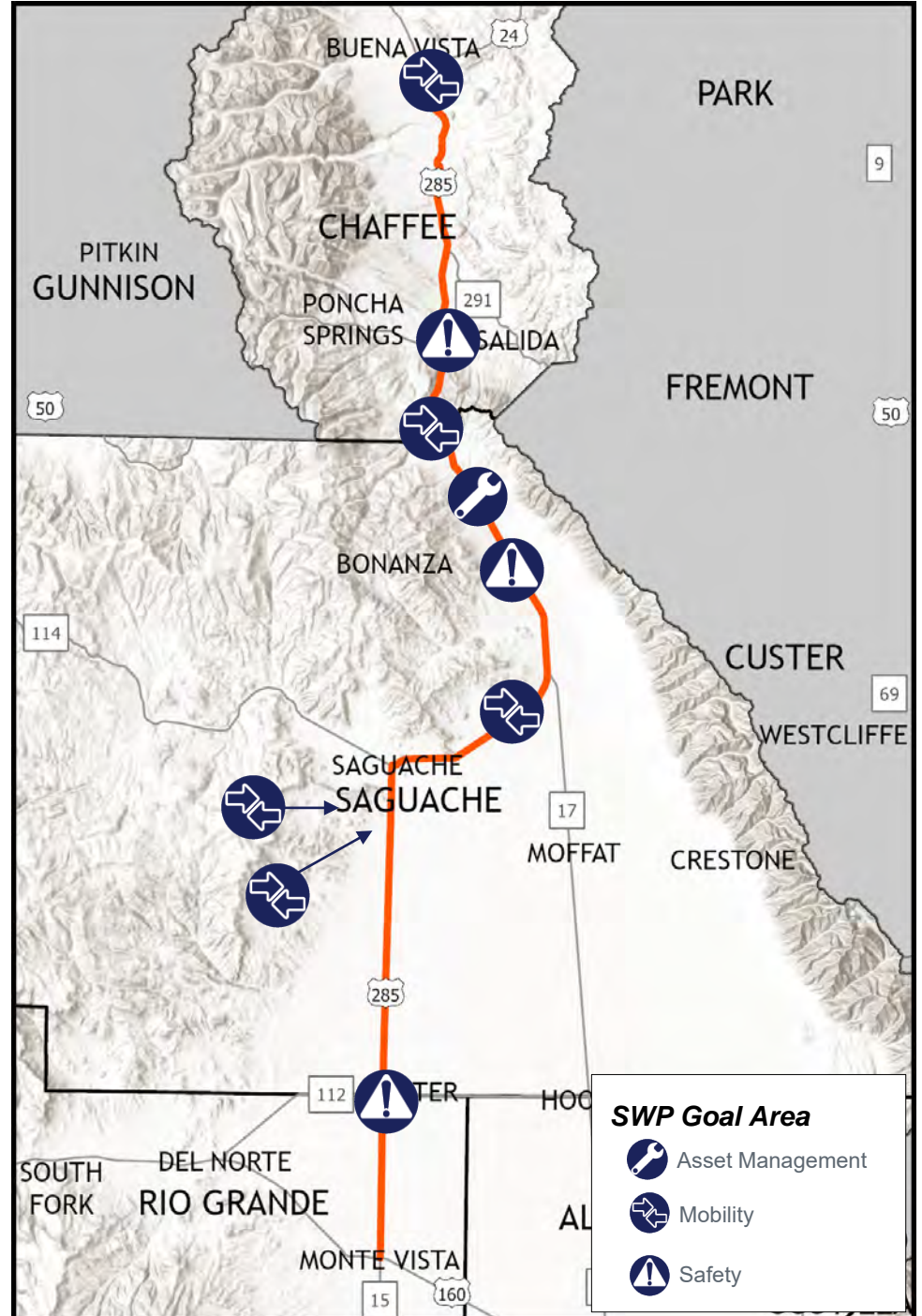
Mobility

- Chaffee Shuttle Operational Costs for Service between Salida and Buena Vista
- Outrider Stop/Shelter Improvements
- Saguache Park-n-Ride
- Saguache Transit Center
- Increase in Eagle Line's Service Hours and/or Days



Safety

- SH285/SH 136 Intersection Improvements
- US 285 and CR X Intersection Improvements
- US 285 Pedestrian crossing in Poncha springs



SWP Goal Area

- Asset Management
- Mobility
- Safety



State Highway 291A: Between Salida and junction with 285B/C (PSL7026)



Corridor Name

State Highway 291A: Between Salida and junction with 285B/C

Corridor Vision

The Vision for the SH 291 A - Jct. US 50 southeast of Salida to Jct. US 285 corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor is a designated scenic byway, the Collegiate Peaks Scenic Byway, and serves as a multimodal local facility, acts similar to a Main Street, and makes north-south connections within the Upper Arkansas Valley area.

Corridor Designations

- High Demand Bicycle Corridor (R5-9)
- Scenic Byway (Collegiate Peaks)

What we heard about the Corridor

- 16 comments
- Desire for reduced speeds
- Desire for bike / ped improvements
- Interest in multimodal improvements
- Desired improvements for freight and truck movement
- Concerns about safety

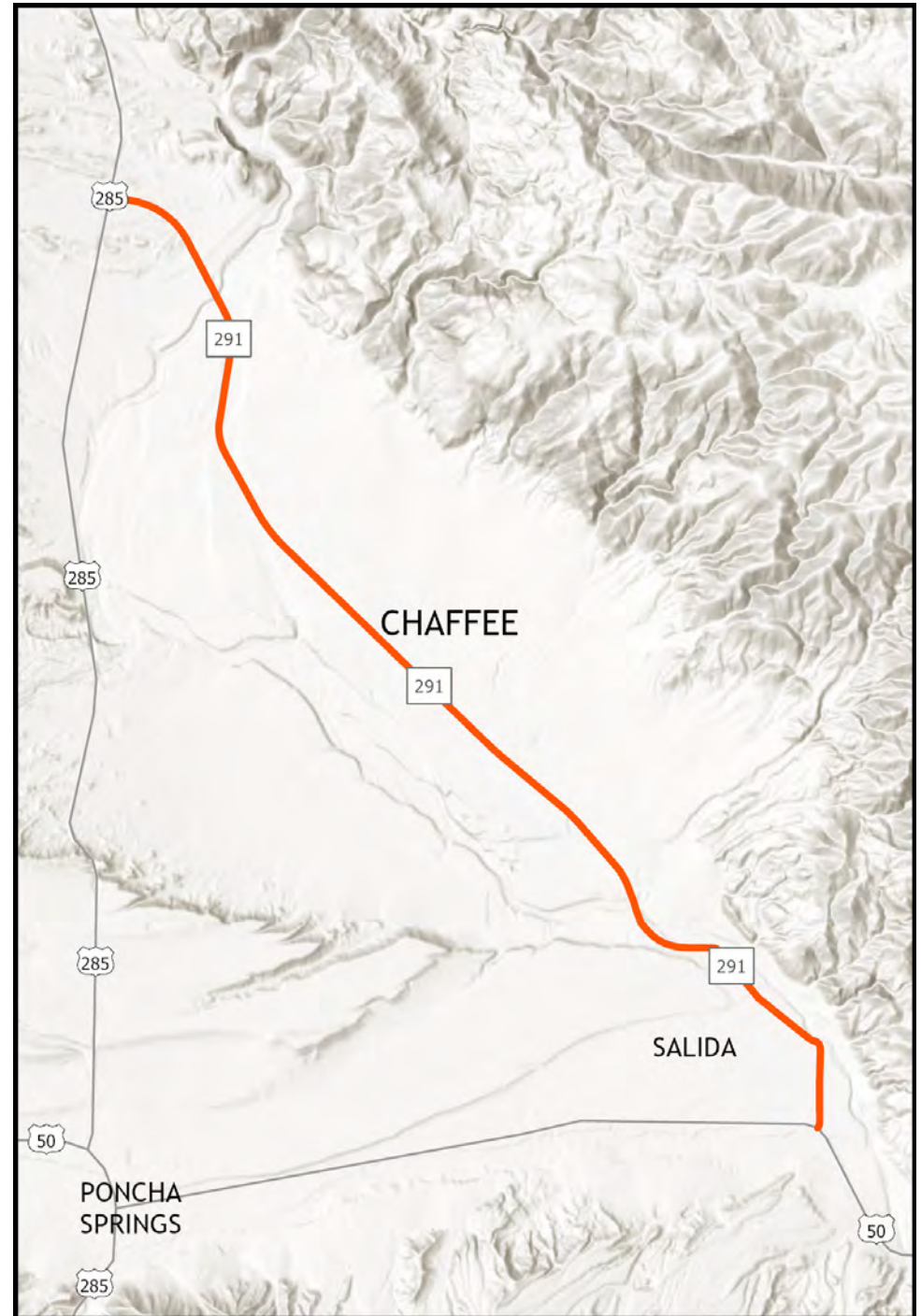




Key Data Findings: State Highway 291A: Between Salida and junction with 285B/C (PSL7026)

Key Data Findings:






Demographics Transit	Passes through census tract with higher percentage of 65+ population and disabled population
Freight Safety	2 sections with shoulders < 2' (Salida and US 285)
Transit	Local Chaffee shuttle on corridor
Bicycling	1 section of high bicycle activity in Salida Medium to low stress for bicyclists with small section of high stress for bicyclists (Salida)
Pedestrian Economics	Main Street through Salida
Resiliency	Parallels and crosses 100-year floodplain Low redundancy
Economics	High concentration of jobs in Salida Provides access to recreational area
Freight Economics	Agricultural corridor Mining activity

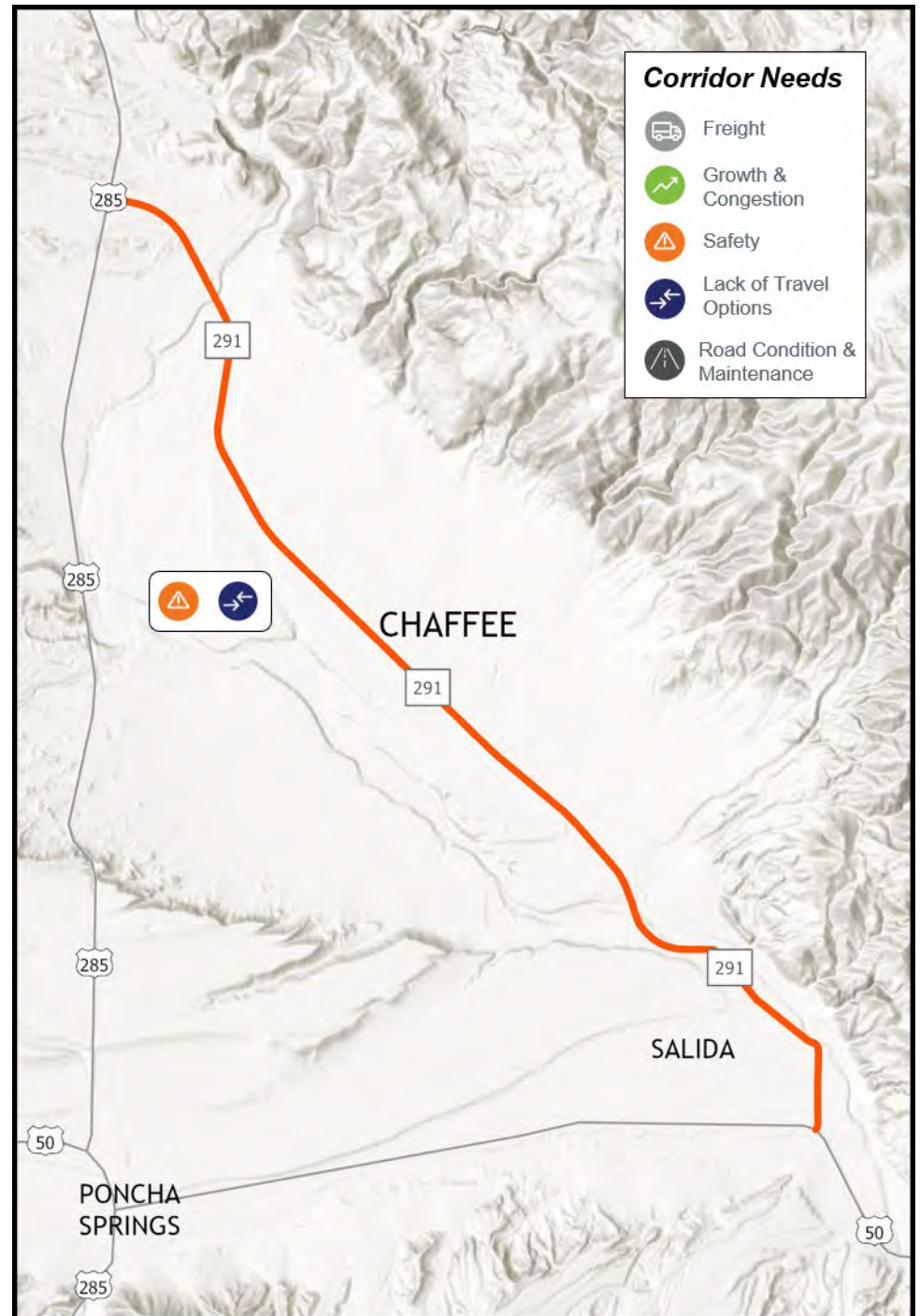




Corridor Needs: State Highway 291A: Between Salida and junction with 285B/C (PSL7026)

Corridor Needs

-  Improve bicycle accommodation
-  Enhance walkability in areas with high pedestrian demand (bus stops, downtown)
-  Eliminate shoulder deficiencies
-  Accommodate travel needs of vulnerable populations
-  Mitigate risk associated with natural disasters (floodplain)





Corridor Projects: State Highway 291A: Between Salida and junction with 285B/C (PSL7026)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 291 Intersection and Ped Improvements	Phased Improvements	2070				\$2.50
Salida ADA	Provide ADA (American with Disabilities Act) access	2071				\$0.40
Chaffee County Multimodal Transportation Plan	Multimodal plan covering bicycle, pedestrian, transit, highways/roads, airports, freight, rail, and telecommunications; assessment of safety, mobility, economic vitality, system maintenance, and strategic policies for the County's multimodal system	2711				\$0.25

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 291A: Between Salida and junction with 285B/C (PSL7026)



Asset Management

- Chaffee County Multimodal Transportation Plan



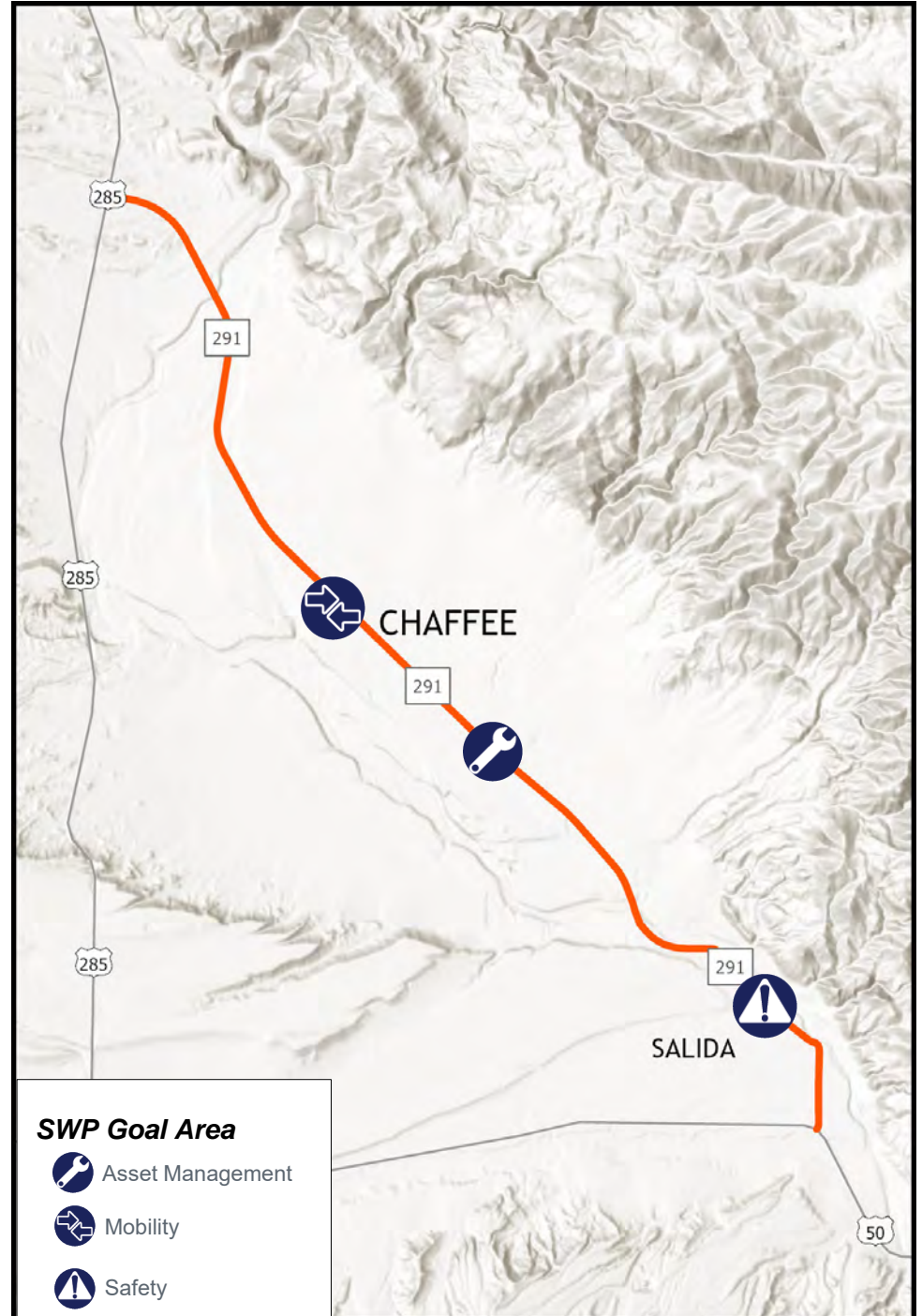
Mobility

- SH291 Intersection and Ped Improvements



Safety

- Salida ADA





State Highway 368A: From Jct. SH 370 to Jct. US 285 (PSL7027)



Corridor Name

State Highway 368A: From Jct SH 370 to Jct US 285

Corridor Vision

The Vision for the SH 368 A - Jct. SH 370 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor.

Corridor Designations

- None

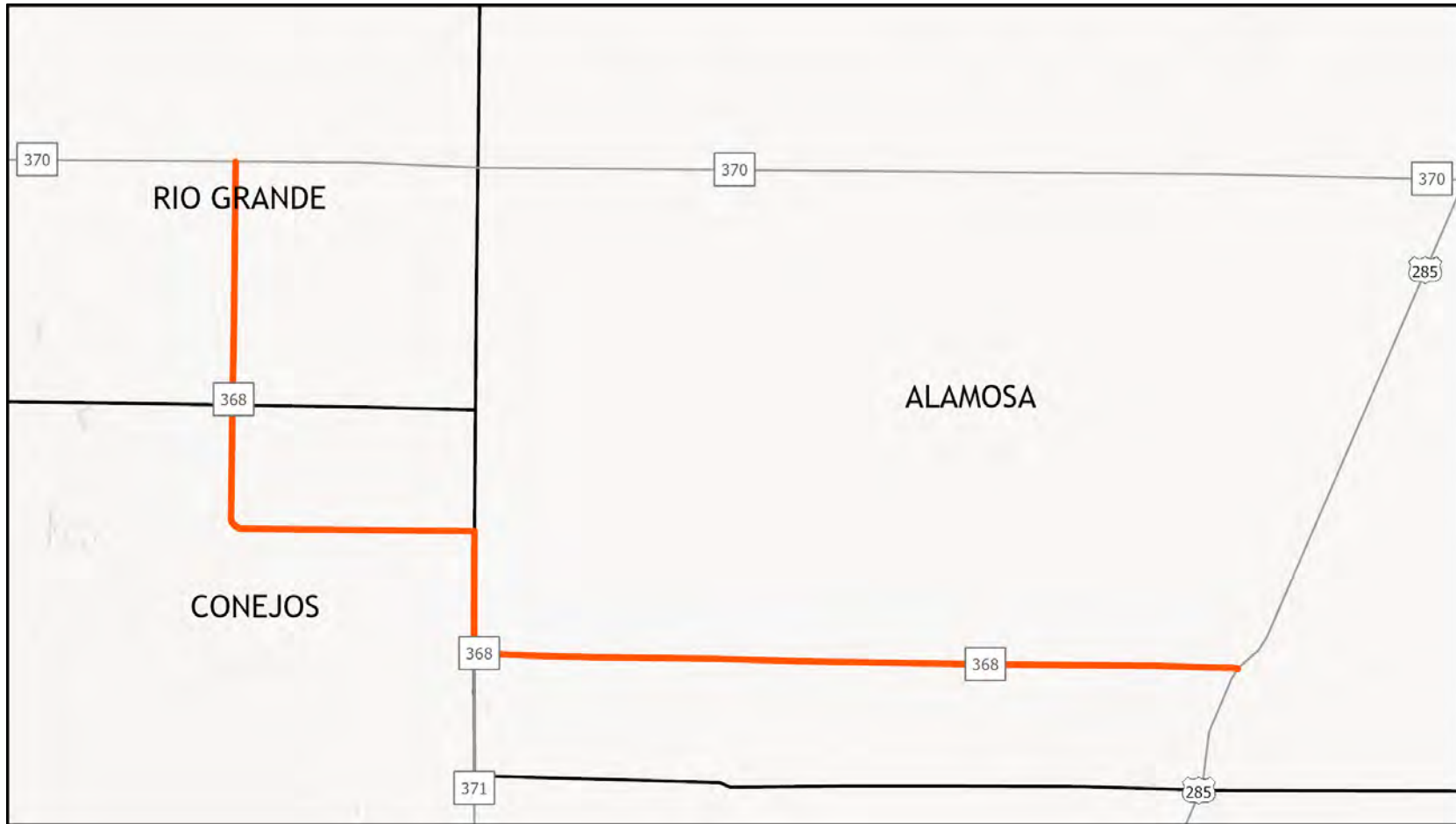
What we heard about the Corridor

- 1 Comment
- Vulnerable (Amish) population
- Desire for more road improvements





Key Data Findings: State Highway 368A: From Jct. SH 370 to Jct. US 285 (PSL7027)

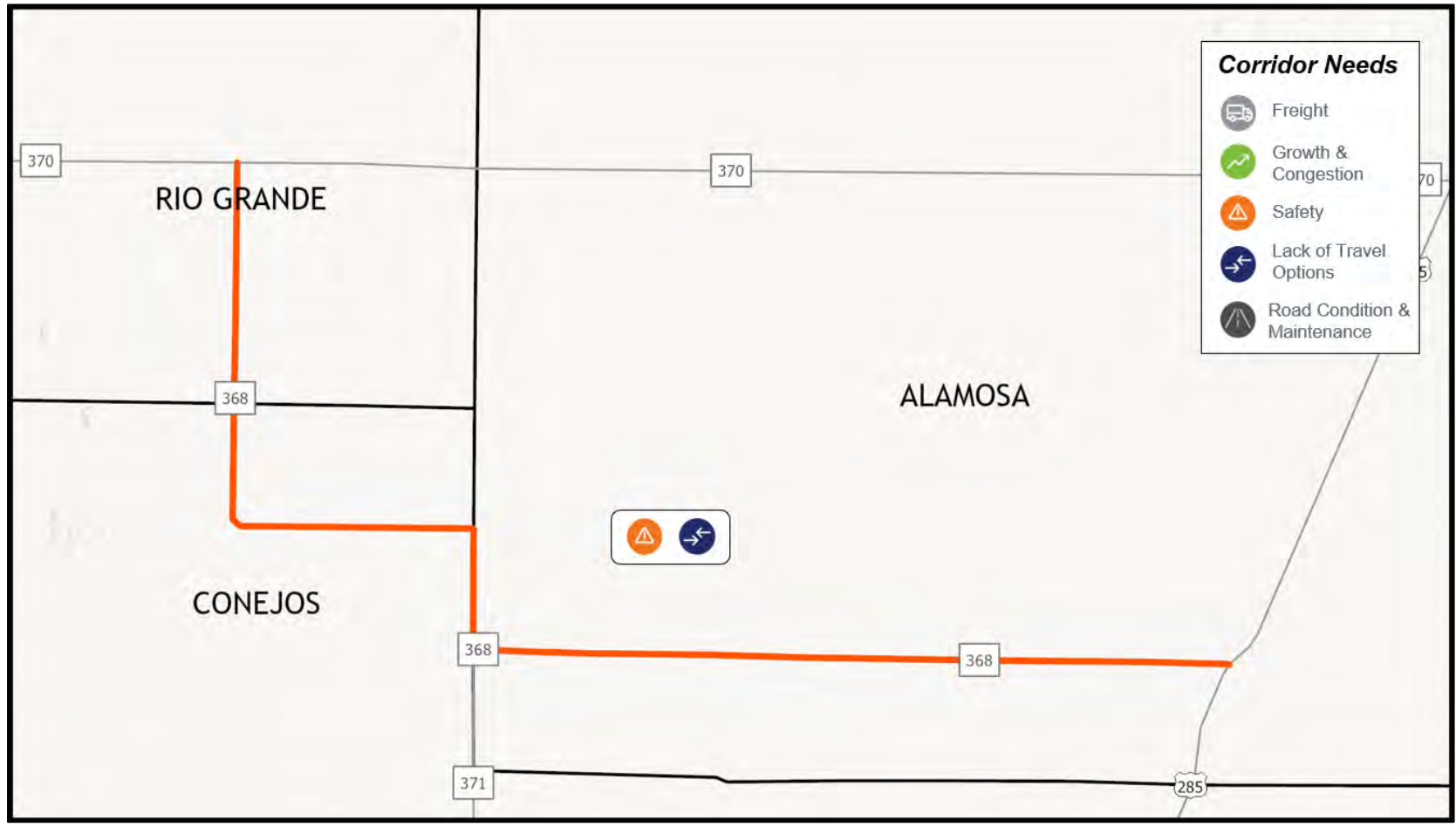


Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population	<i>Resiliency</i>	Low redundancy
<i>Freight Safety</i>	Majority of corridor with shoulders < 2'	<i>Freight Economics</i>	Agricultural corridor
<i>Bicycling</i>	High stress for bicycling		



Corridor Needs: State Highway 368A: From Jct. SH 370 to Jct. US 285 (PSL7027)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies



Corridor Projects: State Highway 368A: From Jct SH 370 to Jct US 285 (PSL7027)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

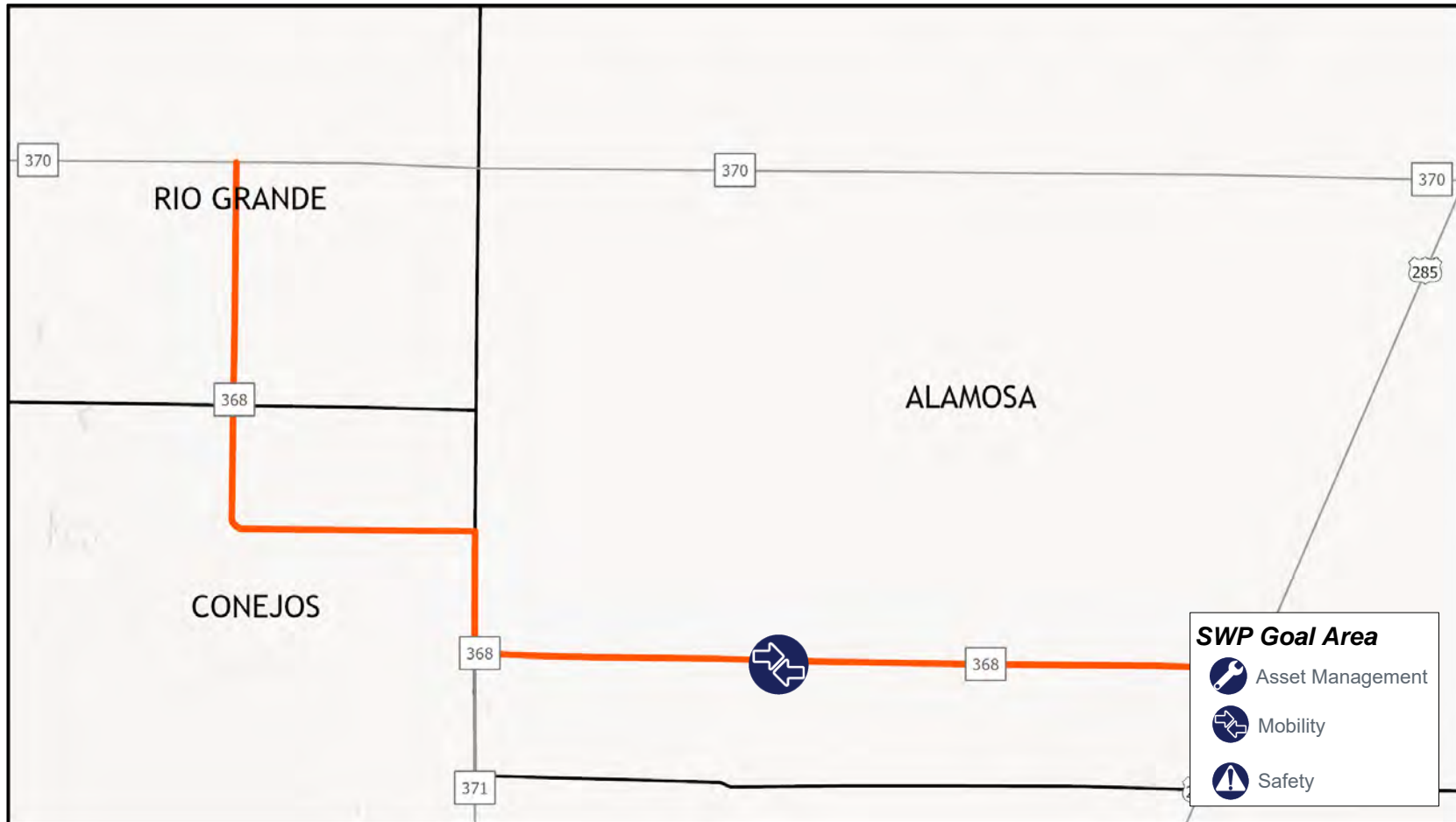
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 368A: From Jct SH 370 to Jct US 285 (PSL7027)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Southern SLV Demand Response



Safety

- No projects have been identified for this goal area



State Highway 370A: From Jct. SH 15 to Jct. US 285 (PSL7028)

Corridor Name

State Highway 370A: From Jct SH 15 to Jct US 285

Corridor Vision

The Vision for the SH 370 A - Jct. SH 15 to Jct. US 285 corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides local access, and makes east-west connections south of Alamosa. Future travel modes include passenger vehicle. The transportation system in the area primarily serves local communities and the movement of farm-to-market products.

Corridor Designations

- None

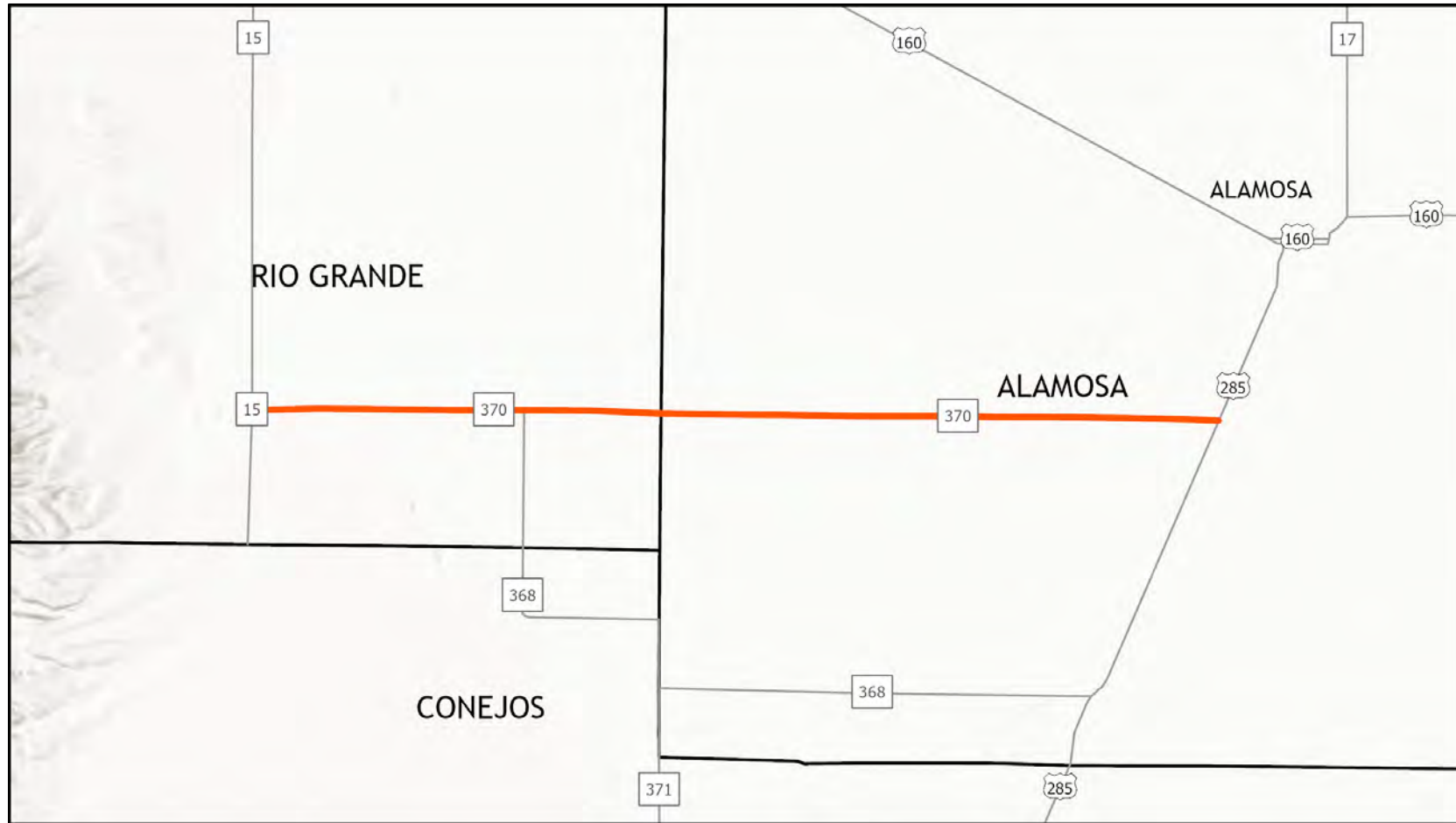
What we heard about the Corridor

- 1 comment
- Vulnerable (Amish) population





Key Data Findings: State Highway 370A: From Jct. SH 15 to Jct. US 285 (PSL7028)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population, minority and disabled population
Freight Safety	Majority of corridor with shoulders < 2'
Freight Asset Management	Section of low drivability life east of SH 15A




Bicycling	High stress for bicyclist
Resiliency	Low redundancy
Freight Economics	Agricultural corridor



Corridor Needs: State Highway 370A: From Jct. SH 15 to Jct. US 285 (PSL7028)



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Accommodate travel needs of vulnerable populations
-  Eliminate shoulder deficiencies



Corridor Projects: State Highway 370A: From Jct SH 15 to Jct US 285 (PSL7028)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
MP 0 to MP 4	Rural Road Surface Treatment	79				\$2.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 370A: From Jct SH 15 to Jct US 285 (PSL7028)



Asset Management

- MP 0 to MP 4



Mobility

- Southern SLV Demand Response



Safety

- No projects have been identified for this goal area



State Highway 371A: From Jct. SH 15 to SH 370 (PSL7029)

Corridor Name

State Highway 371A: From Jct SH 15 to SH 370

Corridor Vision

The Vision for the SH 371 A - Jct SH 15 to SH 370 corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor provides local access, and makes north-south connections between Conejos and Alamosa Counties. The transportation system in the area primarily serves local communities and the movement of farm-to-market products.

Corridor Designations

- None

What we heard about the Corridor

- 2 comments
- Vulnerable (Amish) population
- Support farm to market production



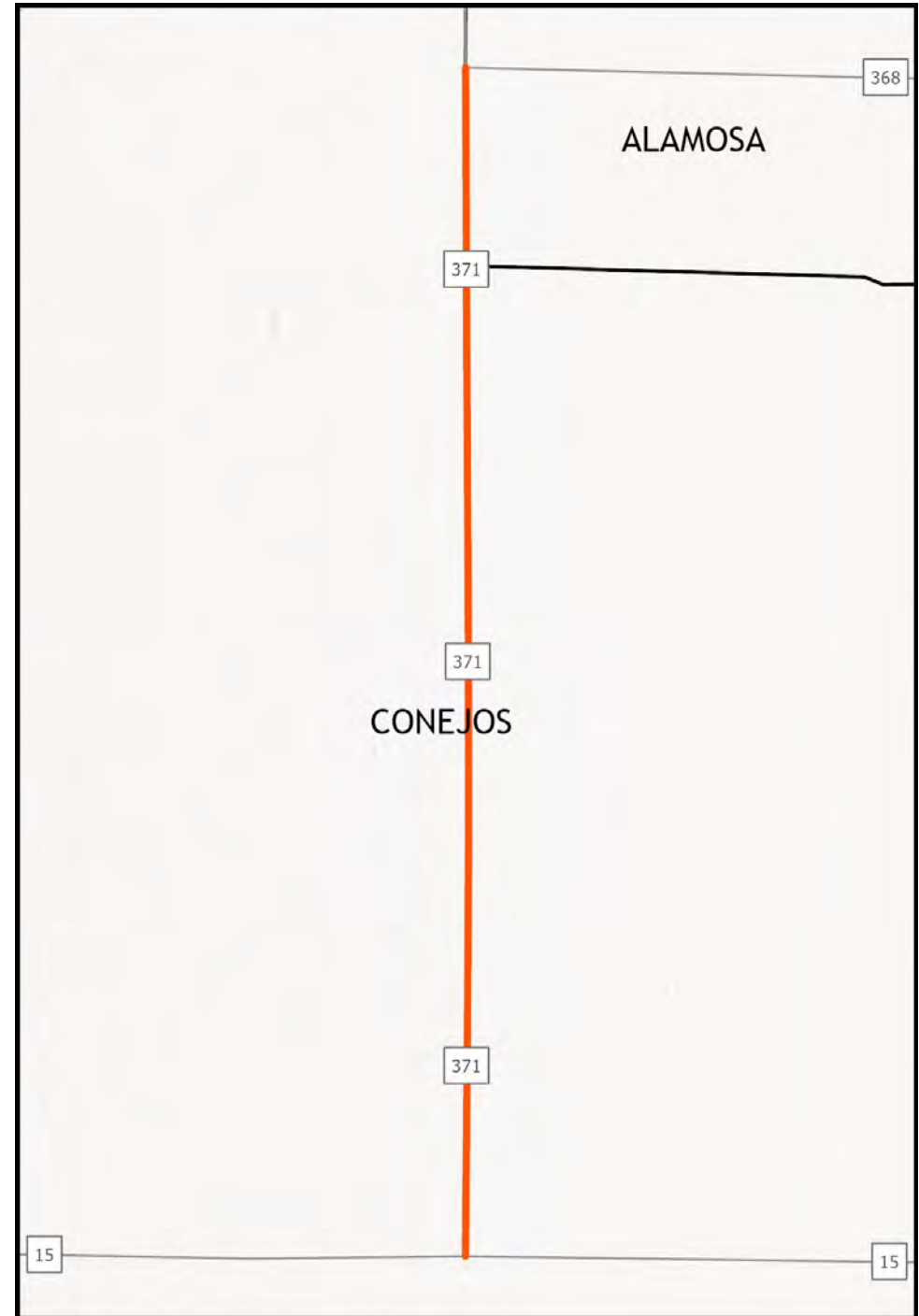


Key Data Findings: State Highway 371A: From Jct. SH 15 to SH 370 (PSL7029)



Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population, minority and disabled population
<i>Freight Safety</i>	Majority of corridor with shoulders < 2'
<i>Bicycling</i>	High stress for bicycling
<i>Resiliency</i>	Low redundancy
<i>Freight Economics</i>	Agricultural corridor



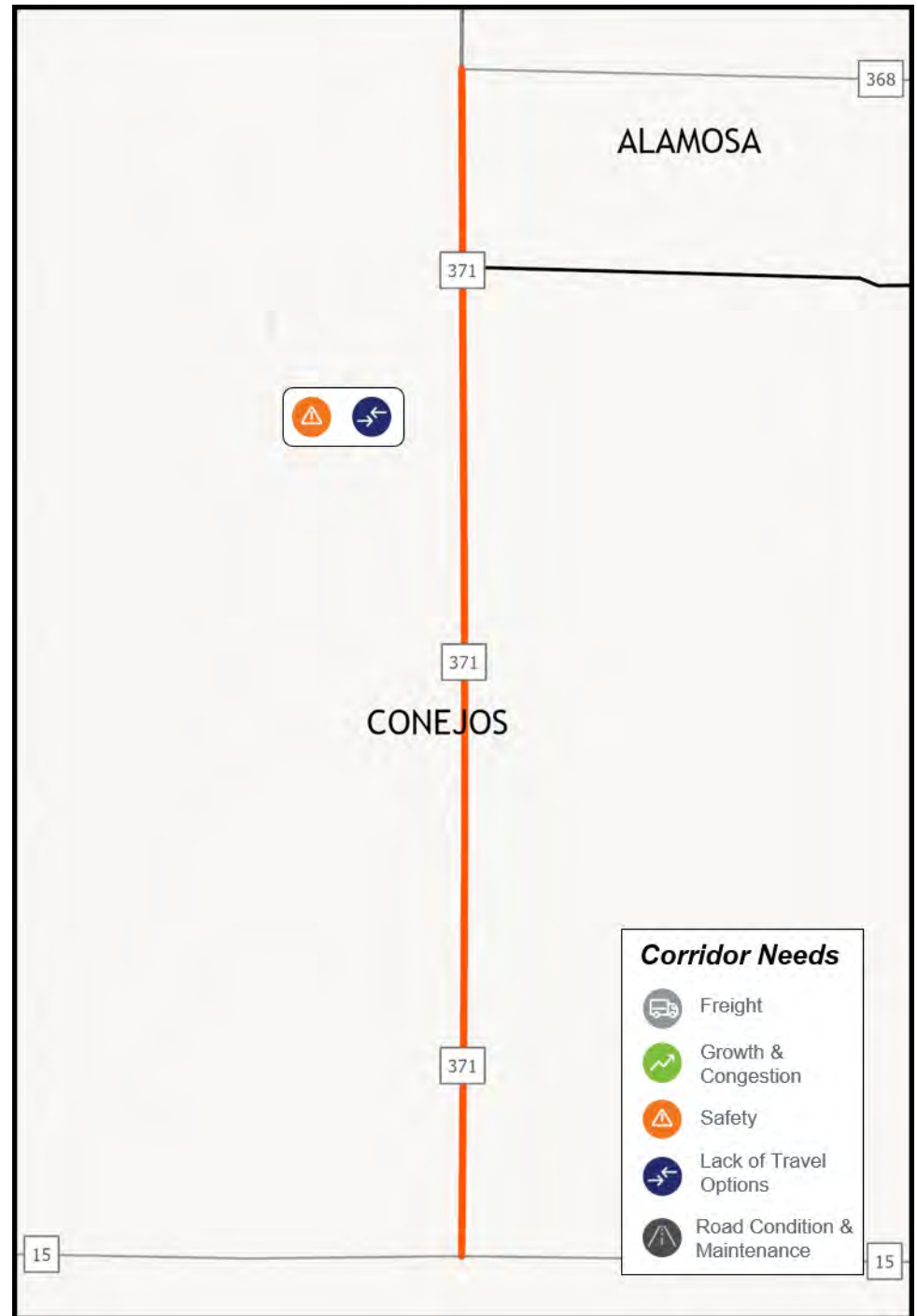


Corridor Needs: State Highway 371A: From Jct. SH 15 to SH 370 (PSL7029)



Corridor Needs

- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies





Corridor Projects: State Highway 371A: From Jct SH 15 to SH 370 (PSL7029)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Southern SLV Demand Response	Daily local demand response service and assist with development of service plan for southern portion of the SLV.	2035				\$0.82
SH 371 Entire Length	Rural road surface treatment	2637				\$2.38

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 371A: From Jct SH 15 to SH 370 (PSL7029)



Asset Management

- SH 371 Entire Length



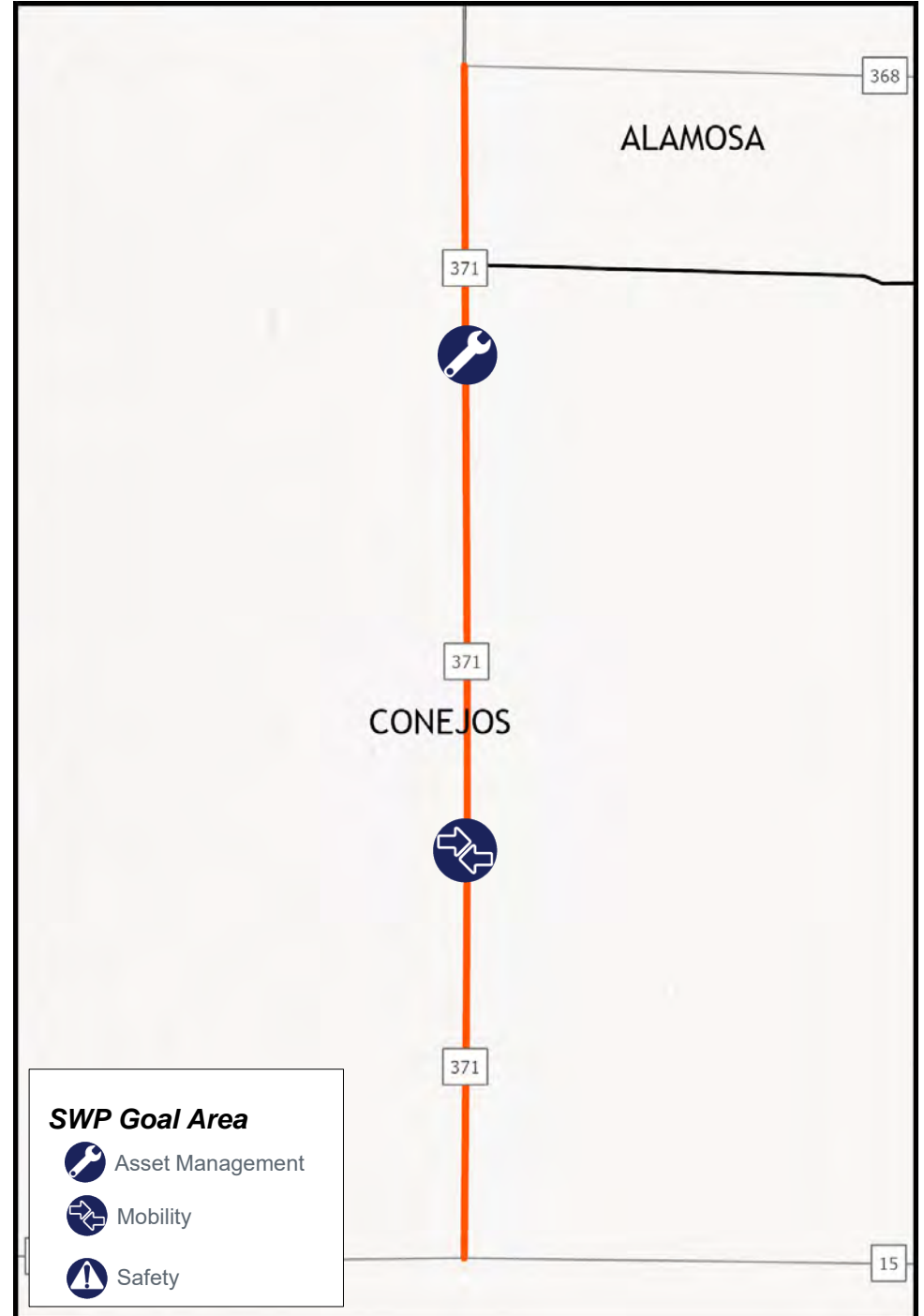
Mobility

- Southern SLV Demand Response



Safety

- No projects have been identified for this goal area



SWP Goal Area

- Asset Management
- Mobility
- Safety



Non-Corridor Specific Projects

Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Region will hire independent consultant to identify the best location for limited shouldering funds.	Region will hire independent consultant to identify the best location for limited shouldering funds.	1490				-
One-Stop Shop for Transportation for San Luis Valley (One-Call/One-Click - call center/website/app)	Planning for and implementation of a one-stop shop for transportation (e.g., call center, website, app) and creation of a call center. Includes \$250,000 for planning study and \$75k/year for staffing.	2531				\$1.00
San Luis Valley Transit Needs Study	Conduct planning effort for entire valley.	2534				\$0.05
Formalize Regional Coordinating Council	Conduct planning study to determine needs and develop action plan. Hire staff to serve as mobility manager and RCC lead at \$75k/year.	2536				\$0.80
Regional Transit Route Plan	Coordinate planning and implementation of regional transit routes, stops, etc., connecting within Chaffee County with all parties	2705				\$0.05
Local Route Circulators in Buena Vista, Poncha Springs, Salida	Develop and implement local circulating routes for each community	2706				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Non-Corridor Specific Projects



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Chaffee Shuttle Additional buses and replacement buses	Addition of buses to fleet; replacement of vehicles for Chaffee Shuttle	2709				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- See corridor specific projects



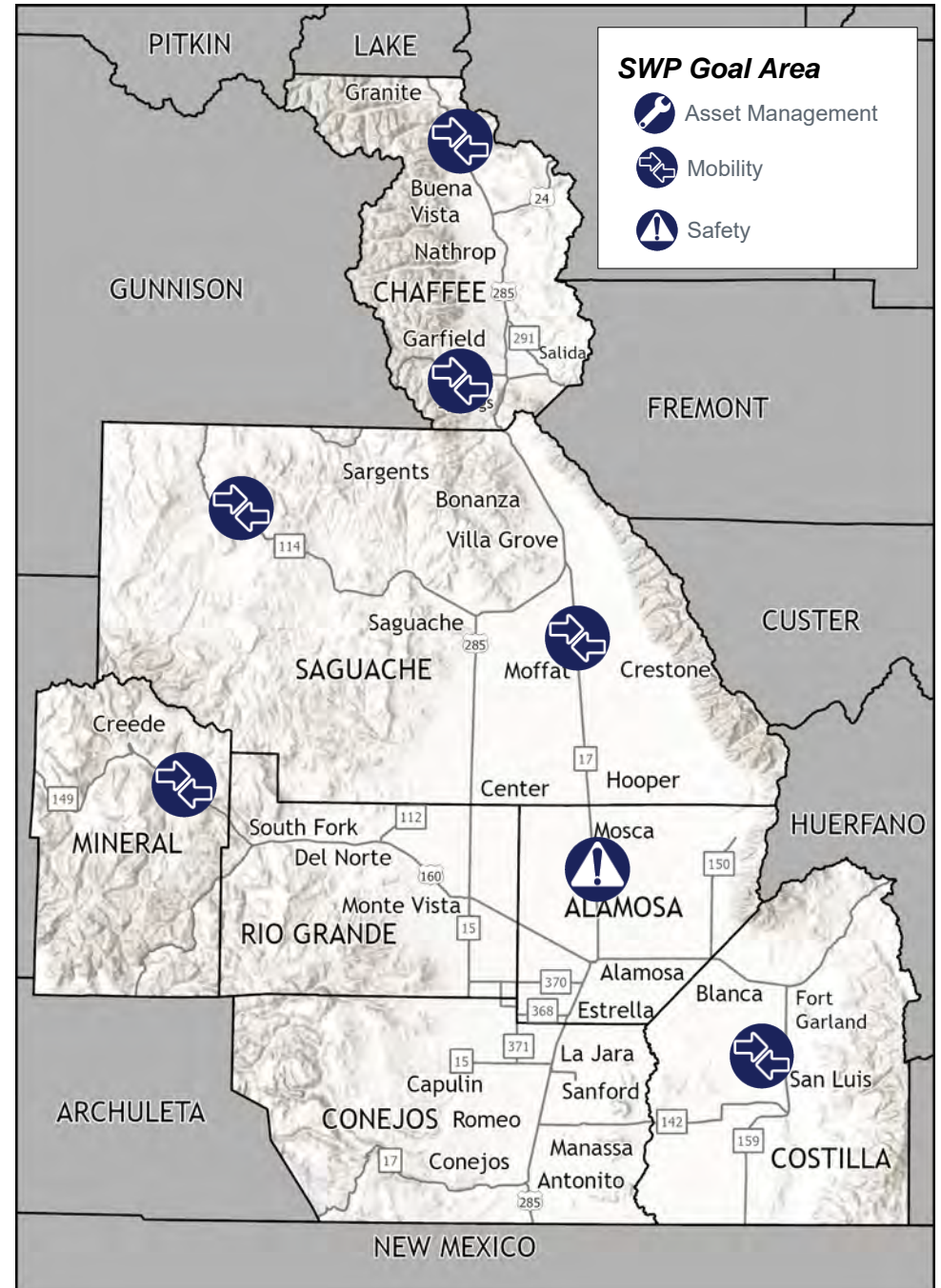
Mobility

- One-Stop Shop for Transportation for San Luis Valley (One-Call/One-Click - call center/website/app)
- San Luis Valley Transit Needs Study
- Formalize Regional Coordinating Council
- Regional Transit Route Plan
- Local Route Circulators in Buena Vista, Pncha Springs, Salida
- Chaffee Shuttle Additional buses and replacement buses



Safety

- Region will hire independent consultant to identify the best location for limited shouldering funds.





Southwest TPR Corridor Profiles - Final

CDOT Region 5

Counties:
Archuleta, Dolores, La Plata, Montezuma, San Juan

“ *The Southwest TPR will provide a balanced transportation system that accommodates the movements of residents, employees, visitors, and goods in the region by offering travel options and preserving the rural character, quality of life, and environment.* ”



Non-Corridor Specific Needs

- Provide additional travel options like bus and rail transit to serve the aging population and tourists
- Off-highway bicycle and pedestrian facilities and connectivity

* Corridor needs are listed in order of importance based on TPR and public feedback

What We've Heard about the Southwest TPR

- 518 public and stakeholder comments specifically about the Southwest TPR
- 211 surveys completed by residents with a zip code in the Southwest TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" public survey respondents in the Southwest TPR, combined with stakeholder input, selected: Road condition and safety, Lack of travel options, Growth and congestion
- The highest frequency topics for location-specific comments in the Southwest TPR (in order of frequency) include: Safety, congestion, bicycle and pedestrian connectivity, bus service/transit, roadway capacity, passing lanes, bike lanes, road maintenance and trucking/freight.

Key Data Findings:

Demographics	2015 Population: 93,743 2045 Forecasted Population: 145,484
Economics	2015 Jobs: 53,917 2045 Forecasted Jobs: 78,962
Economics	Top Industries: Health and wellness, agriculture, energy, tourism, and outdoor recreation
Growth	2015 Vehicle Miles of Travel (VMT): 3.0 Million 2045 Vehicle Miles of Travel (VMT): 5.1 Million
Asset Management	132 Miles of highway with high drivability life 344 Miles of highway with moderate drivability life 19 Miles of highway with low drivability life



State Highway 3: Between US 160 and 8th Street in Durango (PSW7001)



Corridor Name

State Highway 3: Between US 160 and 8th Street in Durango

Corridor Vision

The Vision for the State Highway 3, US 160 to 8th Street in Durango, corridor is primarily to maintain system quality as well as to improve safety and multimodal connectivity.

Corridor Description

State Highway 3 functions as a local connection from US 160 to downtown Durango. The route serves as a bypass for US 550, which runs parallel to SH 3. Maintaining safety for all users, including cyclists, is important.

Corridor Designations

- High Demand Bicycle Corridor R5-3

What we heard about the Corridor

- 5 comments specifically about this corridor
- Concerns about road condition and potholes
- Concerns about travel options
- Desire for transit



Key Data Findings: State Highway 3: Between US 160 and 8th Street in Durango (PSW7001)

Key Data Findings:

<i>Asset Management</i>	Low drivability life
<i>Bicycling</i>	Very high bicycle activity; high stress for bicycling
<i>Economics</i>	High concentration of jobs





Corridor Needs: State Highway 3: Between US 160 and 8th Street in Durango (PSW7001)

Corridor Needs

- Address pavement condition where drivability life is poor
- Improve bicycle accommodation





Corridor Projects: State Highway 3: Between US 160 and 8th Street in Durango (PSW7001)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this goal area	-	-	-	-	-	-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 3: Between US 160 and 8th Street in Durango (PSW7001)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



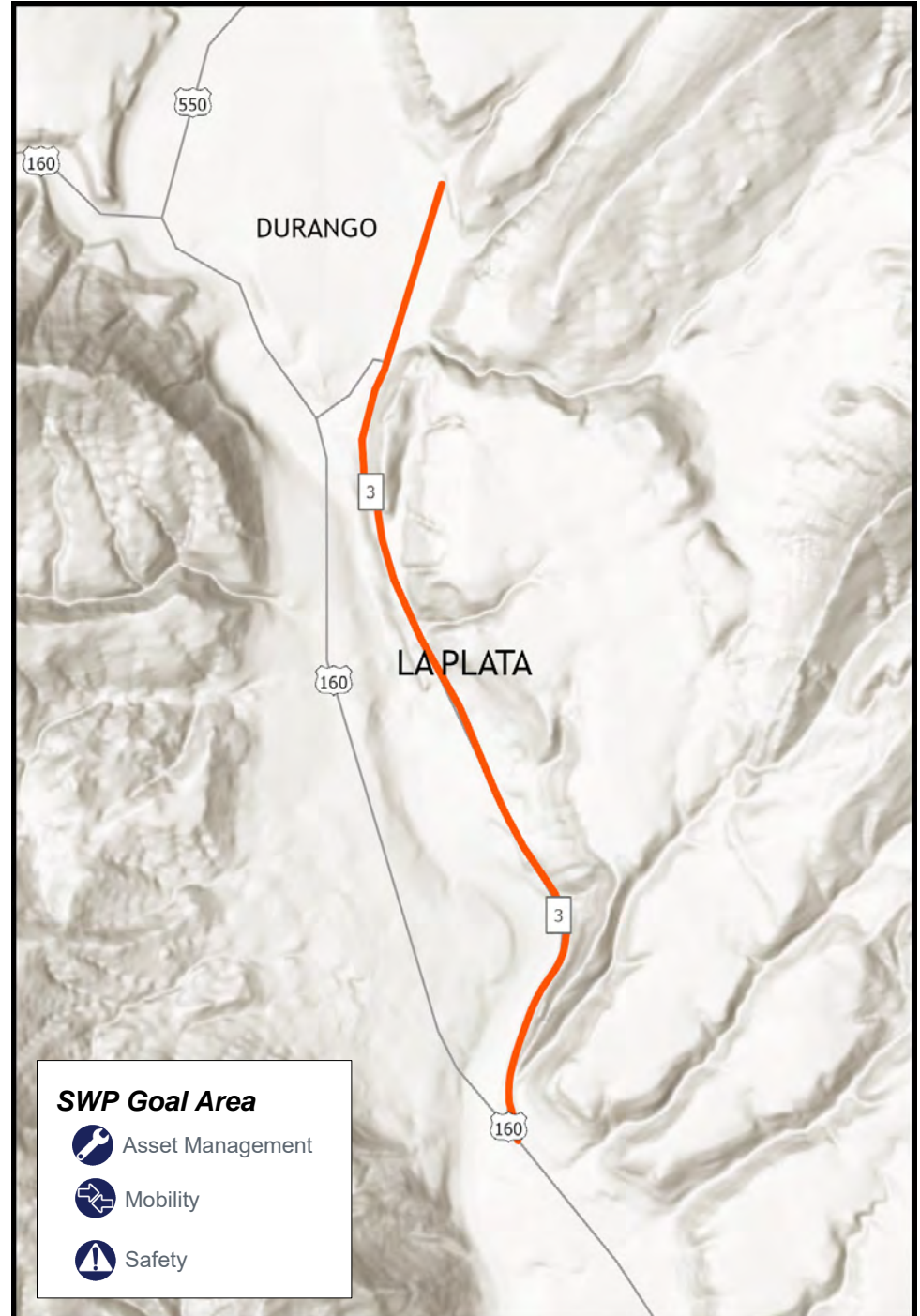
Mobility

- No projects have been identified for this goal area



Safety

- No projects have been identified for this goal area





State Highway 41: Between the Utah border and US 160 (PSW7002)



Corridor Name

State Highway 41: Between the Utah border and US 160

Corridor Vision

The Vision for the State Highway 41 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

State Highway 41 is located within the Ute Mountain Ute tribal lands and provides local access, as well as connections to Utah. The corridor primarily serves commuter traffic between Towaoc, Colorado and White Mesa, Utah, as well as tourists traveling to/from the Canyonlands, Monument Valley, Natural Bridges National Monument, and the north end of Lake Powell. Maintaining the rural character and high levels of mobility is important.

What we heard about the Corridor

- No comments specifically about this corridor

Corridor Designations

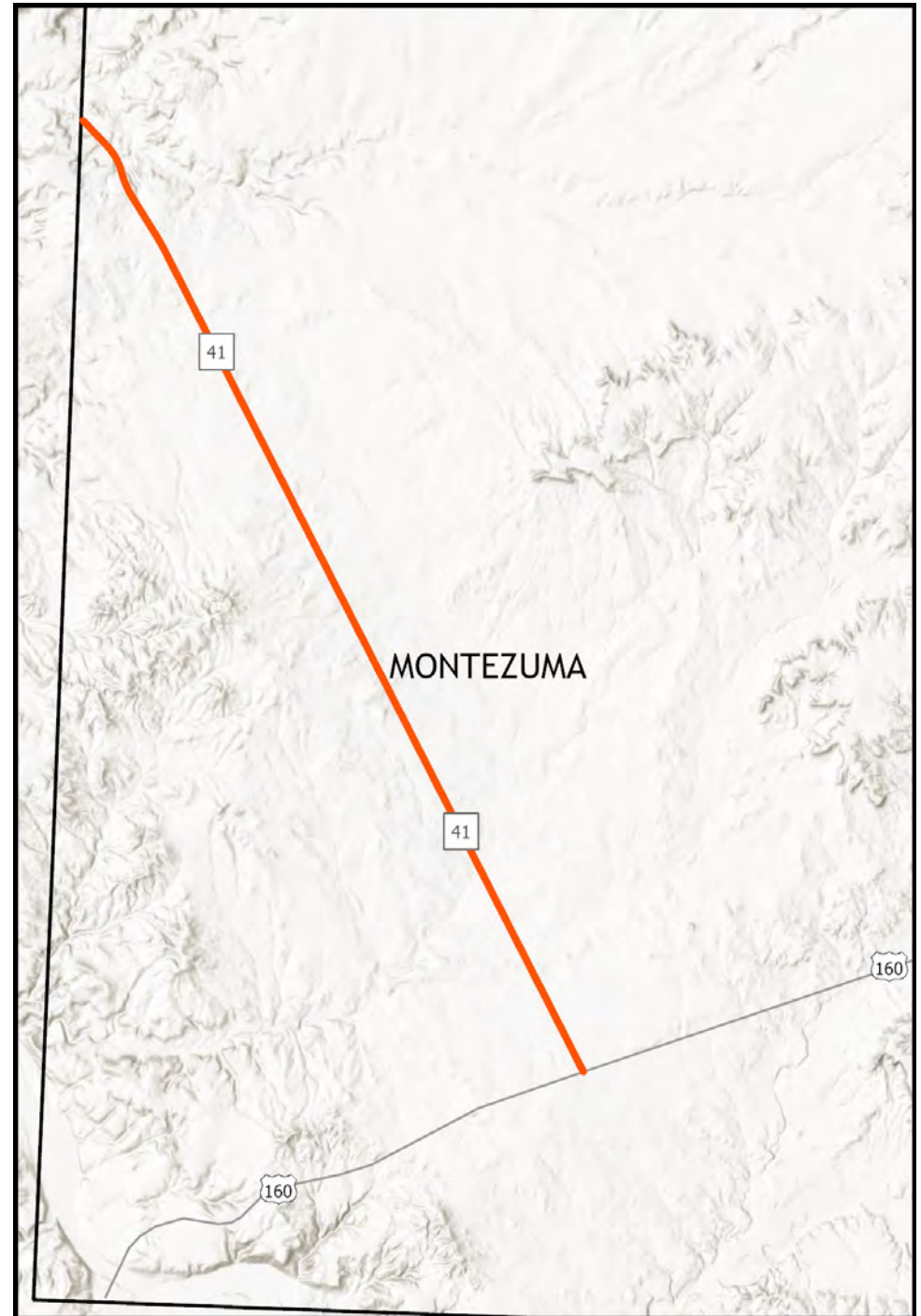
- Scenic byway



Key Data Findings: State Highway 41: Between the Utah border and US 160 (PSW7002)

Key Data Findings:

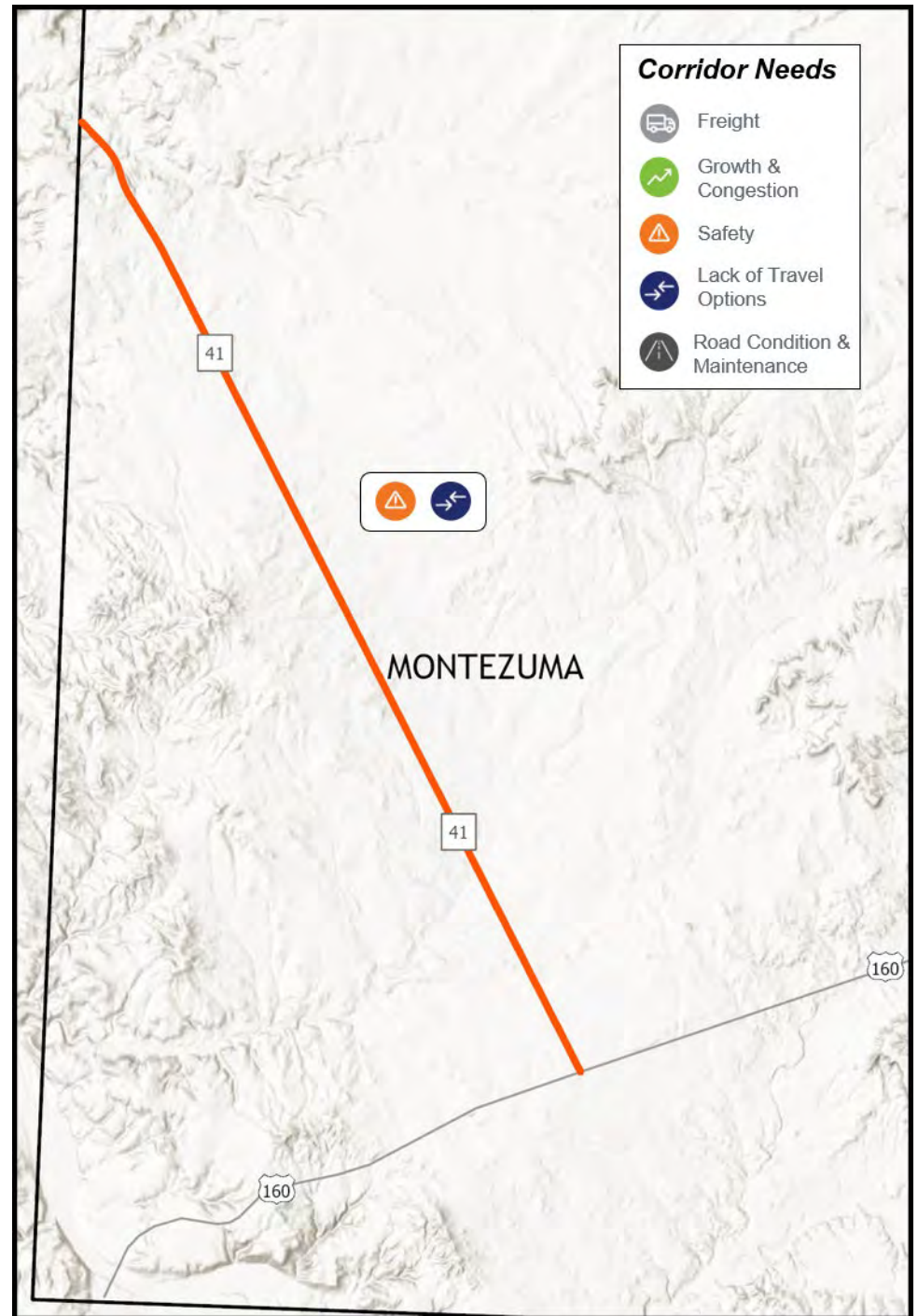
<i>Demographics Transit</i>	On Ute Mountain Tribal Lands. Passes through census tract with high percentage of people living in poverty. Passes through census tract with higher percentage of minority population residents.
<i>Safety</i>	Two segments with < 2 feet shoulders
<i>Bicycling</i>	High stress for bicycling





Corridor Needs

- △ Eliminate shoulder deficiencies
- ↔ Accommodate travel needs of vulnerable populations
- △ Provide tourism amenities (signage, pull-offs)





Corridor Projects: State Highway 41: Between the Utah border and US 160 (PSW7002)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
No projects have been identified for this goal area	-	-	-	-	-	-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

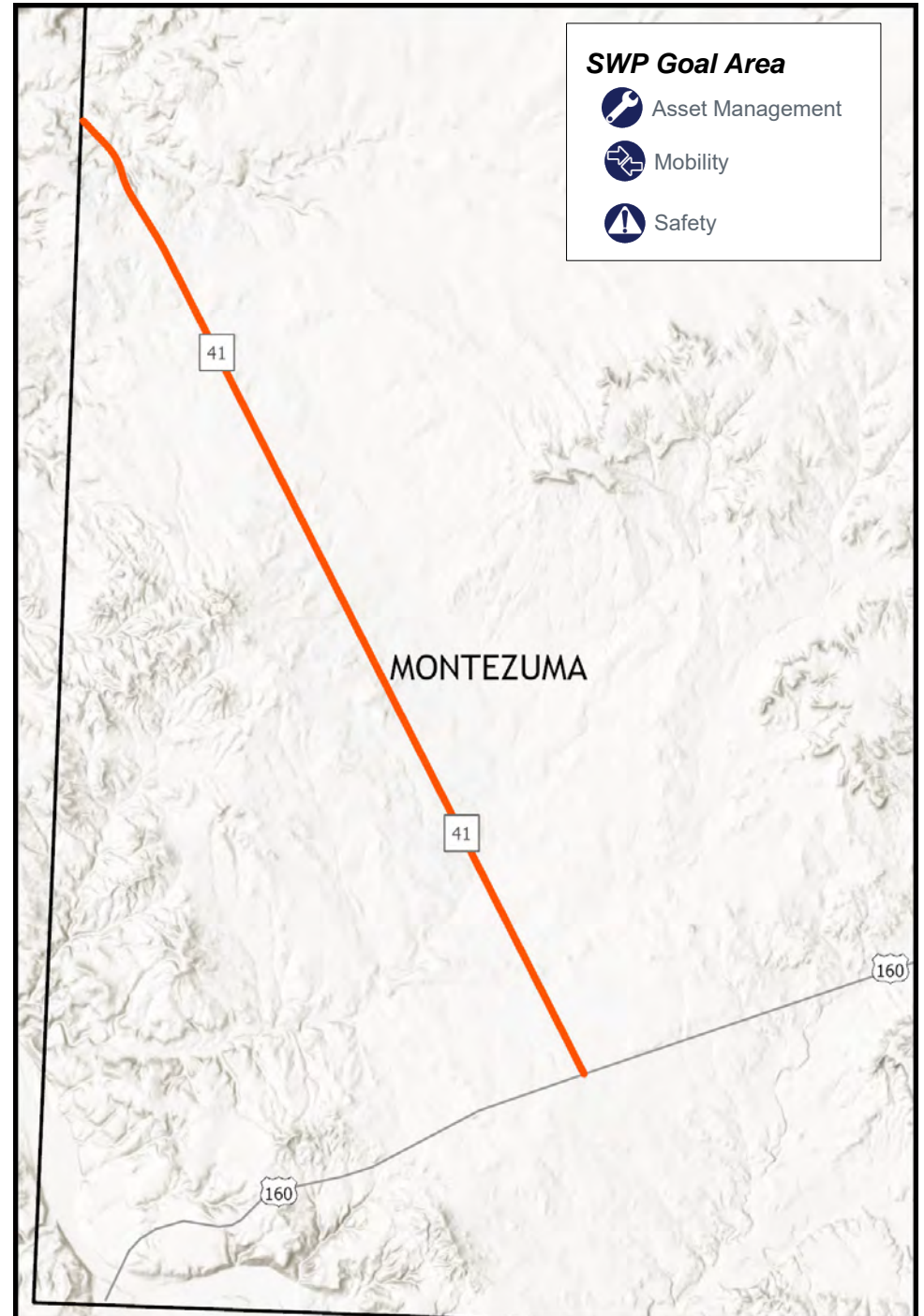
- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process

Mobility

- No projects have been identified for this goal area

Safety

- No projects have been identified for this goal area





US 84: Between the New Mexico border and Pagosa Springs (PSW7003)



Corridor Name

US 84: Between the New Mexico border and Pagosa Springs

Corridor Vision

The Vision for the State Highway 84 corridor is primarily to improve safety and maintain mobility.

Corridor Description

State Highway 84 makes north-south connections between Pagosa Springs and Utah. The corridor serves as an alternative route for Wolf Creek Pass. The communities along the corridor value safety and system preservation. The corridor supports tourism and freight movements for economic activity in the area. Improving safety and maintaining system preservation is important for this corridor.

Corridor Designations

- None

What we heard about the Corridor

- 5 comments specifically about this corridor
- Safety concerns near Pagosa Springs
- Desire for better pedestrian and bike connectivity
- Desire for better signage



Key Data Findings: US 84: Between the New Mexico border and Pagosa Springs (PSW7003)

Key Data Findings:

<i>Demographics Transit</i>	Passes through census tract with high percentage of people living in poverty. Passes through census tract with higher percentage of 65+ population.
<i>Freight Safety</i>	Majority of corridor has less than 2-foot shoulders. Two segments with elevated crash rates. Dense wildlife crashes.
<i>Freight Asset Management</i>	One bridge in poor condition
<i>Bicycling</i>	Southern portion is high stress for biking
<i>Economics Freight</i>	Concentration of oil and gas wells. Provides access to recreational areas.
<i>Freight</i>	High percentage of truck traffic





Corridor Needs: US 84: Between the New Mexico border and Pagosa Springs (PSW7003)

Corridor Needs

- Mitigate elevated crash patterns (including wildlife crashes)
- Address bridge in poor condition
- Accommodate travel needs of vulnerable populations
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies





Corridor Projects: US 84: Between the New Mexico border and Pagosa Springs (PSW7003)



Name		Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
MP: 0-4. Other crashes- MP: 20-27. Wildlife Fence- \$130k/mi. Underpass=\$1m	-	2074				\$5.00
Two bridges, Truss and Timber Structure. K-01-C,	-	2075		-		\$4.50
US160/SH84 Intersection	Possible roundabout or signal	2076		-		\$5.00
SH 84 Resurfacing	Resurfacing/repaving of US 84 in Archuleta County. Repair the caved away road at milepost 7.5 due to wet weather and moisture.	2077		-		\$30.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- US 84 Resurfacing



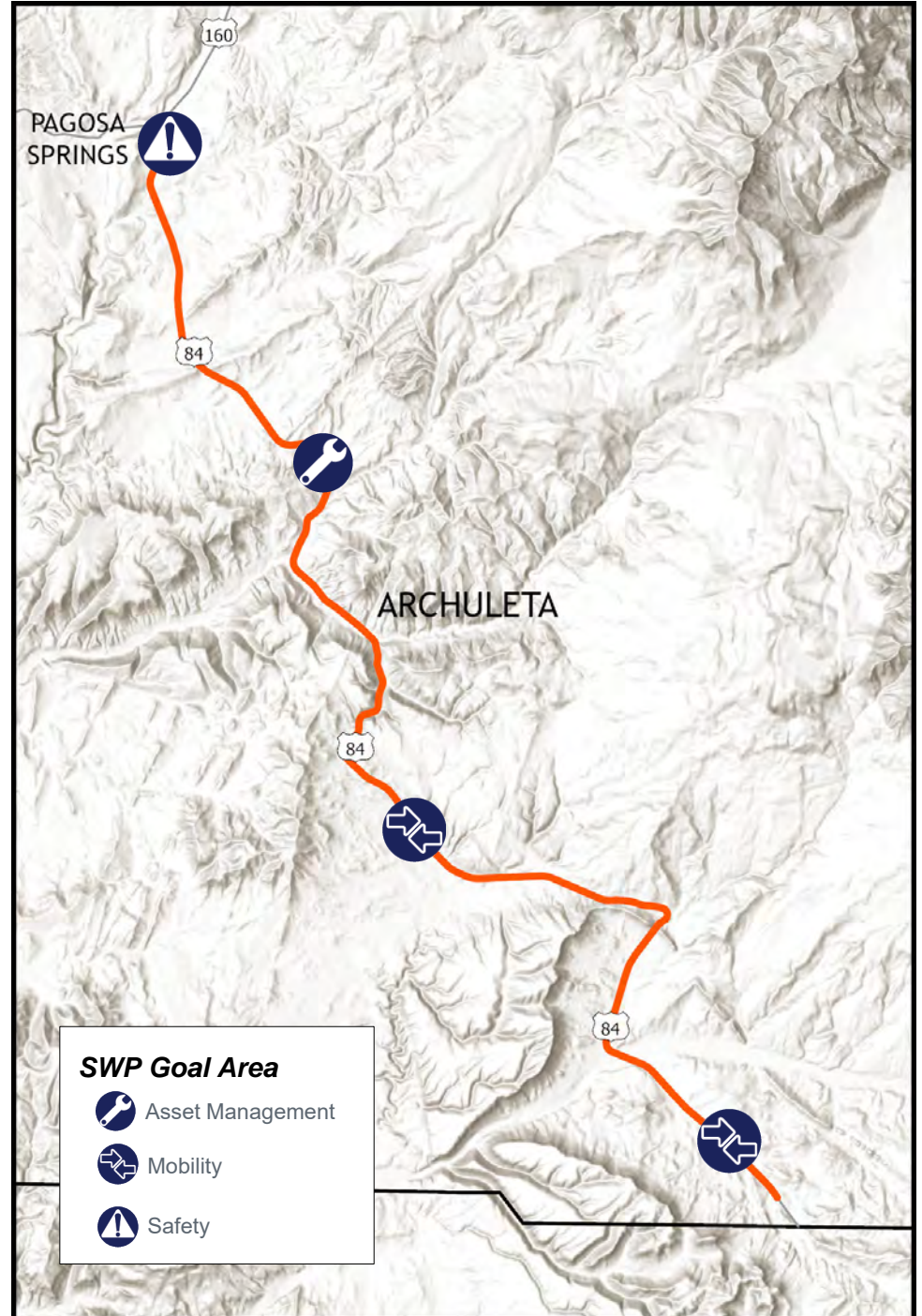
Mobility

- MP: 0-4. Other crashes- MP: 20-27. Wildlife Fence- \$130k/mi. Underpass= \$1m
- Two bridges, Truss and Timber Structure. K-01-C



Safety

- US160/US84 Intersection





State Highway 140: Between the New Mexico border and Hesperus (PSW7005)



Corridor Name

State Highway 140: Between the New Mexico border and Hesperus

Corridor Vision

The Vision for the State Highway 140 corridor is primarily to maintain system quality and to improve safety and to increase mobility.

Corridor Description

The State Highway 140 corridor provides north-south connections from New Mexico to the western Durango area. Portions of this corridor are located within Southern Ute and Ute Mountain Ute tribal lands. The communities along the corridor value connections to other areas, safety, and system preservation. Maintaining the rural and mountain character of the corridor while supporting the movement of tourists, commuters, and freight in and through the corridor is important.

Corridor Designations

- None

What we heard about the Corridor

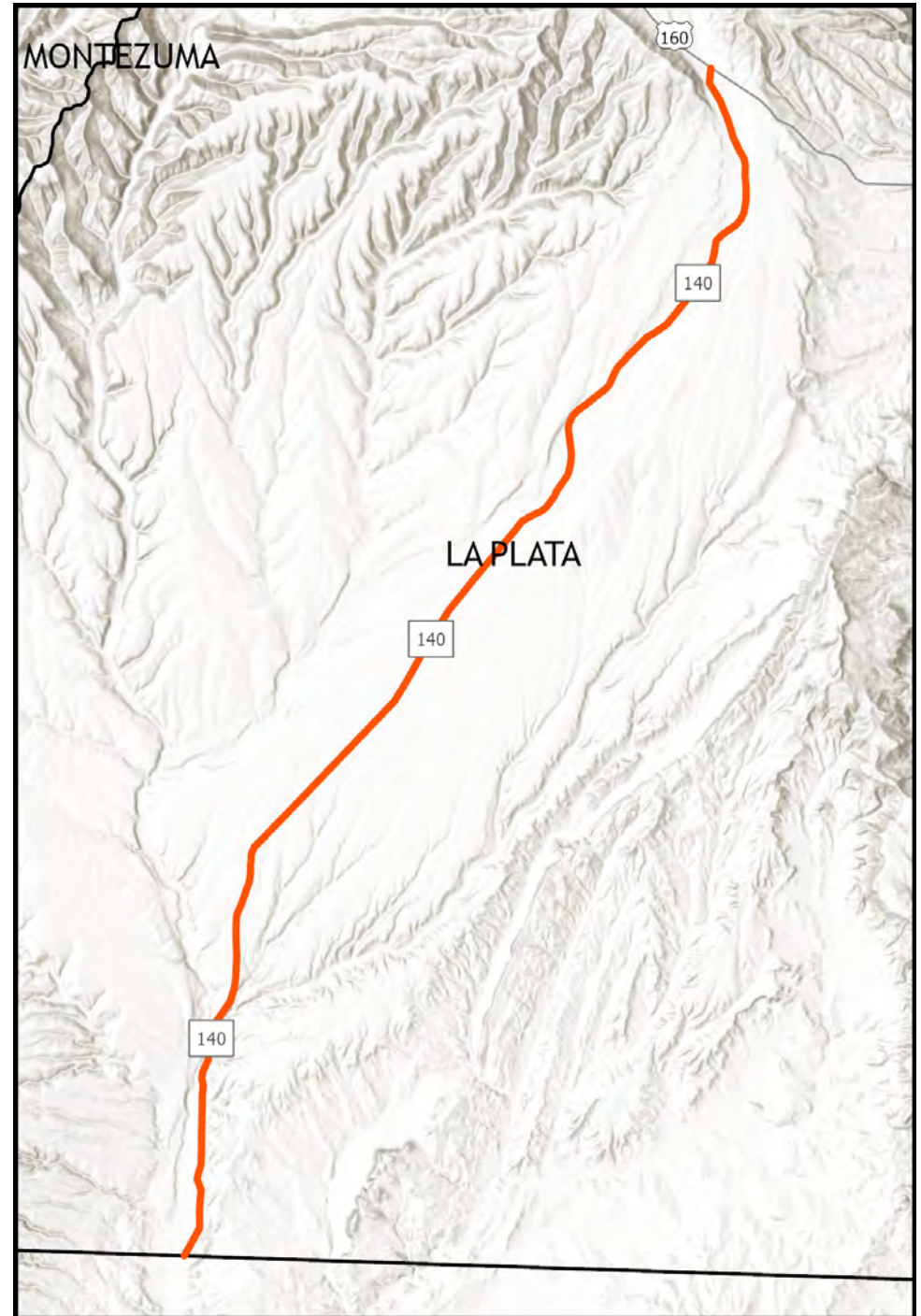
- 3 comments specifically about this corridor
- Specific concerns about the CR 125 and SH 140 intersection (difficulty navigating)
- Desire for wider shoulders



Key Data Findings: State Highway 140: Between the New Mexico border and Hesperus (PSW7005)

Key Data Findings:

<i>Freight Safety</i>	A few short segments with less than 2 ft shoulders. Three locations with elevated crash patterns. Dense wildlife crashes.
<i>Bicycling</i>	High bicycle activity between Hesperus and Kline. High stress for bicycling.
<i>Resiliency</i>	Parallels the 100-year floodplain.
<i>Economics Freight</i>	Concentration of oil and gas wells.
<i>Freight</i>	High percentage of truck traffic near Redmesa





Corridor Needs: State Highway 140: Between the New Mexico border and Hesperus (PSW7005)

Corridor Needs









- Mitigate elevated crash patterns (including wildlife crashes)
- Improve travel conditions for trucks and heavy vehicles
- Mitigate risk associated with natural disasters (floodplain)
- Eliminate shoulder deficiencies
- Improve bicycle accommodation







Corridor Projects: State Highway 140: Between the New Mexico border and Hesperus (PSW7005)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 140: New Mexico State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	1322	 		  	\$10.00
Mitigate elevated crash patterns (MP: 1.5-6.5)	-	2078		-		\$3.50




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian
-  Mobility Options
-  Safety
-  Asset Management
-  Aviation
-  Freight
-  Transit

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 140: Between the New Mexico border and Hesperus (PSW7005)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



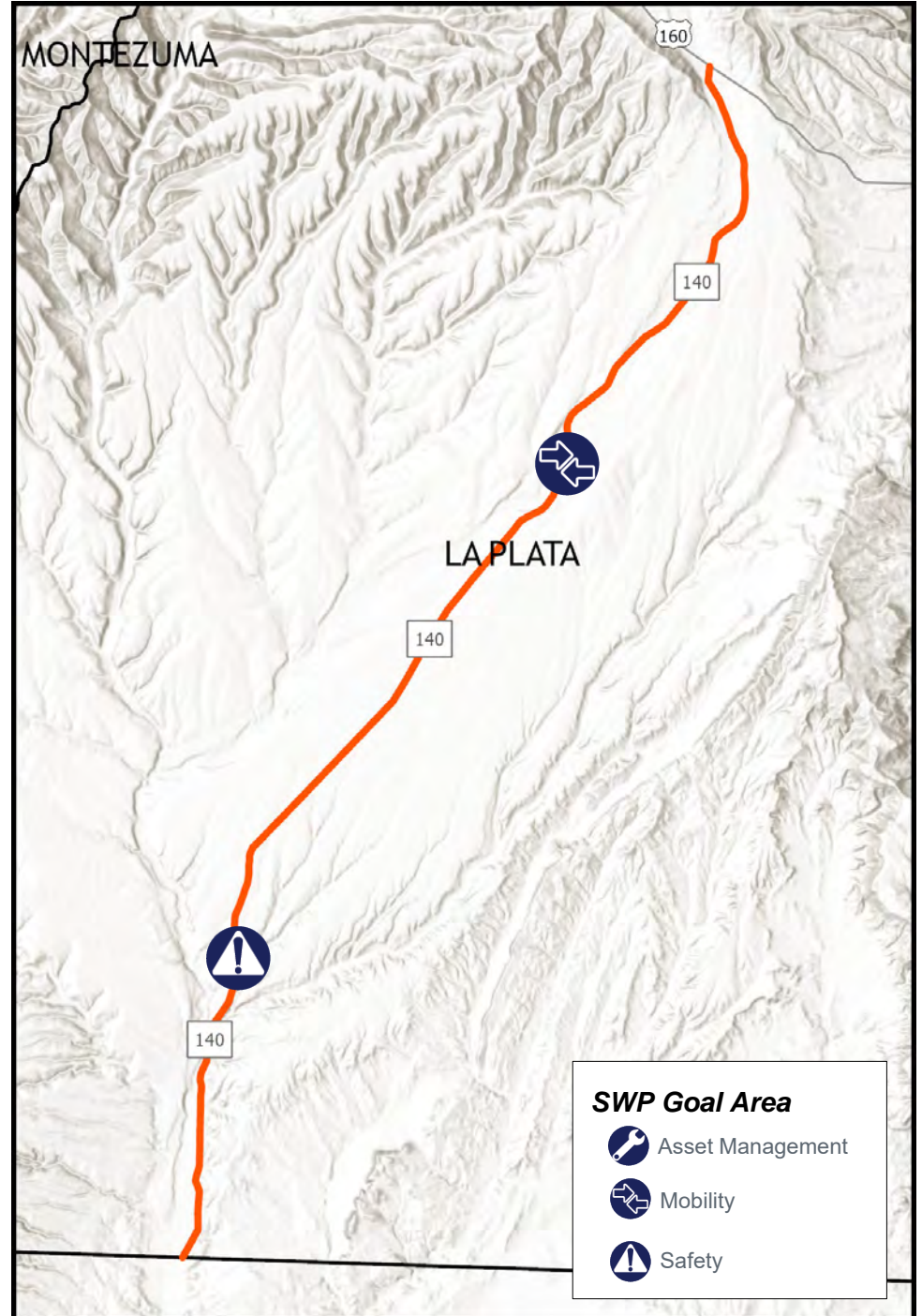
Mobility

- SH 140: New Mexico State Line to Hesperus



Safety

- Mitigate elevated crash patterns (MP: 1.5-6.5)





State Highway 141: Between US 491 and Gunnison Valley TPR (PSW7006)



Corridor Name

State Highway 141: Between US 491 and Gunnison Valley TPR

Corridor Vision

The Vision for the SH 141 corridor is primarily to improve safety as well as to increase mobility.

Corridor Description

State Highway 141 provides north-south connections from US 491 to SH 145. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and energy for economic activity in the area. Preserving the rural character of the corridor while supporting the movement of tourists and freight in and through the corridor are important.

Corridor Designations

- Colorado Freight Corridor

What we heard about the Corridor

- 1 comment specifically about this corridor
- Concerns about the pavement condition
- Concerns about seasonal truck traffic

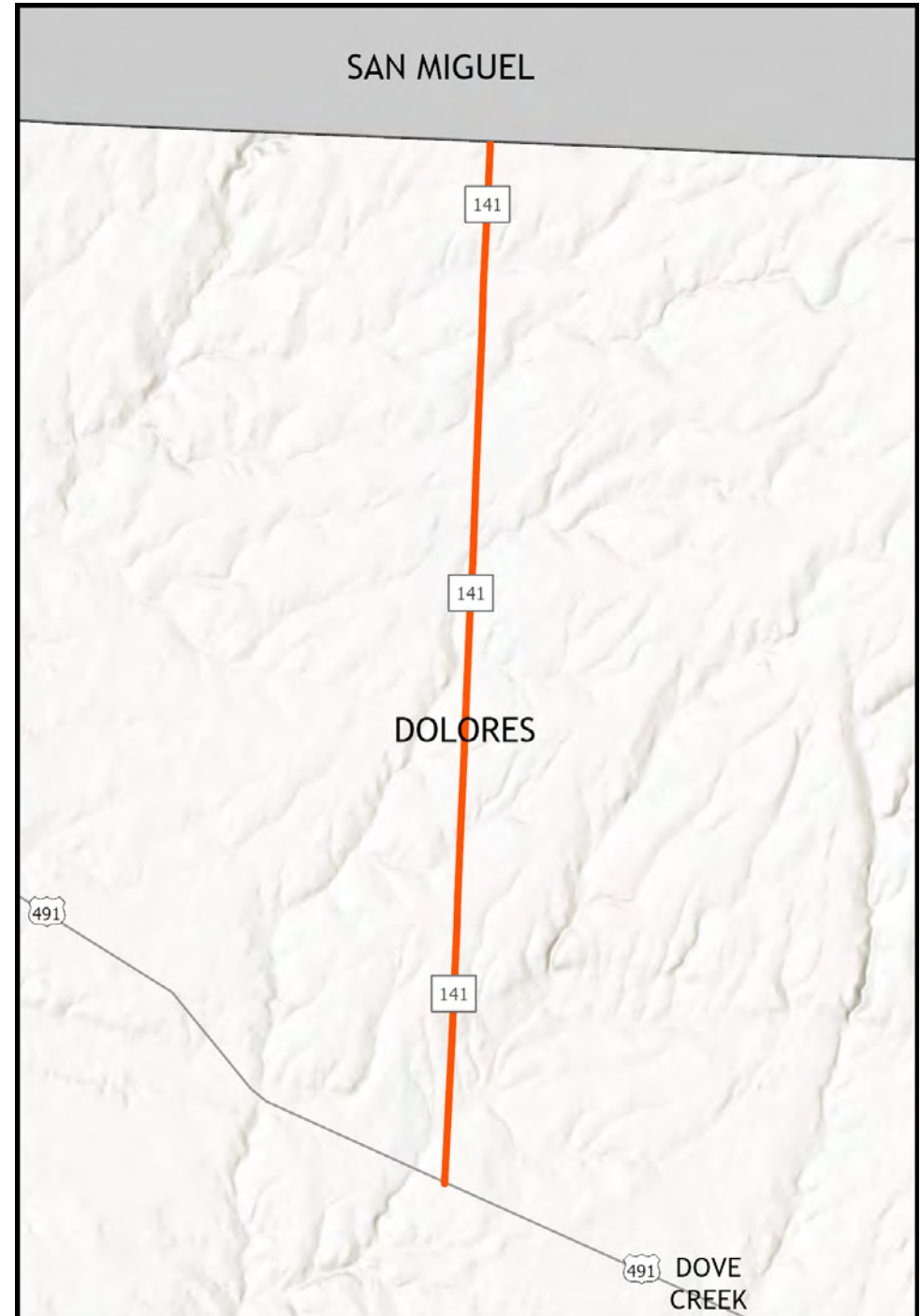


Key Data Findings: State Highway 141: Between US 491 and Gunnison Valley TPR (PSW7006)



Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population. Passes through census tract with high percentage of people living in poverty.
Freight Safety	Two segments with less than 2 ft. shoulders. Hazmat Route.
Bicycling	High stress for biking
Freight Economics	Agricultural corridor

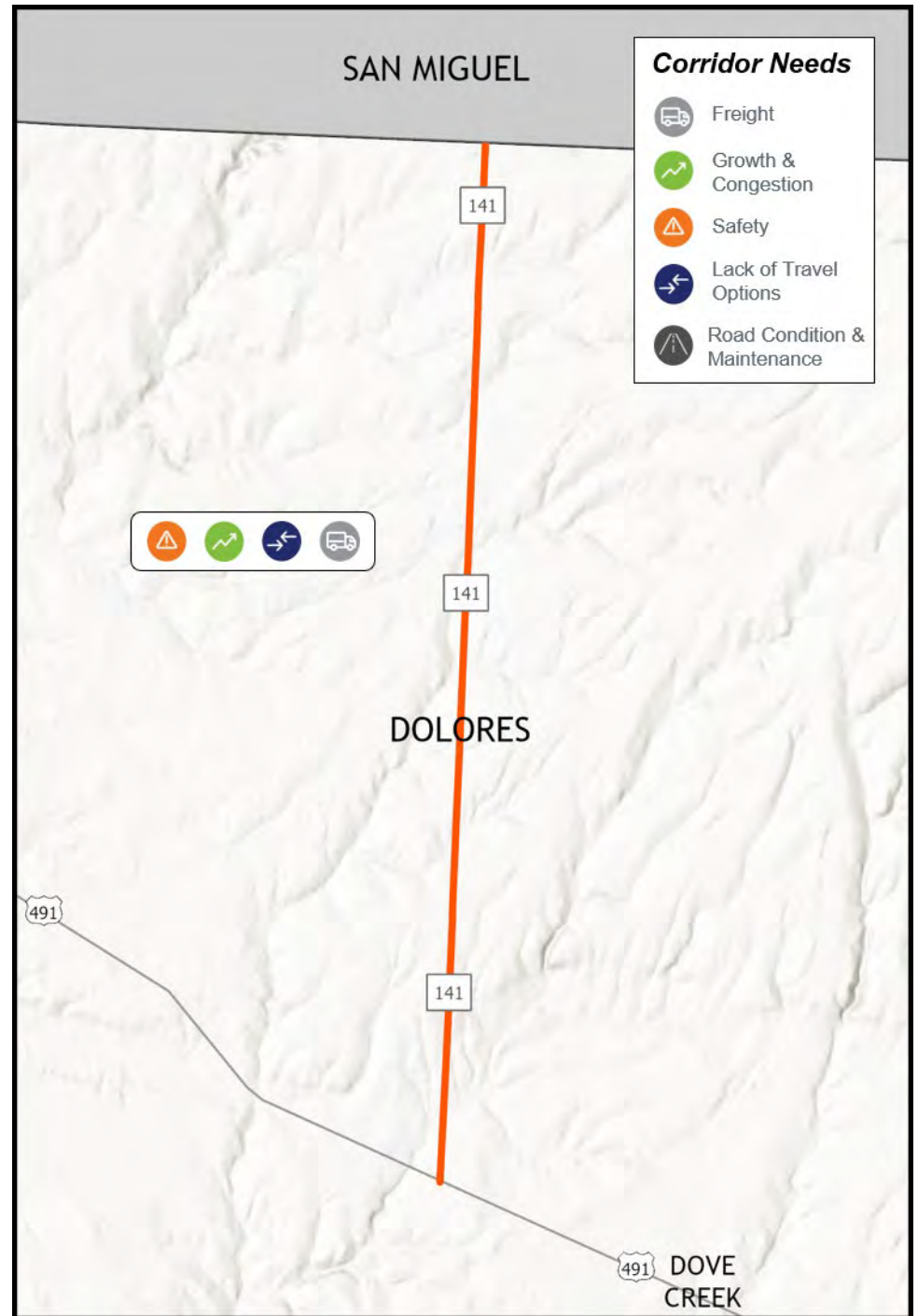




Corridor Needs: State Highway 141: Between US 491 and Gunnison Valley TPR (PSW7006)

Corridor Needs

- Accommodate seasonal increases in truck activity and associated congestion
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies





Corridor Projects: State Highway 141: Between US 491 and Gunnison Valley TPR (PSW7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Repaving of SH 141	Repair dips and settling and overall poor pavement condition	2079				\$9.50

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



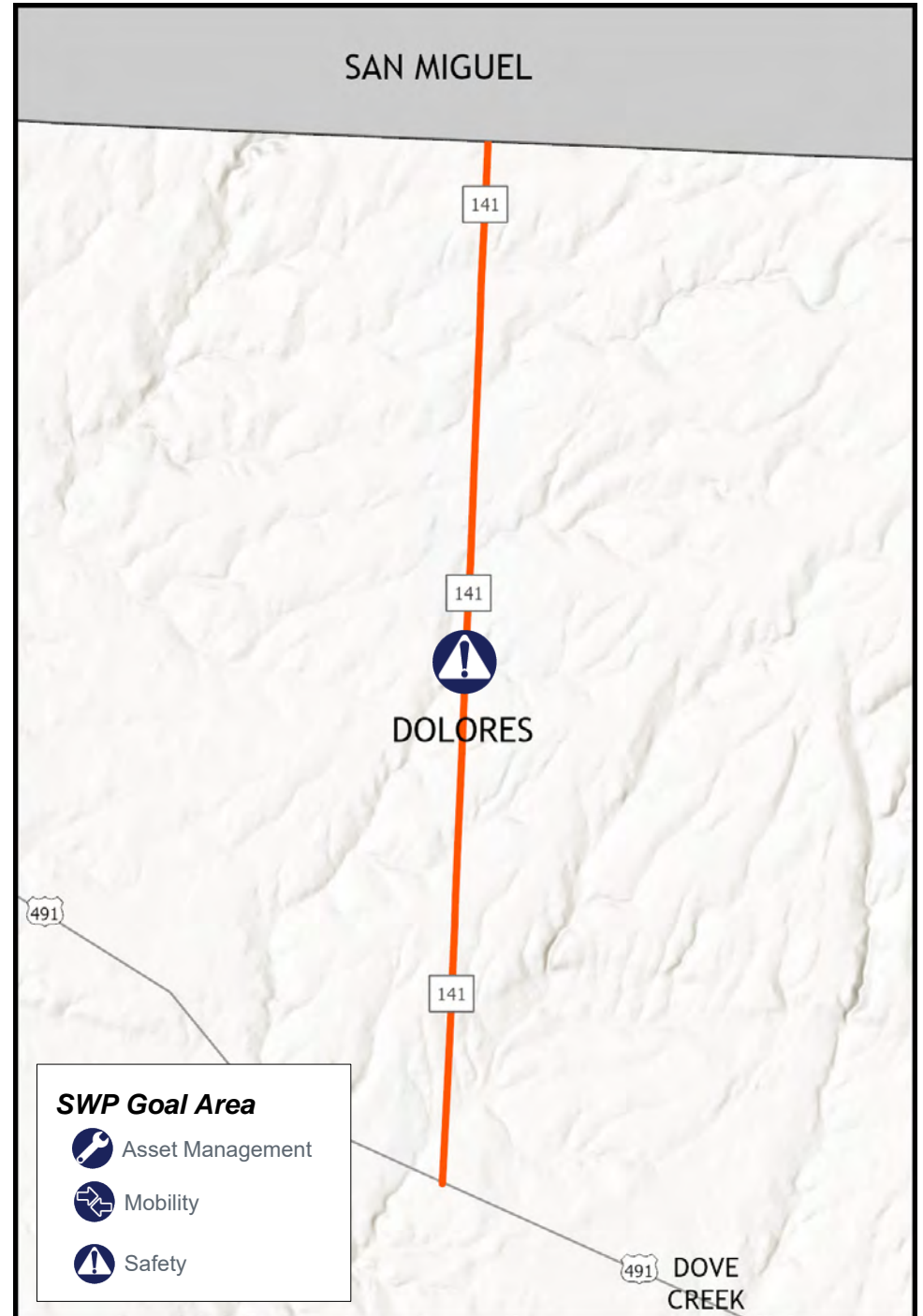
Mobility

- No projects have been identified for this goal area



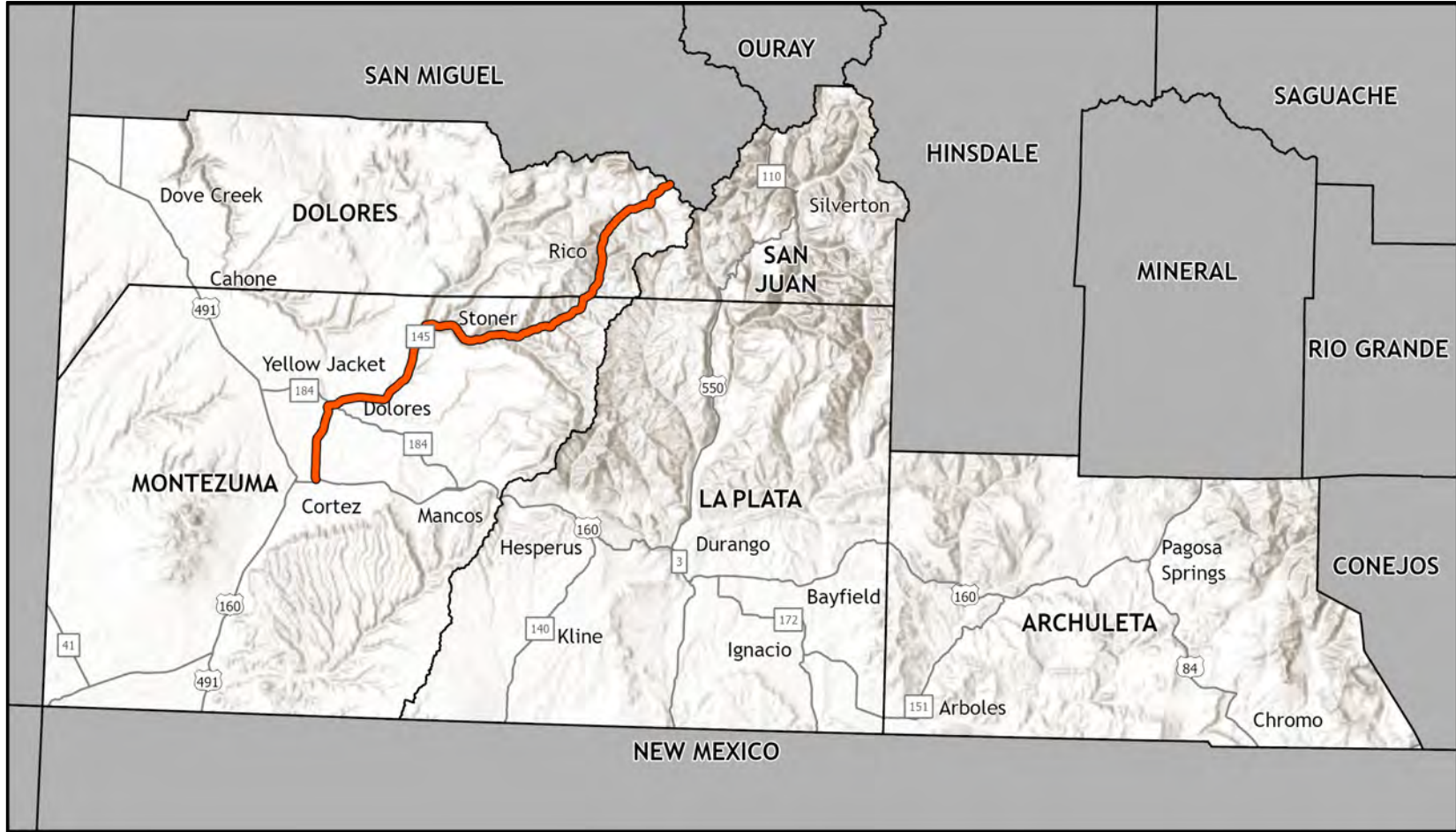
Safety

- Repaving of SH 141





State Highway 145: Between Cortez and the Dolores/San Miguel County Line (PSW7007)



Corridor Name

State Highway 145: Between Cortez and the Dolores/San Miguel County Line

Corridor Vision

The Vision for the State Highway 145 corridor is primarily to maintain safety as well as to increase multimodal mobility.

Corridor Description

State Highway 145 is a multimodal local facility, connecting the mountainous area northeast of Cortez to the southern boundary of San Miguel County near Telluride. The highway is part of the San Juan Skyway, which has been designated an All-American Road. Cortez to Dolores is part of the Trail of the Ancients. The communities along the corridor value connections to other areas, safety, and multimodal connections. Preserving the mountainous character of the corridor while supporting the movement of tourists in and through the corridor are important.

Corridor Designations

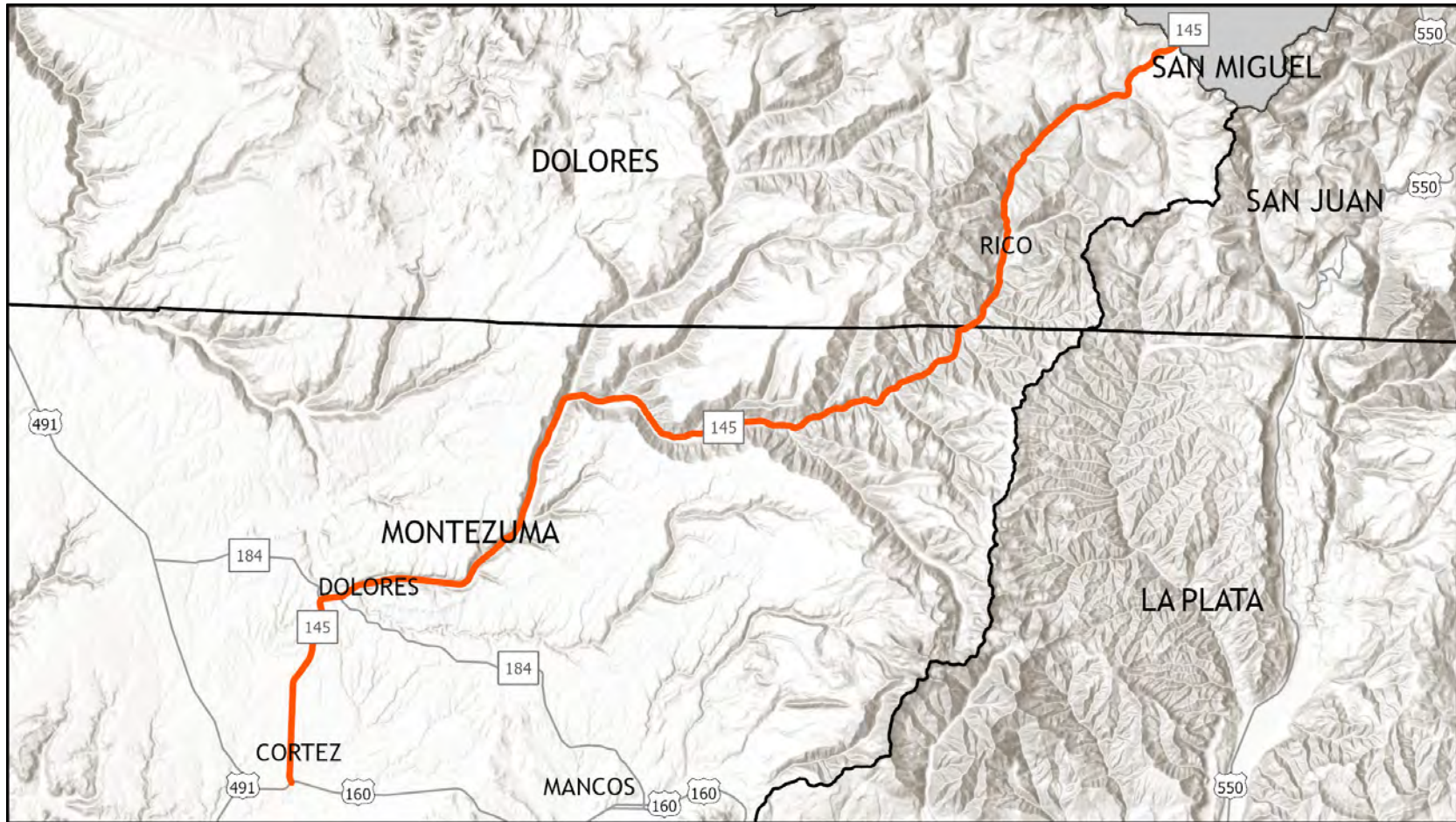
- High Demand Bicycle Corridor R5-1 (Between Cortez and Dolores)
- Scenic Byway

What we heard about the Corridor

- 7 comment specifically about this corridor
- Concerns about bicycle and pedestrian connectivity and safety along the corridor
- Concerns about increasing congestion
- Concerns about slope stabilization and blasting work along the river
- Concerns about pavement condition from Dolores to Rico



Key Data Findings: State Highway 145: Between Cortez and the Dolores/San Miguel County Line (PSW7007)

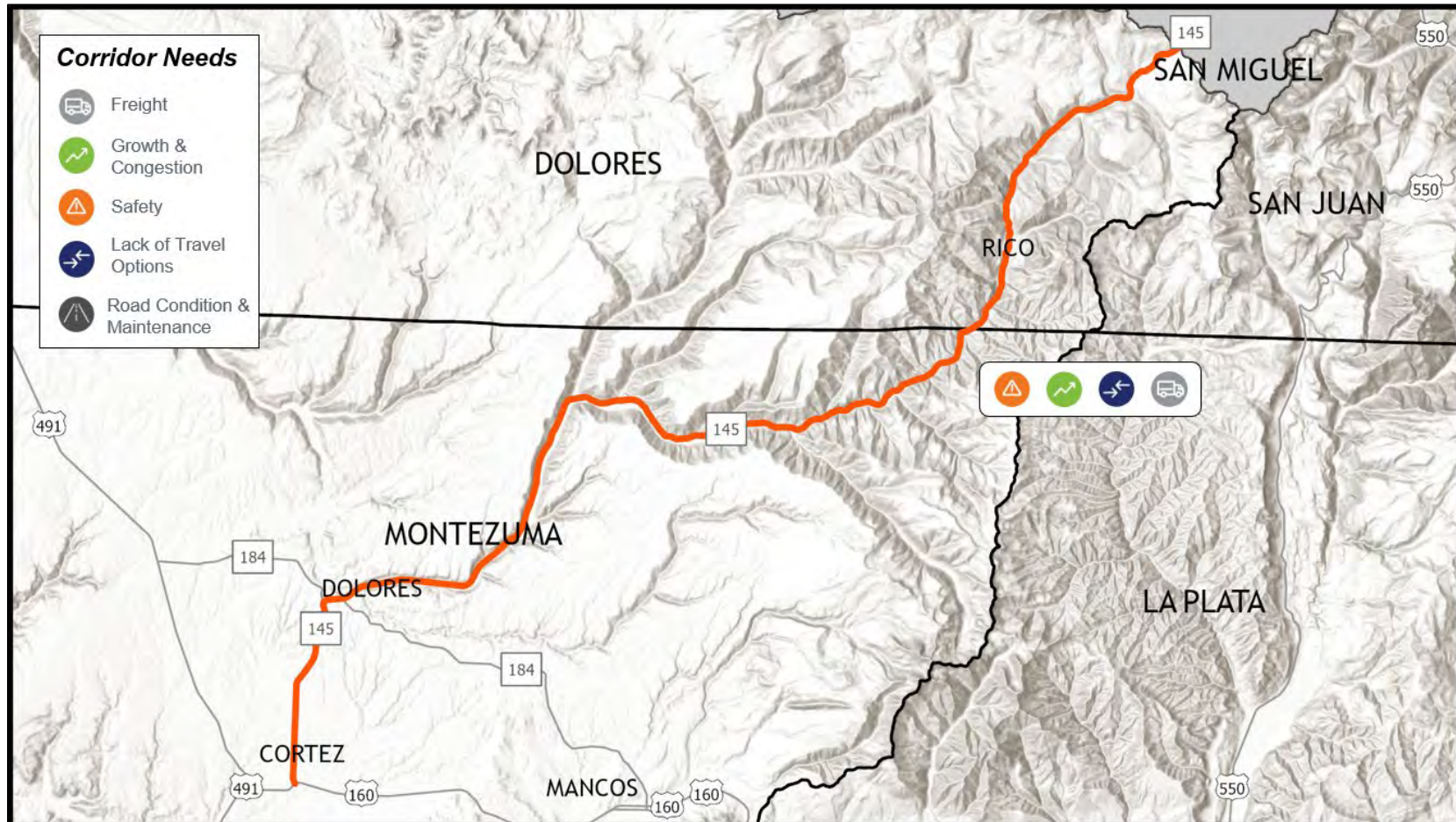


Key Data Findings:










<p><i>Demographics Transit</i></p>	<p>Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population.</p>	<p><i>Bicycling</i></p>	<p>High stress for biking</p>
<p><i>Safety</i></p>	<p>Several segments with less than 2 ft. shoulders. Two segments with elevated crash patterns. Dense wildlife crashes.</p>	<p><i>Pedestrian</i></p>	<p>Main street through Dolores and Rico</p>
<p><i>Transit Pedestrian</i></p>	<p>Outrider Intercity bus route (Cortez to Rico and on to Telluride, Grand Junction); Existing Bustang Outrider stops in Dolores and Rico. SMART operates service from Telluride to Rico and the Mountain Village Commuter Shuttle program.</p>	<p><i>Resiliency</i></p>	<p>SH 145 from north of Cortez to south of Rico has high criticality; SH 145 from Dolores to south of Rico parallels the 100-year floodplain; SH 145 from Rico to Dunton has been impacted by avalanche paths; SH 145 near Dolores had recent major rock fall resulting in a closure</p>
		<p><i>Economics</i></p>	<p>Provides access to recreational areas</p>



Corridor Needs: State Highway 145: Between Cortez and the Dolores/San Miguel County Line (PSW7007)



Corridor Needs

-  Mitigate risk associated with natural disasters (floodplain, avalanche, rockfalls)
-  Improve travel conditions for trucks and heavy vehicles
-  Address congestion caused by slow moving vehicles
-  Mitigate elevated crash patterns (including wildlife crashes)
-  Accommodate travel needs of vulnerable populations
-  Eliminate shoulder deficiencies
-  Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
-  Improve bicycle accommodation
-  Improve parking and access to intercity transit



Corridor Projects: State Highway 145: Between Cortez and the Dolores/San Miguel County Line (PSW7007)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Expanded Inter-regional Transit Service between Telluride and Rico	2 full size expansion buses	1030				\$2.70
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
Dolores Bus/Vehicle Shelter	Improve bus/vehicle shelter with concrete floor and doors	1323				\$0.15
Dolores Park-n-Ride	Establish Park-n-Ride utilizing existing parking infrastructure where possible	1324				\$0.50
Curvy sections of SH 145 north of Cortez	Curve Speed Warning	1325		-		-
SH145 Rockfall 28.1-28.5	-	2080		-		\$0.30
SH145 Keystone to Placerville	-	2081		-		\$6.40

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation













SWP Goal Area

- Asset Management
- Mobility
- Safety







Corridor Projects: State Highway 145: Between Cortez and the Dolores/San Miguel County Line (PSW7007)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Highway 145 & Fairway Drive	Turn lanes	2082	 	-	 	-
Widening from CR L to CR M	Widening SH 145 from Cortez to Dolores	2083		-	 	\$10.00
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 5 locations: Durango, Mancos, Cortez, Dolores, and Rico	2493		  		\$0.40




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

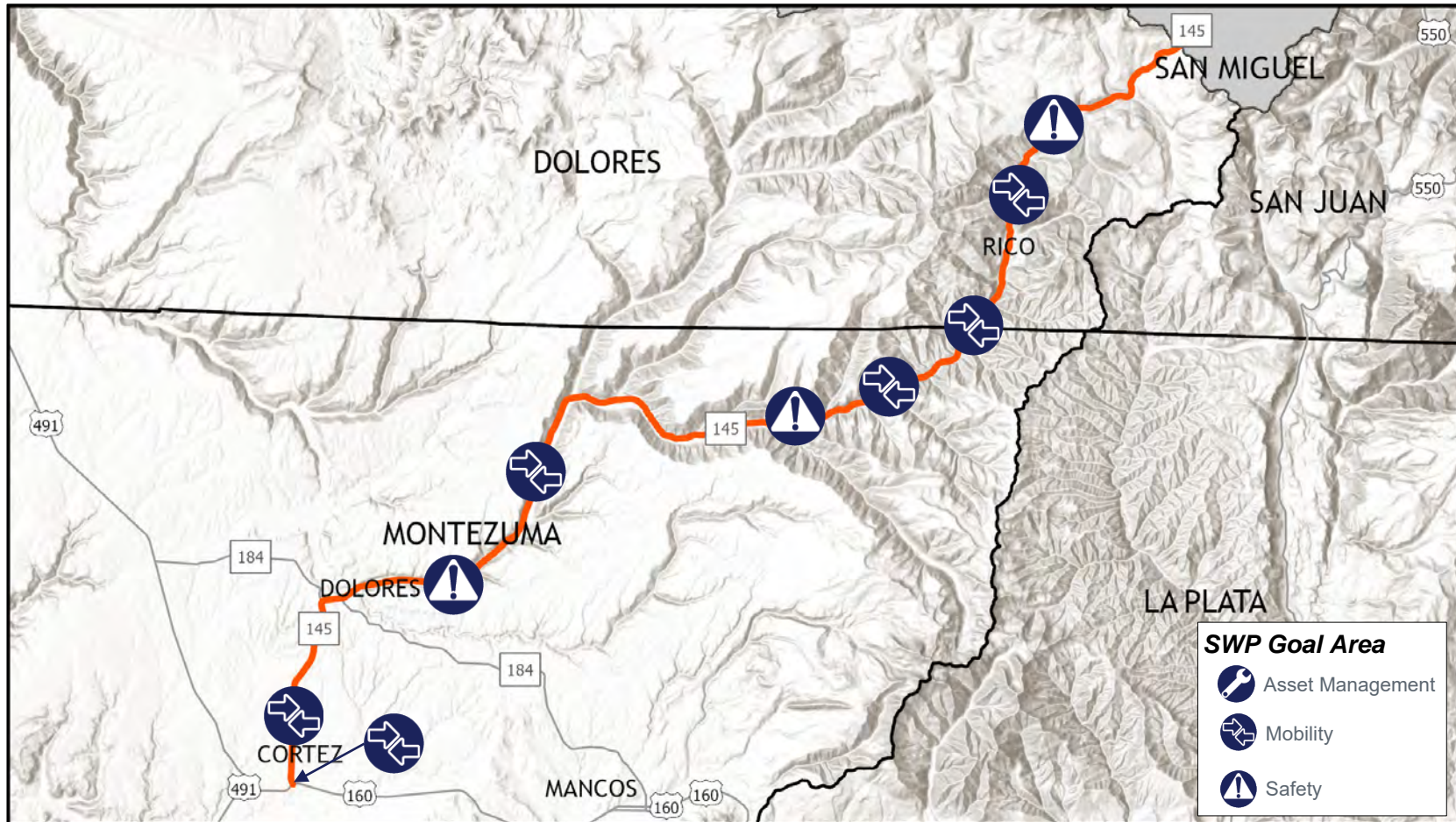
-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Resilience
-  Pedestrian
-  Environmental
-  Pedestrian
-  Mobility Options
-  Safety
-  Asset Management
-  Aviation
-  Freight
-  Transit

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 145: Between Cortez and the Dolores/San Miguel County Line (PSW7007)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Expanded Inter-regional Transit Service between Telluride and Rico
- Dolores Bus/Vehicle Shelter
- Dolores Park-n-Ride
- Curvy sections of SH 145 north of Cortez
- Highway 145 & Fairway Drive
- Outrider Stop/Shelter Improvements



Safety

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- SH145 Rockfall 28.1-28.5
- SH145 Keystone to Placerville
- Widening from CR L to CR M



State Highway 151: Between Ignacio and US 160 (PSW7008)



Corridor Name

State Highway 151: Between Ignacio and US 160

Corridor Vision

The Vision for the State Highway 151 corridor is primarily to improve safety as well as to maintain system quality and mobility.

Corridor Description

State Highway 151 provides local access to communities between SH 172 and US 160. The communities along the corridor prioritize safety and system preservation. Improving the safety and preserving the rural character of the area while supporting the movement of local commuters and tourists along the corridor is important.

Corridor Designations

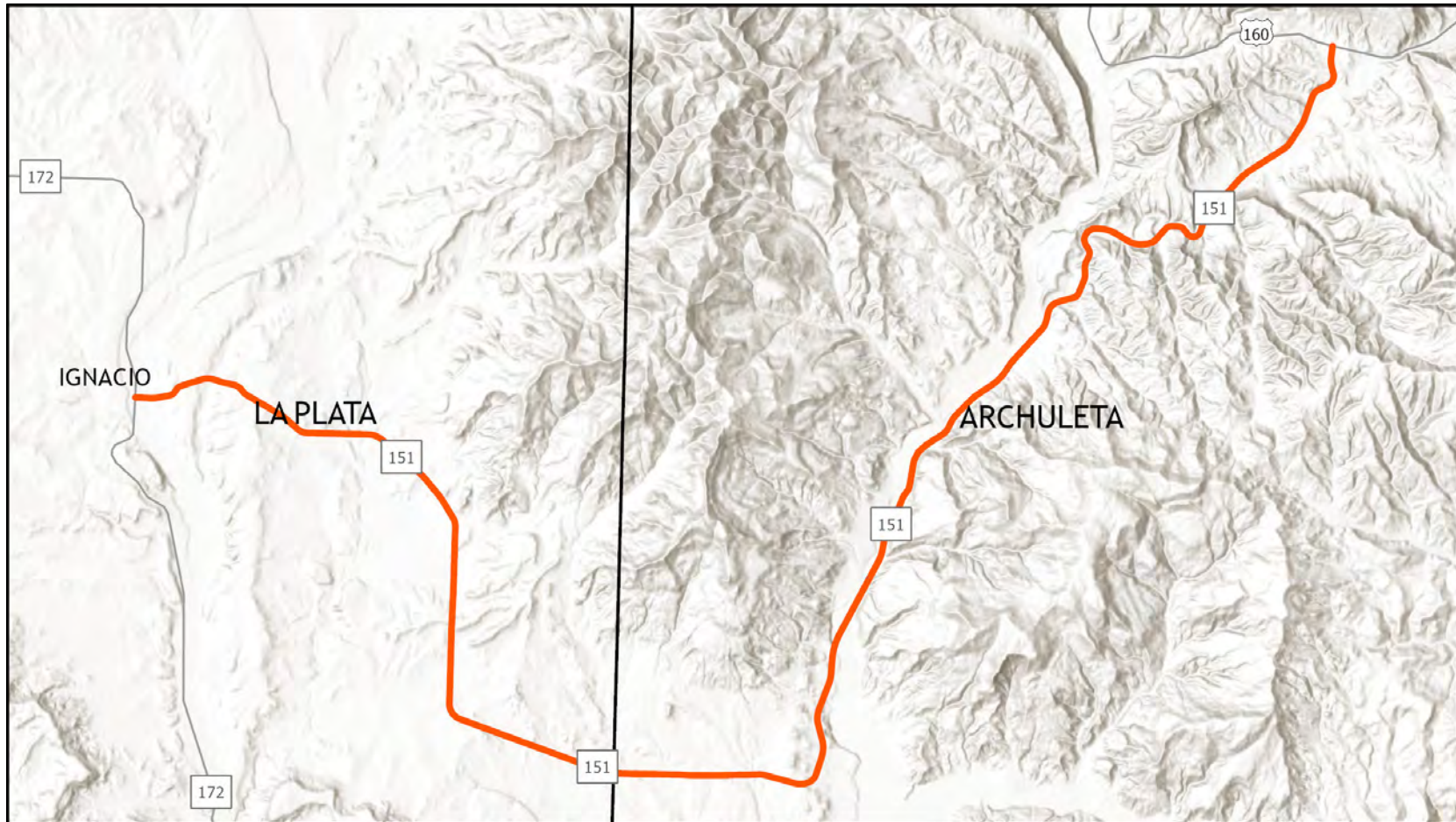
- Scenic Byway

What we heard about the Corridor

- 4 comments specifically about this corridor
- Concerns about the wildlife collisions
- Desire for rest stops/truck parking and passing lanes
- Concerns about the limited redundancy and long detour when route is closed



Key Data Findings: State Highway 151: Between Ignacio and US 160 (PSW7008)



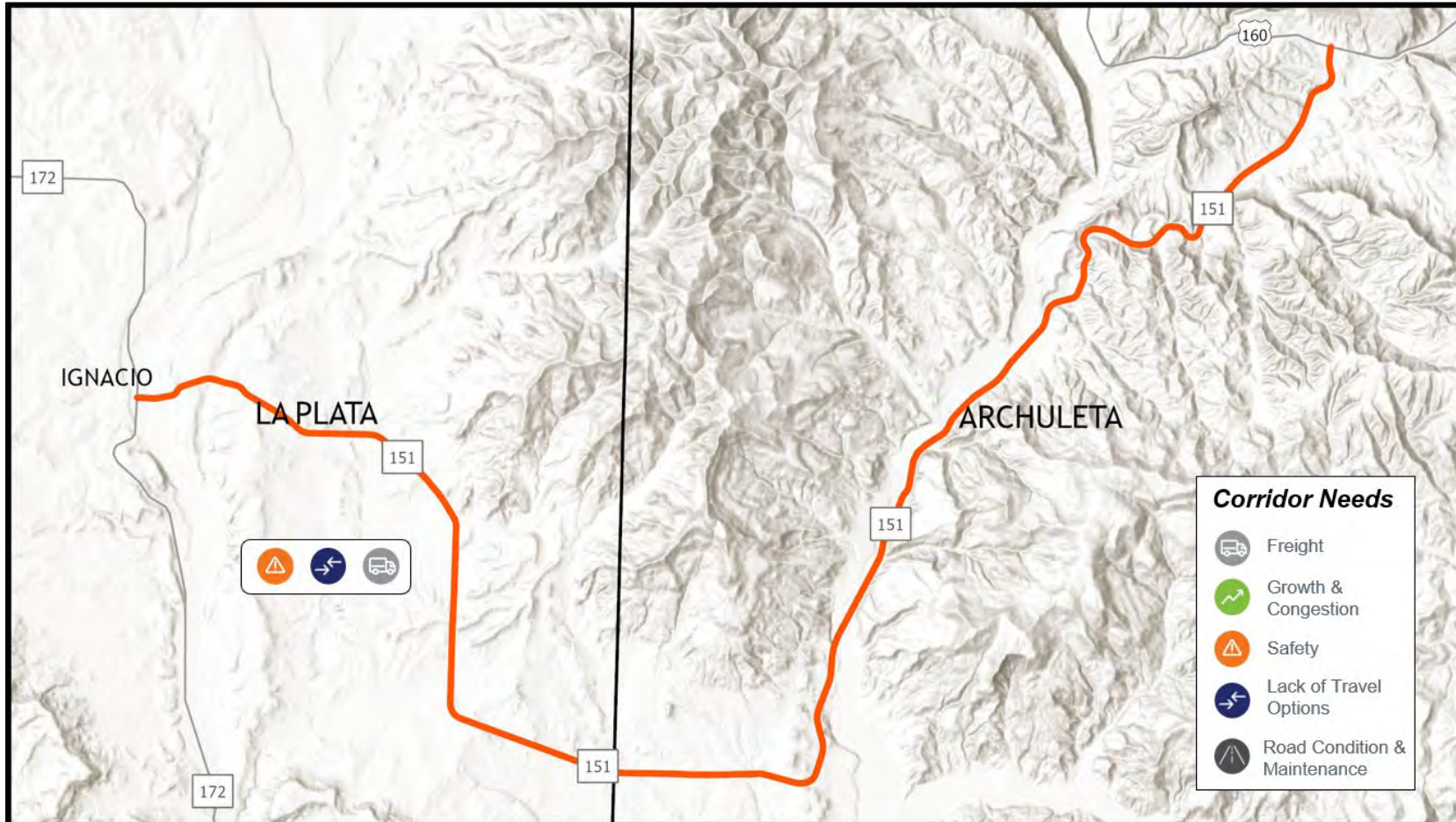
Key Data Findings:

<i>Demographics Transit</i>	On Southern Ute Tribal Lands. Passes through census tract with higher percentage of minority population residents. Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population.
<i>Freight Safety</i>	Majority of corridor has less than 2 ft. shoulders. Two segments with elevated crash patterns.
<i>Bicycling</i>	High stress for biking

<i>Pedestrian Economics</i>	Main street through Ignacio
<i>Resiliency</i>	Parallels the 100-year floodplain.
<i>Economics Freight</i>	Concentration of oil and gas wells
<i>Freight</i>	High percentage of truck traffic near Allison



Corridor Needs: State Highway 151: Between Ignacio and US 160 (PSW7008)



Corridor Needs

- Mitigate elevated crash patterns (including wildlife crashes)
- Mitigate risk associated with natural disasters (floodplain)
- Eliminate shoulder deficiencies
- Enhance walkability in areas with high pedestrian demand (downtown area)
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations



Corridor Projects: State Highway 151: Between Ignacio and US 160 (PSW7008)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Mitigate elevated crash patterns (MP: 17-19.5)	-	2084		-		\$2.70
SH151 and CR521, Buck Hwy Intersection Improvement	-	2085		-		\$1.00
SH 151 Ignacio to Arboles	Rural road surface treatment	2635				\$10.38

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

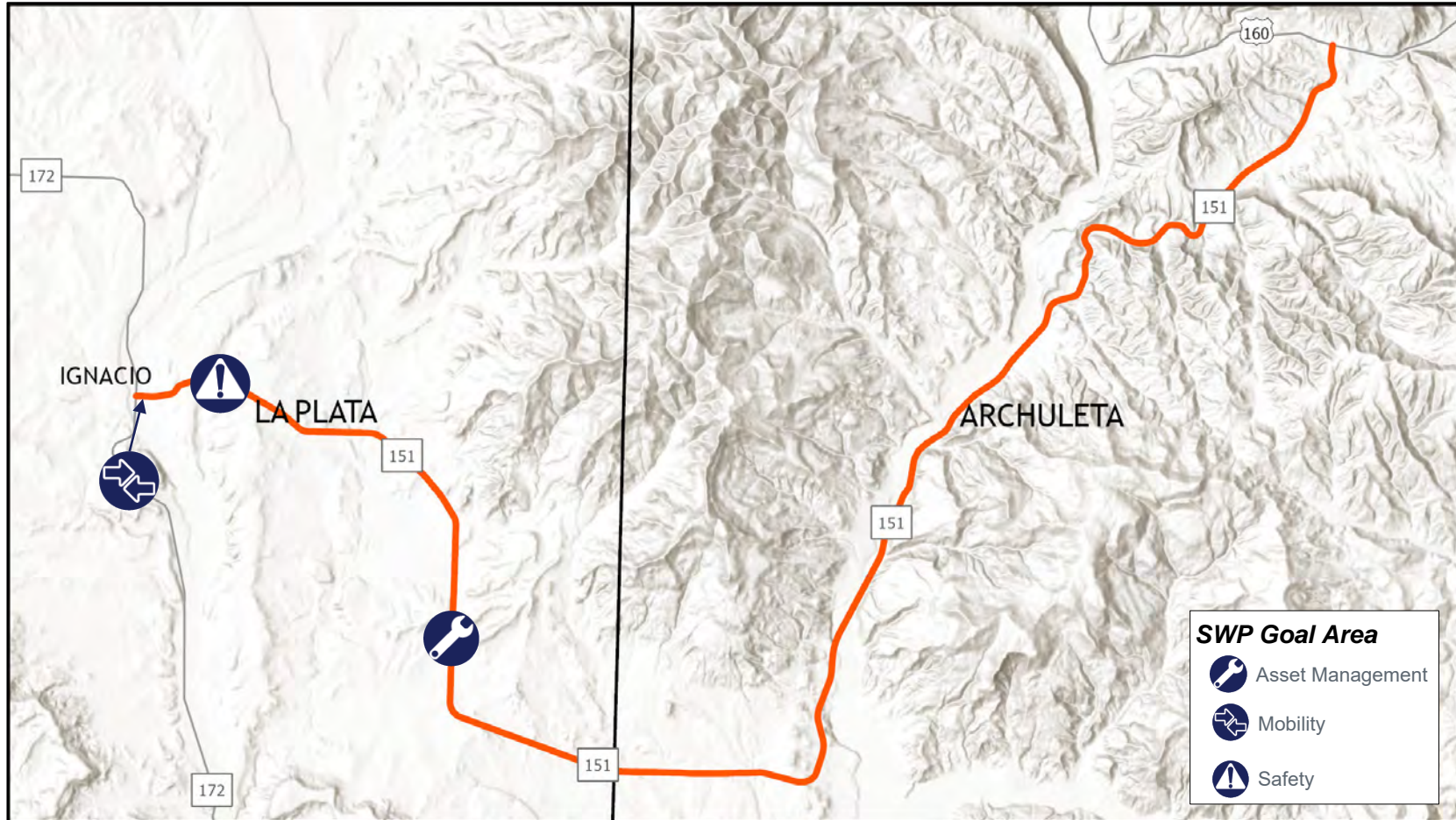
- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 151: Between Ignacio and US 160 (PSW7008)



Asset Management

- SH 151 Ignacio to Arboles



Mobility

- SH151 and CR521, Buck Hwy Intersection Improvement



Safety

- Mitigate elevated crash patterns (MP: 17-19.5)



US 160: Between Four Corners and Cortez (PSW7009A)



Corridor Name

US 160: Between Four Corners and Cortez

Corridor Vision

The Vision for the US 160 corridor is primarily to improve mobility and safety.

Corridor Description

US 160 is the primary northeast route serving Southwestern Colorado and providing connections between Utah, Arizona, and New Mexico to Cortez. High levels of mobility are critical to the communities along US 160. Maintaining mobility for commuters, tourists, and freight vehicles while also improving safety is important for this portion of US 160.

Corridor Designations

- Scenic Byway
- On National Highway System (Segment of STRAHNET Route - Four Corners to 491 Junction)
- Colorado Freight Corridor
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

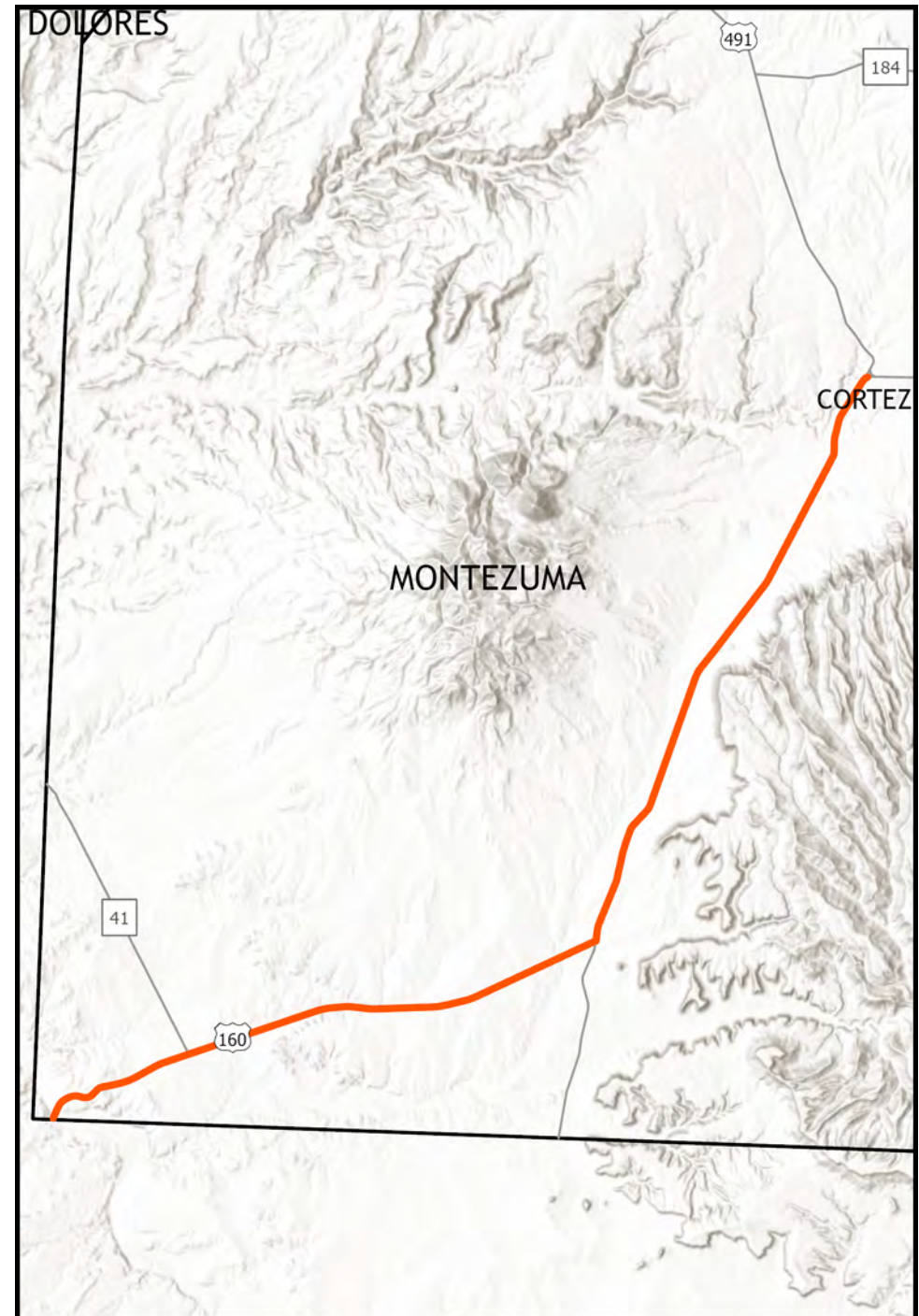
- 120 comment specifically about this corridor (the entirety of US 160)
- Desire for increased roadway capacity (four-lanes) to support the region's growth and the increasing congestion on the corridor
- Acknowledgement of the corridor's importance to the region's vitality
- Desire for better road conditions



Key Data Findings: US 160: Between Four Corners and Cortez (PSW7009A)

Key Data Findings:

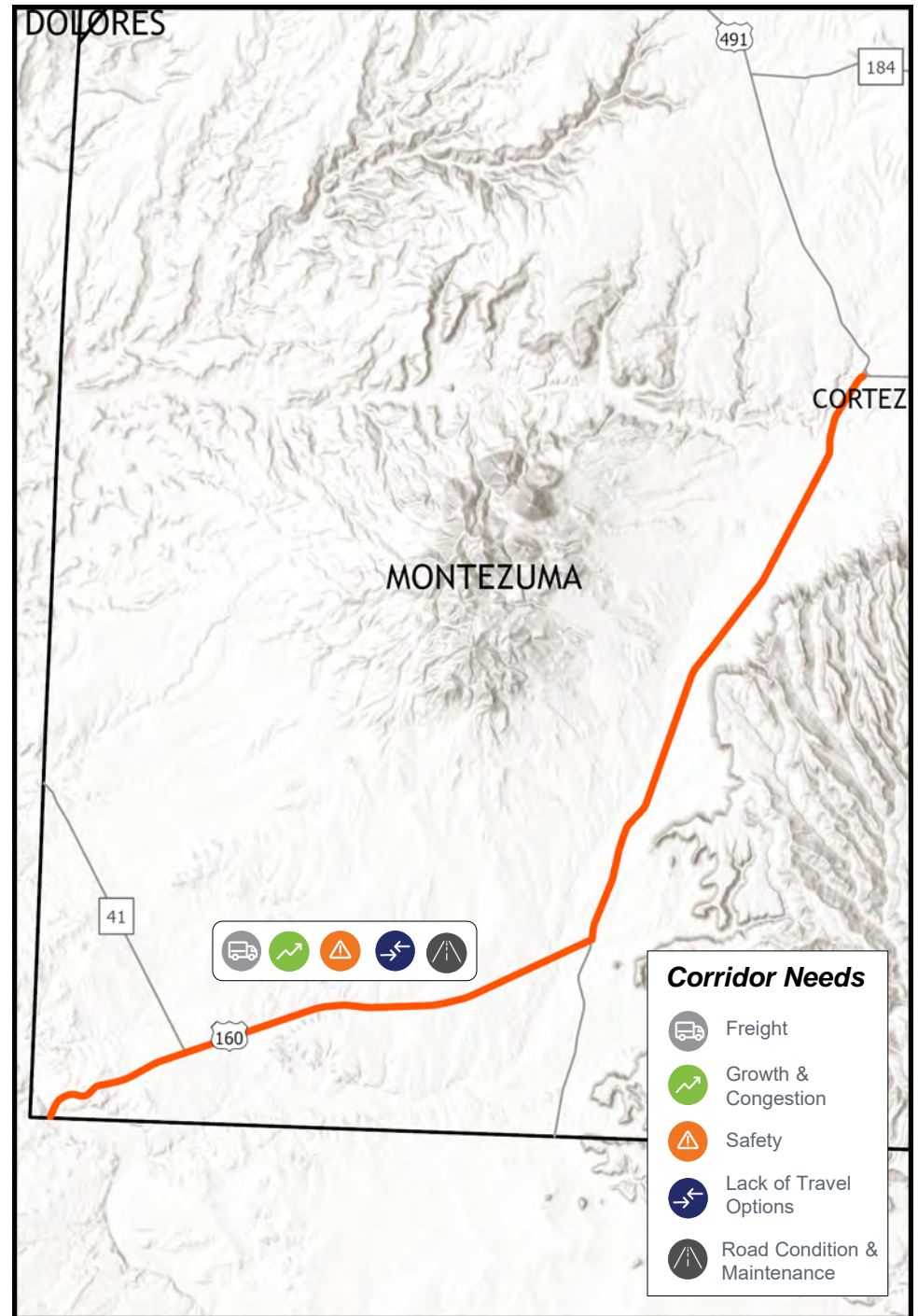
<i>Demographics Transit</i>	Portion on Ute Mountain Tribal Lands. Passes through census tracts with high percentage of people living in poverty, with higher percentage of minority population residents, and with higher percentage of disabled population.
<i>Growth</i>	Moderate congestion near Cortez in 2045
<i>Freight Safety</i>	Wildlife crashes between Towaoc and Cortez Hazmat route
<i>Freight Asset Management</i>	Poor drivability life segments near Four Corners
<i>Resiliency</i>	High criticality from Four Corners to almost Cortez
<i>Bicycling</i>	Sections of high stress for biking from Towaoc to Cortez
<i>Economics Freight</i>	High concentrations of jobs near Cortez
<i>Airport</i>	Airport access to the Cortez Municipal Airport
<i>Economics Freight</i>	High percentage of truck traffic from US 491A to Towaoc





Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns (including wildlife crashes)
- Address pavement condition where drivability life is poor
- Address congestion caused by slow moving vehicles
- Provide tourism amenities (signage, pull-offs)
- Accommodate travel needs of vulnerable populations
- Increase connectivity and improve reliability to intermodal facility (airport)
- Accommodate seasonal increases in truck activity and associated congestion





Corridor Projects: US 160: Between Four Corners and Cortez (PSW7009A)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
FY 19 and 20 Chain Station Improvements	Chain Station improvements to provide adequate lighting and space for trucks to pull over and for drivers to chain up safely including LED lighting, signing and striping, VMS signs, and paving as needed.	1025				\$4.50
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	1336				\$25.65
Dynamic route assignment	Dynamic Route Assignment	1347				-
Freight safety warnings	Freight Advanced Traveler Information Systems (FRATIS)	1354		-		-
US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	1337				\$11.22
Designated Truck Parking	Addition of designated truck parking in Montezuma County	2095		-		-
MP 0 to MP 8 near Aztec Creek	Rural road surface treatment	78				\$4.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 160: Between Four Corners and Cortez (PSW7009A)



Asset Management

- FY 19 and 20 Chain Station Improvements
- US 160: Reconstruction and Shoulder Widening MP 0 to MP 8
- MP 0 to MP 8 near Aztec Creek



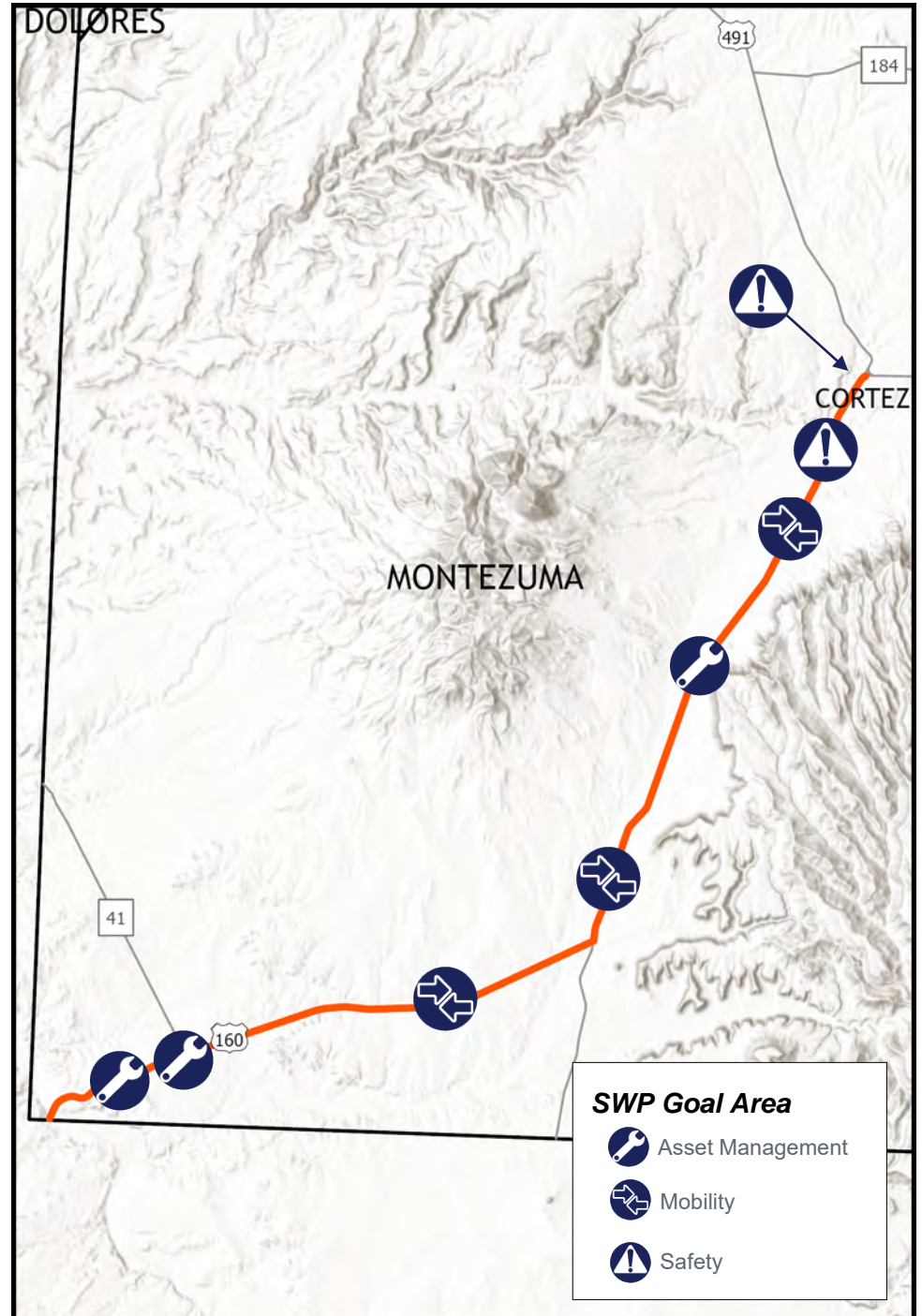
Mobility

- Dynamic route assignment
- Designated Truck Parking
- US 160: Towaoc Passing Lanes



Safety

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- Freight Safety Warnings





US 160: Between Cortez and Durango (PSW7009B)



Corridor Name

US 160: Between Cortez and Durango

Corridor Vision

The Vision for the US 160 corridor is primarily to improve mobility and safety.

Corridor Description

US 160 is the primary east-west route serving Southwestern Colorado and connecting Cortez and Durango. High levels of mobility are critical to the communities along US 160. Maintaining mobility for commuters, tourists, transit service, and freight vehicles while also improving safety is important for this portion of US 160.

Corridor Designations

- High Demand Bicycle Corridor R5-3 (Cortez to Archuleta/Mineral CL, and Animas River Trail)
- Scenic Byway
- On National Highway System
- Colorado Freight Corridor
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 120 comment specifically about this corridor (the entirety of US 160)
- Concerns about bicycle and pedestrian connectivity and safety along the corridor
- Desire for increased roadway capacity (four-lanes) to support the region's growth and the increasing congestion on the corridor
- Acknowledgement of the corridor's importance to the region's vitality
- Desire for better connectivity and transit options between local communities, Front Range
- Desire for better road conditions



Key Data Findings: US 160: Between Cortez and Durango (PSW7009B)



Key Data Findings:

Demographics Transit	Passes through census tracts with high percentage of people living in poverty, higher percentage of minority population, and with higher percentage of disabled population.	Transit Pedestrian	Existing Outrider intercity bus route Bustang Outrider stops in Durango, Mancos, Cortez Local transit operates on corridor
Growth	Moderate to high congestion from SH 184 to Durango	Bicycling	Very high bicycle activity Hesperus to Durango Clusters of bike crashes in Cortez High stress for biking in Cortez and near the SH 184 intersection
Freight Asset Management	Segment of low drivability life in Cortez	Pedestrian Economics	Main Street through Cortez and Mancos
Freight Safety	Segments with less than 2 ft. shoulders, mostly in Cortez and near the intersection of SH 184; two spots of elevated crash patterns east of Cortez. Dense wildlife crashes entire section Hazmat route	Resiliency	High criticality east of Cortez to SH 140
		Economics Freight	High concentrations of jobs near Cortez Provides access to recreational areas



Corridor Needs

- Improve bicycle accommodation
- Improve travel conditions for trucks and heavy vehicles
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (including wildlife crashes)
- Address pavement condition where drivability life is poor
- Address congestion caused by slow moving vehicles
- Provide tourism amenities (signage, pull-offs)
- Improve access and parking for intercity transit
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Accommodate seasonal increases in truck activity and associated congestion



Corridor Projects: US 160: Between Cortez and Durango (PSW7009B)

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Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
FY 19 and 20 Chain Station Improvements	Chain Station improvements to provide adequate lighting and space for trucks to pull over and for drivers to chain up safely including LED lighting, signing and striping, VMS signs, and paving as needed.	1025				\$4.50
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
Essential Bus Service between Durango and Dove Creek (Proposed Outrider Service)	Outrider bus service between Durango and Dove Creek. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1058				\$2.05
Cortez Park-n-Ride	Establish Park-n-Ride utilizing existing parking infrastructure where possible	1328				\$0.30
US 160 Improvements Cortez Partnership	Improvements to US 160 in Cortez that may include medians, access improvements, mobility improvements and surface treatment	1340				\$4.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Safety
- Aviation
- Safety

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 160: Between Cortez and Durango (PSW7009B)

(Page 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Rest Areas - 160 Cortez to Durango	Smart Truck Parking	1343		-		-
160 Cortez to Durango	Freight-Specific Dynamic Travel Planning and Performance	1344		-		-
Dynamic route assignment	Dynamic Route Assignment	1347				-
Road Weather information systems in Cortez	Road Weather Information Systems (RWIS)	1350				-
Freight safety warnings	Freight Advanced Traveler Information Systems (FRATIS)	1354				-
US160 Wildlife Mitigation	Wildlife fencing and underpass, brush removal, sight distance improvements between Cortez and Durango (near CR 30.1)	2089				\$2.88
Designated Truck Parking	Addition of designated truck parking in Montezuma County	2095		-		-
US 160 between Durango and Mancos	Restricted truck parking. Additional parking could be provided through CDOT investment in the Cortez Rest Area, or private investment in Cortez or Mancos.	2096		-		\$1.18

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 160: Between Cortez and Durango (PSW7009B)

(Page 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
R5 Cortez ADA	ADA Ramps and other improvements	2101				\$0.27
Paths to Mesa Verde	Multi-use pedestrian path - Mancos to Mesa Verde	2102				\$7.00
SWCCOG New Service between Cortez and Durango	Service from Cortez to Durango, 4 round trips per day, weekdays.	2472				\$2.35
Fixed Route Services	MoCo transportation would like to have a fixed route service	2474				-
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 5 locations: Durango, Mancos, Cortez, Dolores, and Rico	2493				\$0.40
US160 and CR 30.1 Intersection at Phil's World	US 160 and Road 30.1 in Montezuma County; consider turn pockets, deceleration and acceleration lanes	2087				\$1.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- FY 19 and 20 Chain Station Improvements
- US160 Wildlife Mitigation

Mobility

- Essential Bus Service between Durango and Dove Creek (Proposed Outrider Service)
- US 160 Improvements Cortez Partnership
- Rest Areas - 160 Cortez to Durango
- 160 Cortez to Durango
- Cortez Park-n-Ride

Safety

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- Dynamic route assignment
- Road Weather information systems in Cortez



Project Based Strategies: US 160: Between Cortez and Durango (PSW7009B)(Page 2/2)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- See previous page.

Mobility

- Designated Truck Parking
- US 160 between Durango and Mancos
- SWCCOG New Service between Cortez and Durango
- Fixed Route Services
- Outrider Stop/Shelter Improvements
- US 160 and CR 30.1 Intersection at Phil's World

Safety

- Freight safety warnings
- R5 Cortez ADA
- Paths to Mesa Verde



US 160: Between Durango and Bayfield (PSW7009C)



Corridor Name

US 160: Between Durango and Bayfield

Corridor Vision

The Vision for the US 160 corridor is primarily to improve mobility and safety.

Corridor Description

US 160 is the primary east-west route serving Southwestern Colorado and connecting Durango and Bayfield. High levels of mobility are critical to the communities along US 160. Maintaining mobility for commuters, tourists, transit service, and freight vehicles while also improving safety is important for this portion of US 160.

Corridor Designations

- High Demand Bicycle Corridor R5-3 (Cortez to Archuleta/ Mineral CL, and Animas River Trail)
- Scenic Byway (Four Corners to SH 172)
- On National Highway System
- Colorado Freight Corridor
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 120 comment specifically about this corridor (entirely of US 160)
- Concerns about bicycle and pedestrian connectivity and safety along the corridor
- Desire for increased roadway capacity to support the region's growth and the increasing congestion on the corridor
- Acknowledgement of the corridor's importance to the region's vitality
- Desire for better connectivity and transit options between local communities, Front Range
- Desire for better road conditions



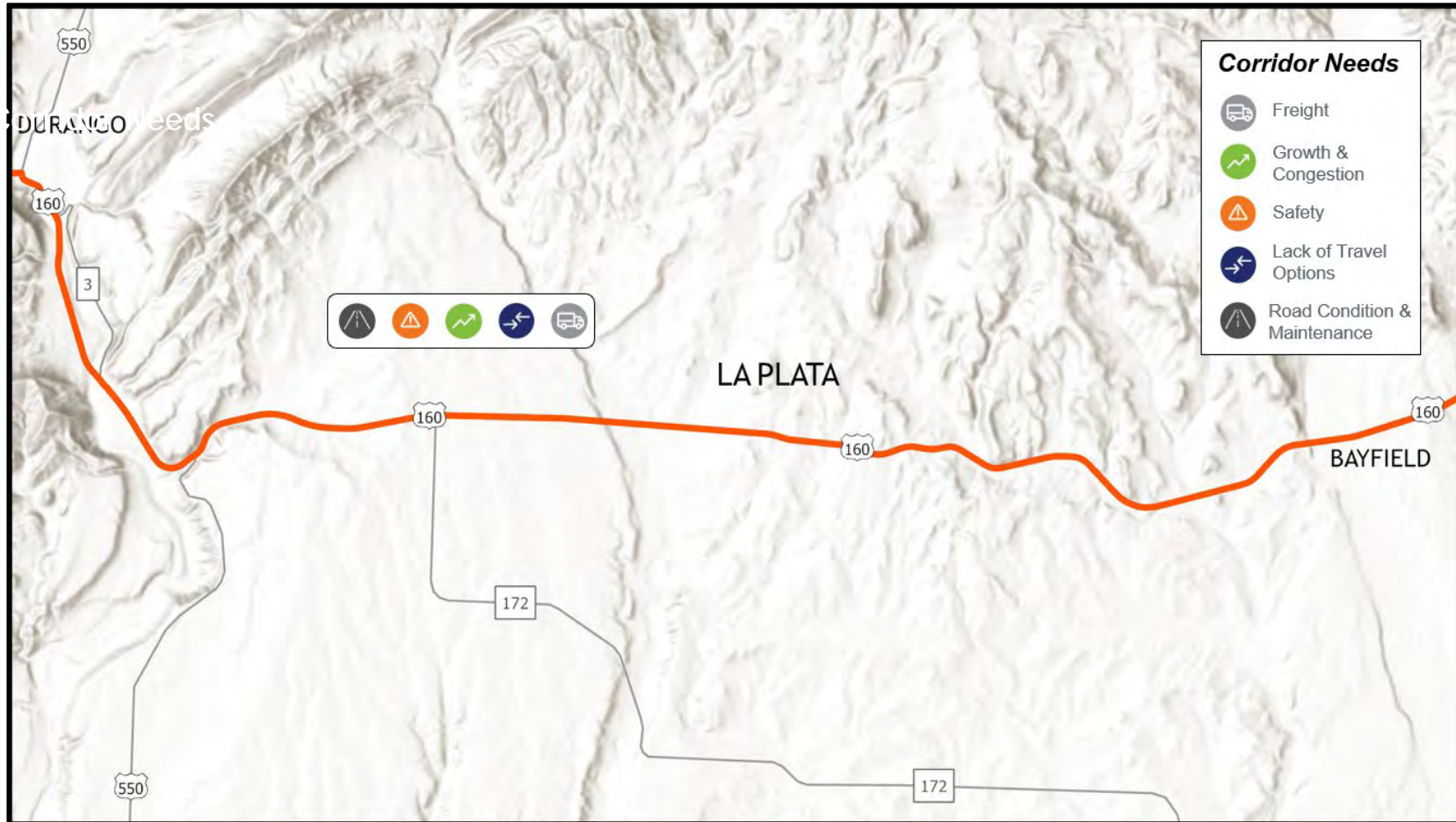
Key Data Findings: US 160: Between Durango and Bayfield (PSW7009C)



Key Data Findings:

Demographics Transit	Passes through census tracts with higher percentage of 65+ population, and with higher percentage of disabled population
Growth	High congestion from SH 172 to Durango in 2045; highest congestion in the TPR in 2045
Freight Safety	Segments with less than 2 ft. shoulders, mostly approaching the US 550 intersection; continuous section of elevated crash patterns between Durango and Bayfield Dense wildlife crashes entire section Hazmat route
Freight Asset Management	One bridge in poor condition

Transit Pedestrian	Local transit operates on corridor Potential Outrider service connecting Durango to Alamosa
Bicycling	Very high bicycle activity Hesperus to Durango Clusters of bike crashes in Durango Sections of medium high stress for biking from Durango to Bayfield
Resiliency	High criticality from US 550 to Bayfield Crossing of 100-year floodplain west of Bayfield (Los Pinos River)
Economics Freight	Concentration of oil and gas wells (Durango to Bayfield) Some logging activity between Bayfield and Chimney Rock High concentrations of jobs surrounding Durango



Corridor Needs

- Mitigate elevated crash patterns (including wildlife crashes)
- Improve travel conditions for trucks and heavy vehicles
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Eliminate shoulder deficiencies
- Mitigate risk associated with natural disasters (floodplain)
- Address bridge in poor condition
- Address congestion caused by slow moving vehicles
- Improve access and parking for intercity transit
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Accommodate seasonal increases in truck activity and associated congestion



Corridor Projects: US 160: Between Durango and Bayfield (PSW7009C)

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Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
FY 19 and 20 Chain Station Improvements	Chain Station improvements to provide adequate lighting and space for trucks to pull over and for drivers to chain up safely including LED lighting, signing and striping, VMS signs, and paving as needed.	1025				\$4.50
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
Durango Zone 6 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 1 Main Avenue Trolley and along Route 4 Crestview/US Highway 160to include ADA-compliant curb ramps, sidewalk cross slopes, and landings.	1059				\$6.10

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 160: Between Durango and Bayfield (PSW7009C)

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Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Durango Zone 7 Transit Expansion	Durango Transit route expansion from City limits to Durango/La Plata County Airport. Durango Transit route expansion from City limits to Hermosa, Durango West, Hesperus and Edgemont.	1060				\$8.00
US 160 Intelligent Transportation Systems (ITS) Infrastructure (La Plata, Archuleta, and Mineral counties)	Installation of fiber-optics and ITS devices between Durango and Wolf Creek Tunnel	1303				\$30.56
Durango Zone 4 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 4 Crestview/US Highway 160 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings.	1330				\$3.20
Durango Zone 5 Transit Accessibility Upgrades (ADA Transition Plan)	Expand transit service to Mercy Housing and Three Springs Development. Upgrade transit stops along Route 3 Walmart/Mercy to include ADA-compliant curb ramps, sidewalk cross slopes, and landings.	1331				\$3.30

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area


































- Asset Management
- Mobility
- Safety











Corridor Projects: US 160: Between Durango and Bayfield (PSW7009C)

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Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 160: Elmore's East	This project will complete the improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.	1334	 	     	  	\$34.53
US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	1338		     	  	\$36.00
US 160 Safety and Mobility Improvements CR 225 to Dry Creek	Project scope includes the addition of passing opportunity or other mobility improvements such as turn lanes. Project would also include safety improvements such as shoulder widening, and may include underpass, deer fencing, jump outs and deer guards.	1341	 	   	 	\$21.00
Dynamic TSP at signals in Durango	"Transit Signal Priority (TSP)8 signals on bus routes along US HWY 550(9th, 14th, 17th, 22nd, 24th, 25th, 27th, 32nd)\$15,000 per intersection; \$75 per transponder per bus"	1345			 	\$0.15




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian
-  Mobility Options
-  Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Corridor Projects: US 160: Between Durango and Bayfield (PSW7009C)

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Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Emergency vehicle priority at signals in Durango	Emergency Vehicle Preemption (PREEMPT)	1346		-		-
Durango weather info	Pedestrian Detectors (intersection)	1349				-
Durango safety	Response, Emergency Staging and Communications, Uniform Management and Evacuation (R.E.S.C.U.M.E.)	1351		-		-
Durango signals	Adaptive Signal Control Technology (ASCT). Fiber and server.	1352				-
Durango to Bayfield - Wildlife Priority	Dynamic Wildlife Warning Signs	1353				-
Freight safety warnings	Freight Advanced Traveler Information Systems (FRATIS)	1354		-		-
US160 Hawkins Signal and Curb Ramps	Intersection and Ped improvements	2086				\$1.68
Intersection Improvements	SH 172 and Airport Hill - speed limit reduction and sharp curves	2088				\$0.00
US 160 Durango	Increase Truck Parking between Durango and Bayfield. Additional parking could be provided by investment along the US 160 / US 550 overlap	2097		-		\$1.18

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 160: Between Durango and Bayfield (PSW7009C)

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Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 160/ CR225 Intersection Improvements	Roundabout and Safety Improvements	2091				\$5.00
Durango Transit ITS	Intelligent Transit System upgrades and enhancements - electronic farebox, enhanced mobile ticketing, enhanced APC, AVA, GPS, app, etc.; Ongoing implementation of emerging transportation technology	2473				\$1.00
Pagosa Springs to Durango (not Outrider associated)	Assumes two roundtrip per day 260 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	2522				\$0.44
Pagosa Springs to Durango (Proposed Outrider Service)	Outrider bus service between Pagosa Springs and Durango. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	2523				\$2.69
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- FY 19 and 20 Chain Station Improvements
- US 160 Intelligent Transportation Systems (ITS) Infrastructure (La Plata, Archuleta, and Mineral counties)
- US 160: Elmore's East



Mobility

- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- Durango Zone 6 Transit Accessibility Upgrades (ADA Transition Plan)
- Durango Zone 7 Transit Expansion
- Pagosa Springs to Durango (Proposed Outrider Service)
- Intersection Improvements



Safety

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- Durango Zone 4 Transit Accessibility Upgrades (ADA Transition Plan)
- Durango safety
- Durango Transit ITS



Asset Management

- US 160/ CR225 Intersection Improvements



Mobility

- Dynamic TSP at signals in Durango
- Durango weather info
- Durango signals
- Durango to Bayfield - Wildlife Priority
- Freight safety warnings
- Pagosa Springs to Durango (not Outrider associated)
- US160 Hawkins Signal and Curb Ramps
- New Essential Bus Service from Durango to Denver
- US 160 Durango



Safety

- US 160: Dry Creek Passing and Mobility Improvements
- US 160 Safety and Mobility Improvements CR 225 to Dry Creek
- Emergency vehicle priority at signals in Durango
- Durango Zone 5 Transit Accessibility Upgrades (ADA Transition Plan)



US 160: Between Bayfield and the Archuleta/Mineral County Line (PSW7009D)



Corridor Name

US 160: Between Bayfield and the Archuleta/Mineral County Line

Corridor Vision

The Vision for the US 160 corridor is primarily to improve mobility and safety.

Corridor Description

US 160 is the primary east-west route serving Southwestern Colorado and connecting Bayfield to Pagosa Springs and other communities further east. High levels of mobility are critical to the communities along US 160. Maintaining mobility for commuters, tourists, transit service, and freight vehicles while also improving safety is important for this portion of US 160.

Corridor Designations

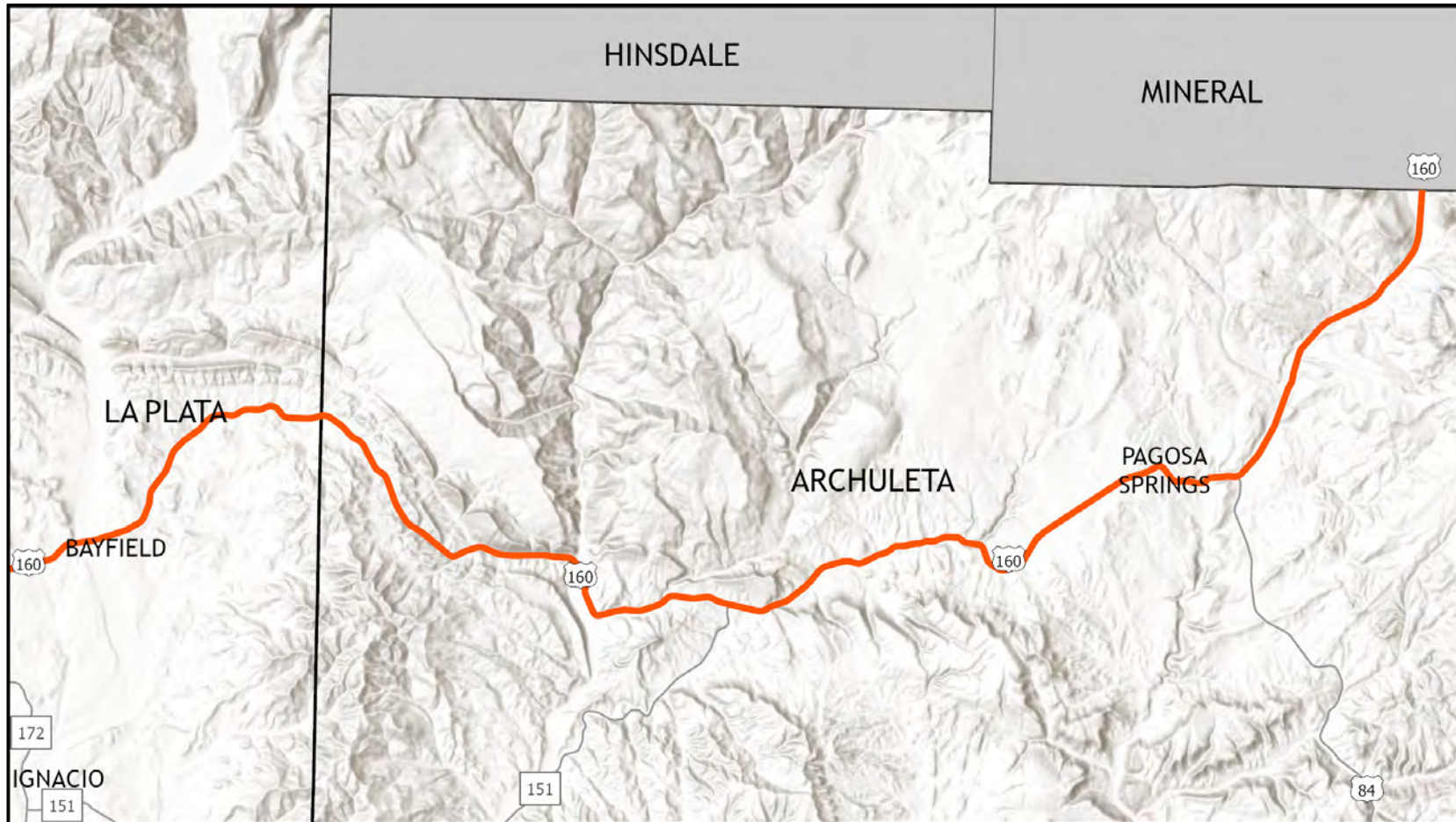
- High Demand Bicycle Corridor R5-3 (Cortez to Archuleta/Mineral CL)
- Colorado Freight Corridor
- On National Highway System
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 120 comment specifically about this corridor (entirety of US 160)
- Desire for increased roadway capacity to support the region's growth and the increasing congestion on the corridor
- Acknowledgement of the corridor's importance to the region's vitality
- Desire for better connectivity and transit options between local communities, Front Range
- Desire for better road conditions
- Section of US 160 west of Pagosa Springs is dangerous due to 2 lanes going up with multiple users trying to turn left without turn lanes.



Key Data Findings: US 160: Between Bayfield and the Archuleta/Mineral County Line (PSW7009D)



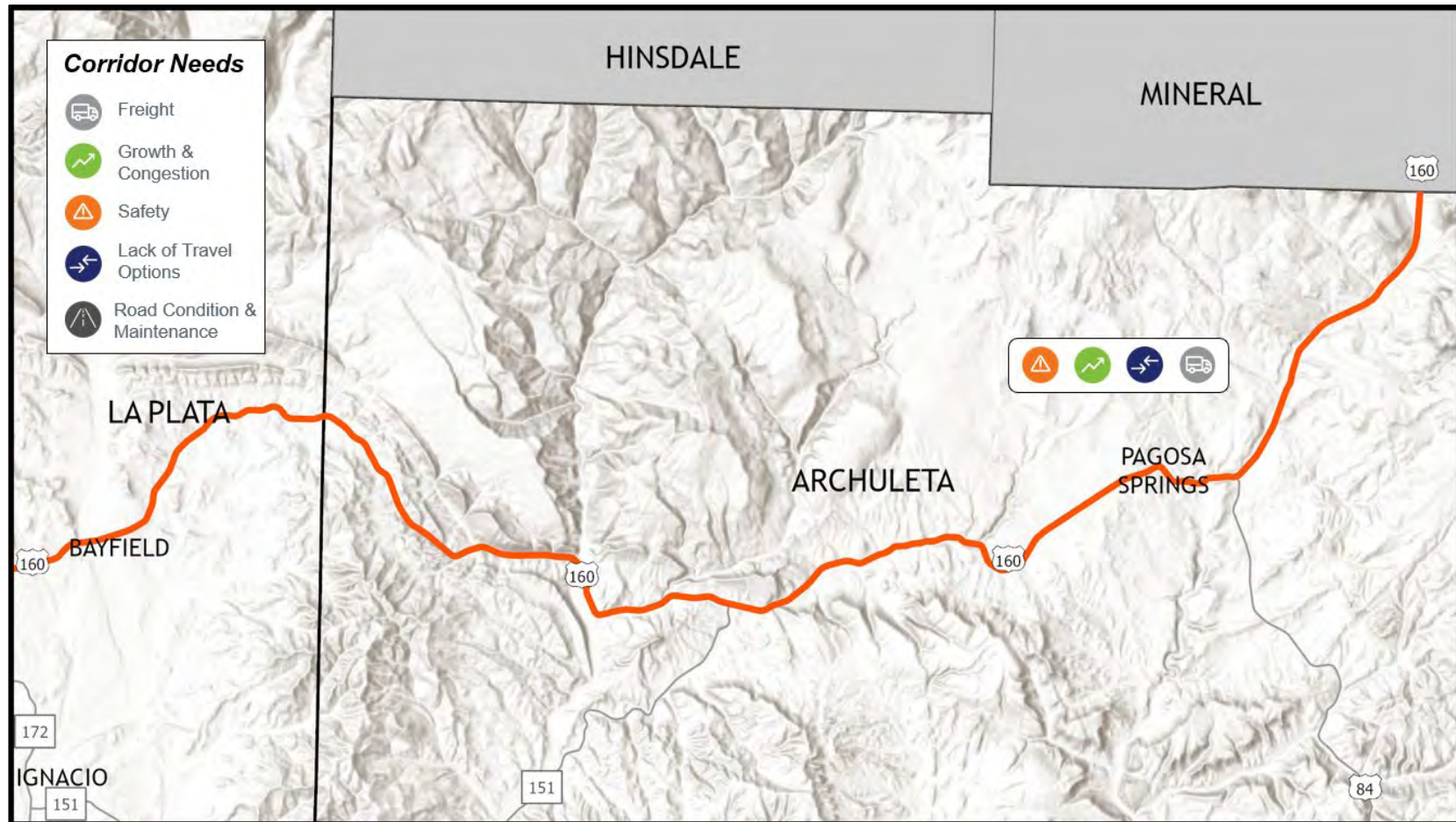
Key Data Findings:

Demographics Transit	Passes through census tracts with higher percentage of 65+ population, and with higher percentage of disabled population.
Growth	Moderate congestion east of Bayfield in 2045
Freight Safety	Multiple segments of elevated crash patterns, east of Bayfield and near Chimney Rock Dense wildlife crashes between Bayfield and Pagosa Springs Hazmat route
Transit Pedestrian	Potential Outrider service connecting Durango to Alamosa

Bicycling	High bicycle activity Pagosa Springs to Archuleta/Mineral CL Sections of high stress for biking from Chimney Rock to Pagosa Springs
Pedestrian Economics	Main Street through Pagosa Springs (DOLA affiliated Main Street)
Resiliency	US 160 north of Pagosa Springs parallels 100-year flood plain
Economics Freight	High concentrations of jobs between Chimney Rock and Pagosa Springs Provides access to recreational areas



Corridor Needs: US 160: Between Bayfield and the Archuleta/Mineral County Line (PSW7009D)



Corridor Needs

- Improve bicycle accommodation
- Improve travel conditions for trucks and heavy vehicles
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Mitigate elevated crash patterns (including wildlife crashes)
- Mitigate risk associated with natural disasters (floodplain)
- Address congestion caused by slow moving vehicles
- Provide tourism amenities (signage, pull-offs)
- Improve access and parking for intercity transit
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)
- Accommodate seasonal increases in truck activity and associated congestion



Corridor Projects: US 160: Between Bayfield and the Archuleta/Mineral County Line (PSW7009D)(Page 1/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
FY 19 and 20 Chain Station Improvements	Chain Station improvements to provide adequate lighting and space for trucks to pull over and for drivers to chain up safely including LED lighting, signing and striping, VMS signs, and paving as needed.	1025				\$4.50
Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)	Outrider bus service between Durango and Pueblo. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1041				\$5.02
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
US 160 Intelligent Transportation Systems (ITS) Infrastructure (La Plata, Archuleta, and Mineral counties)	Installation of fiber-optics and ITS devices between Durango and Wolf Creek Tunnel	1303				\$30.56
Pagosa Springs Transportation Center	Build a Transportation Center in Pagosa Springs	1326				\$1.35

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 160: Between Bayfield and the Archuleta/Mineral County Line (PSW7009D)(Page 2/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Bayfield Park-n-Ride and Access Improvements	Establish Park-n-Ride facility, extend roadway access to Hwy160 and improve grading and drainage	1327				\$1.60
Archuleta County Bus Stop Shelters	Building of 4 bus stop shelters	1329				\$0.13
Archuleta County Park-n-Ride	Establish Park-n-Ride utilizing existing parking infrastructure where possible	1332				\$0.50
US 160/SH 151 Safety Mitigation	Extension of the westbound passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	1335				\$8.83
US 160/Main Street Pagosa Reconstruction and Multi-Modal Improvements	This project will reconstruct the surface of US 160 and provide multimodal improvements along the highway corridor in Pagosa Springs (San Juan River Bridge/1st Street to McCabe); road diet from 3rd Street to 10th Street	1339				\$13.67
160 & Piedra - Advanced Signal Warnings	Intersection Movement Assist (IMA)	1348				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 160: Between Bayfield and the Archuleta/Mineral County Line (PSW7009D)(Page 3/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Freight safety warnings	Freight Advanced Traveler Information Systems (FRATIS)	1354		-		-
US 160 /Piedra Road	WB Lane Drop at 8th Street.	2092		-		\$0.30
US 160 Pagosa 5 Lane	Pike to Piedra. 4 lanes with continuous left turn lane. ROW, Drainage, utilities, etc. Low end estimate.	2094				\$9.00
Add shoulders east of Pagosa Springs	Desire for shoulders on the east end of Pagosa Springs to accommodate the high bicycle traffic	2099				
US 160 McCabe Creek Major Structure Replacement	This project replaces a failing culvert crossing US 160 in Pagosa Springs with a concrete box culvert, as well as widens the roadway for bicycle and pedestrian facilities. The culvert has a risk of severe flooding and US 160 is at risk of potential washout.	75				\$7.37
Pagosa Springs to Durango (not Outrider associated)	Assumes two roundtrip per day 260 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	2522				\$0.44

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 160: Between Bayfield and the Archuleta/Mineral County Line (PSW7009D)(Page 4/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Pagosa Springs to Durango (Proposed Outrider Service)	Outrider bus service between Pagosa Springs and Durango. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	2523				\$2.69
New Essential Bus Service from Durango to Denver	Essential bus service between Durango, Bayfield, Pagosa Springs, South Fork, Monte Vista, Center, Saguache, Villa Grove, Salida, Buena Vista, Fairplay, Denver (Potential Bustang Outrider). Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile. (350 miles, 700 roundtrip)	2535				\$11.55
US 160 Pagosa Springs	Increase Truck Parking. Most likely through private investment in Pagosa Springs.	2098		-		\$0.93
US 160 and East Bayfield Parkway	Intersection signalization with pedestrian improvements and a new roadway alignment to the north.	2740				\$3.5

Project Types

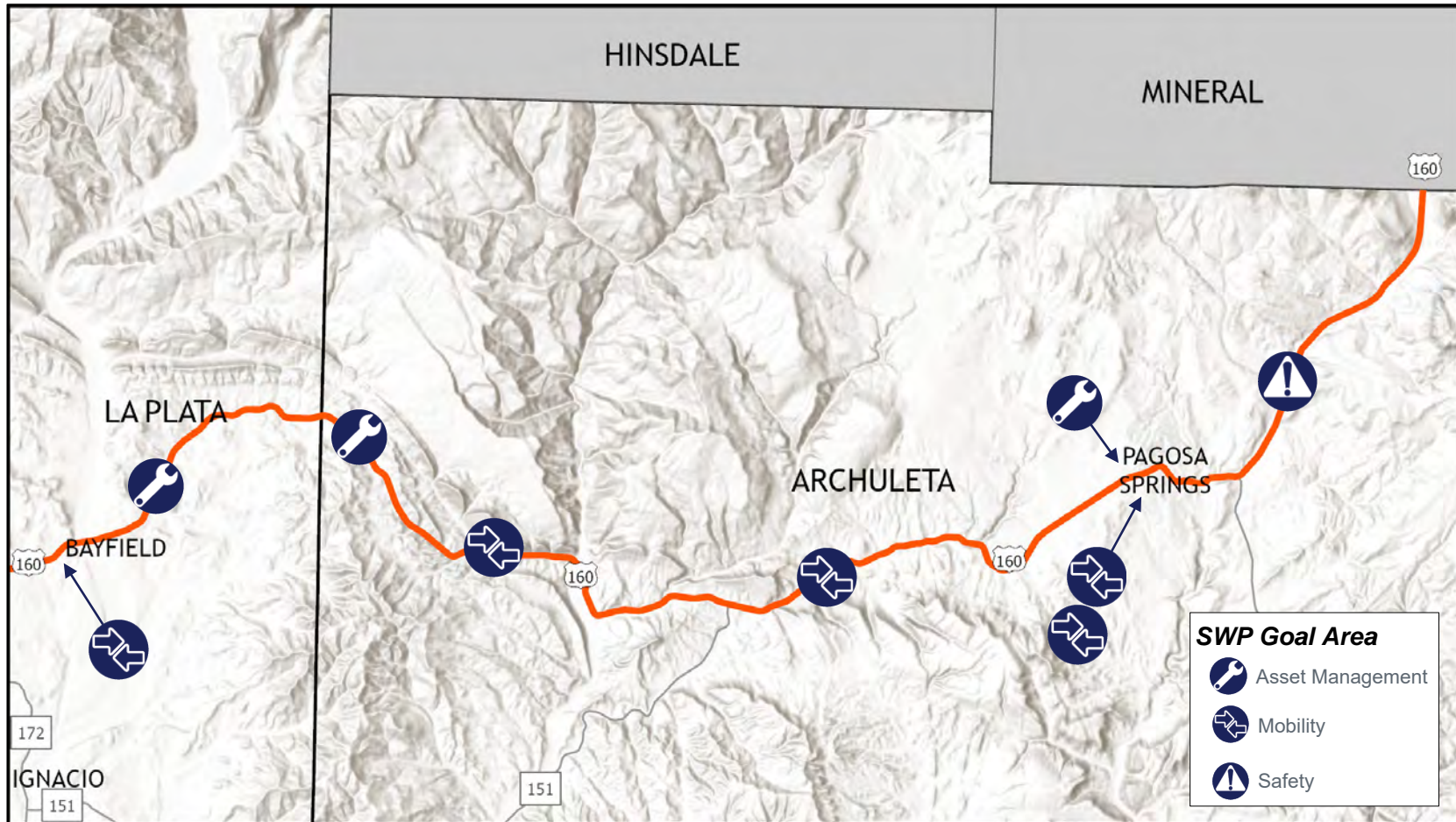
- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- FY 19 and 20 Chain Station Improvements
- US 160 Intelligent Transportation Systems (ITS) Infrastructure (La Plata, Archuleta, and Mineral counties)
- US 160/Main Street Pagosa Reconstruction and Multi-Modal Improvements



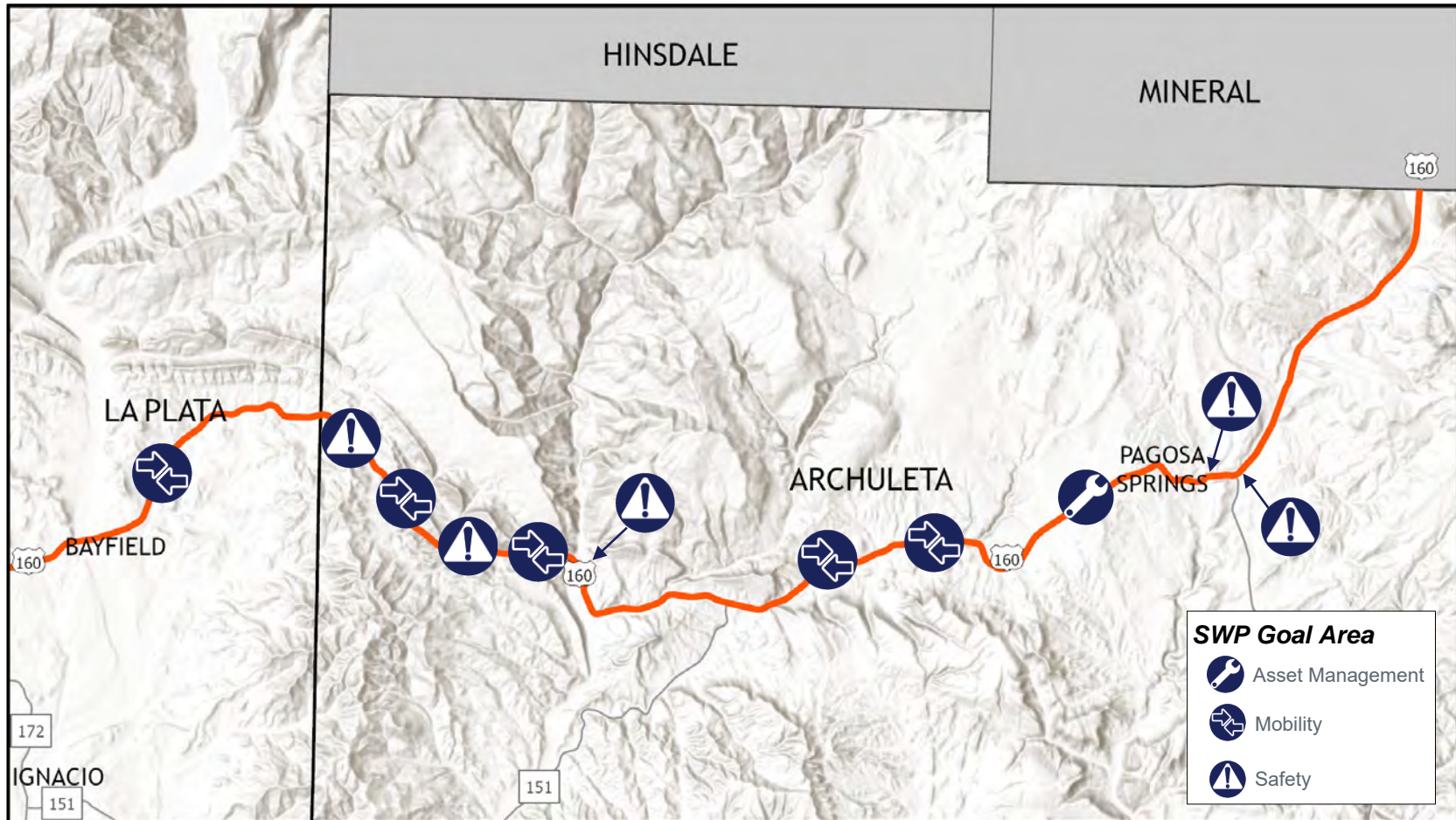
Mobility

- Essential Bus Service between Durango-South Fork-Alamosa-Walsenburg-Pueblo (Proposed Outrider Service)
- Pagosa Springs Transportation Center
- Bayfield Park-n-Ride and Access Improvements
- New Essential Bus Service from Durango to Denver
- US 160 Pagosa Springs



Safety

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491



Asset Management

- US 160 McCabe Creek Major Structure Replacement



Mobility

- Archuleta County Bus Stop Shelters
- Archuleta County Park-n-Ride
- US 160 & Piedra - Advanced Signal Warnings
- Pagosa Springs to Durango (not Outrider associated)
- Pagosa Springs to Durango (Proposed Outrider Service)



Safety

- US 160/SH 151 Safety Mitigation
- Freight safety warnings
- US 160 /Piedra Road
- US 160 Pagosa 5 Lane
- Add shoulders east of Pagosa Springs



State Highway 172: Between the New Mexico border and US 160 (PSW7010)



Corridor Name

State Highway 172: Between the New Mexico border and US 160

Corridor Vision

The Vision for the State Highway 172 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

State Highway 172 is partially-located within the Southern Ute Indian Reservation and provides local access within the southern La Plata County area between US 160 and New Mexico. The corridor provides access between downtown Durango and the Durango-La Plata County airport, the primary airport in the Southwest region. The communities along the corridor value safety and system preservation. Preserving the rural character of the corridor while supporting the movement of commuters and tourists along the corridor is important.

Corridor Designations

- High Demand Bicycle Corridor R5-5 (Durango to Durango Airport)
- Scenic Byway (US 160 to Ignacio)
- Segment from 160 to Airport is Intermodal Connector

What we heard about the Corridor

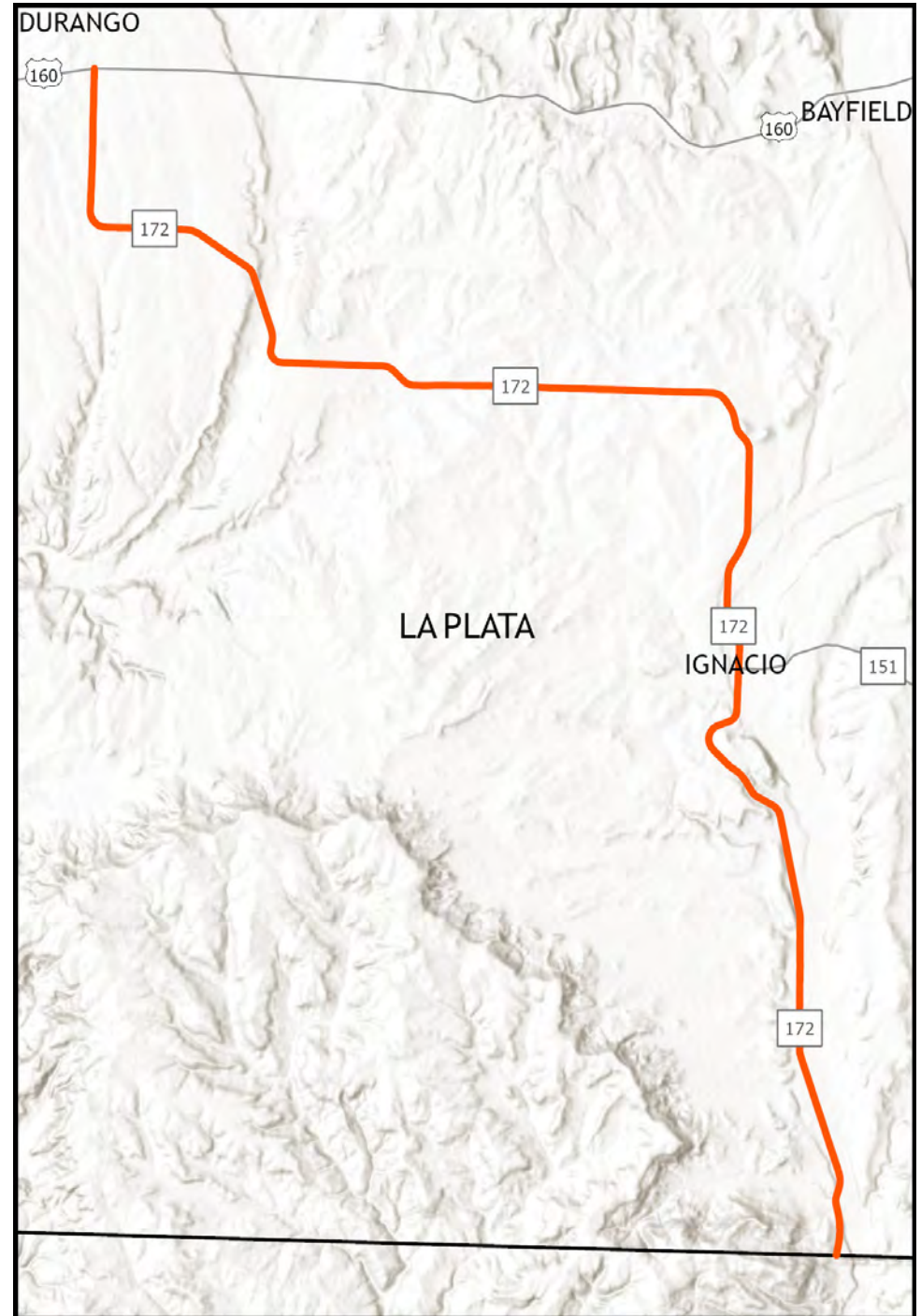
- 5 comments specifically about this corridor
- Concerns about the pavement condition near Ignacio
- Concerns about the amount of traffic
- Concerns about safety at the Airport Road and SH 172 intersection and the US 160 and SH 172 intersection



Key Data Findings: State Highway 172: Between the New Mexico border and US 160 (PSW7010)

Key Data Findings:

Demographics Transit	Most of corridor on Southern Ute Tribal Lands. Passes through census tract with higher percentage of minority population residents.
Growth	Moderate to high congested segment south of US 160 to Airport in 2030 and 2045.
Freight Safety	Several segments with less than 2 ft shoulders. Dense wildlife crashes.
Freight Asset Management	Poor drivability life segment near Oxford.
Transit	Local transit operates on corridor (SoCoCaa)
Bicycling	High bicycle activity from US 160 to Oxford; Some sections of high stress for biking
Pedestrian Economics	Main Street through Ignacio
Resiliency	High criticality from US 160 south to Oxford
Economics Freight	Concentration of oil and gas wells High concentration of jobs from Durango to Oxford
Airport Transit	Access to the Durango-La Plata County Airport High percentage of truck traffic south of Ignacio

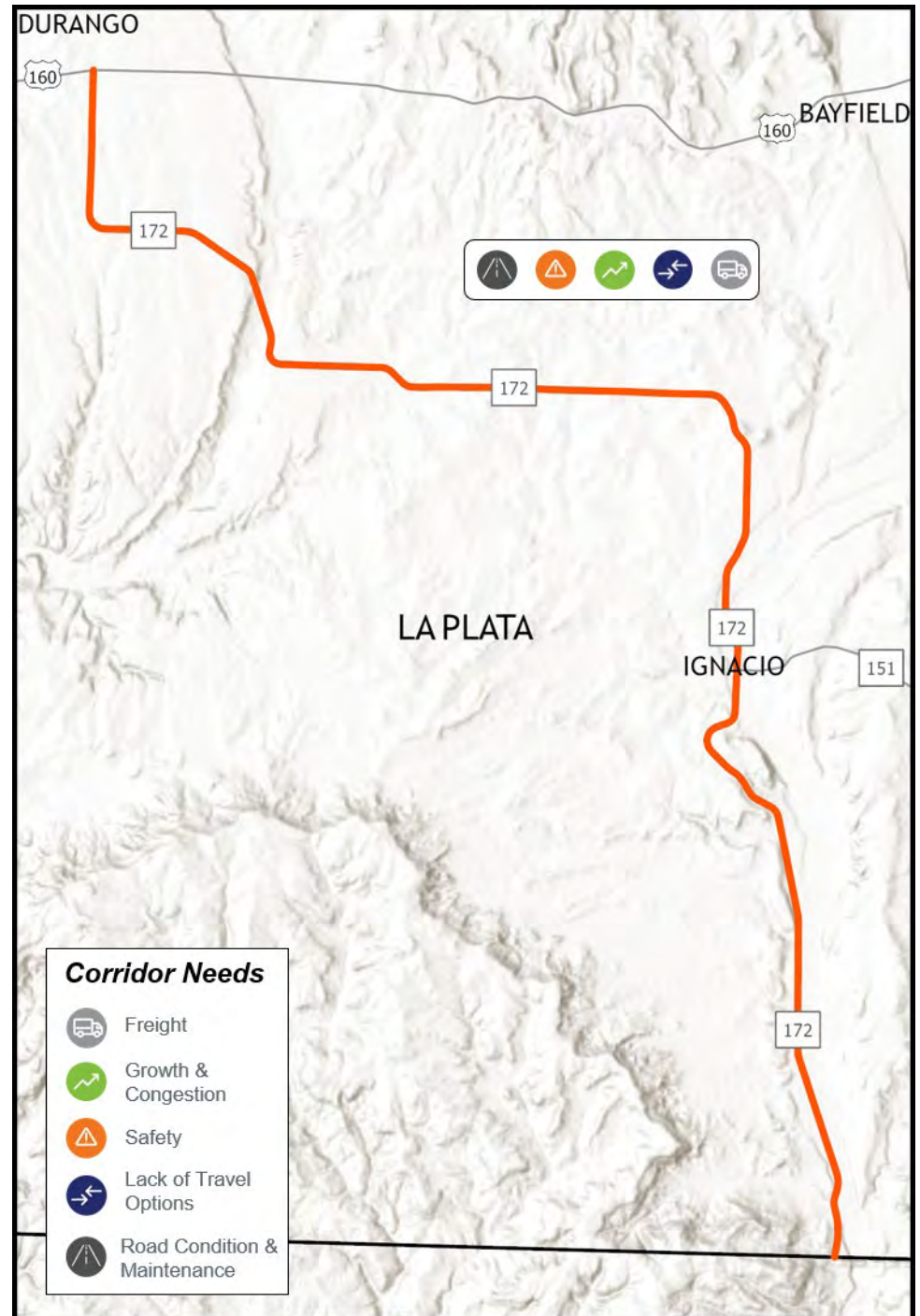




Corridor Needs: State Highway 172: Between the New Mexico border and US 160 (PSW7010)

Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Improve travel conditions for trucks and heavy vehicles
- Address increasing congestion to improve access to jobs, tourist destinations
- Accommodate travel needs of vulnerable populations
- Increase connectivity and improve reliability to intermodal facility (airport)
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)





Corridor Projects: State Highway 172: Between the New Mexico border and US 160 (PSW7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 172 at CR 318	Priority Intersection Improvements	2103				\$1.90
SH 172 and Becker St. Signal	Ignacio signal and ADA	2104				\$1.00
SH 172 New Mexico to Ignacio	Rural road surface treatment	2632				\$10.38

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 172: Between the New Mexico border and US 160 (PSW7010)



Asset Management

- SH 172 New Mexico to Ignacio



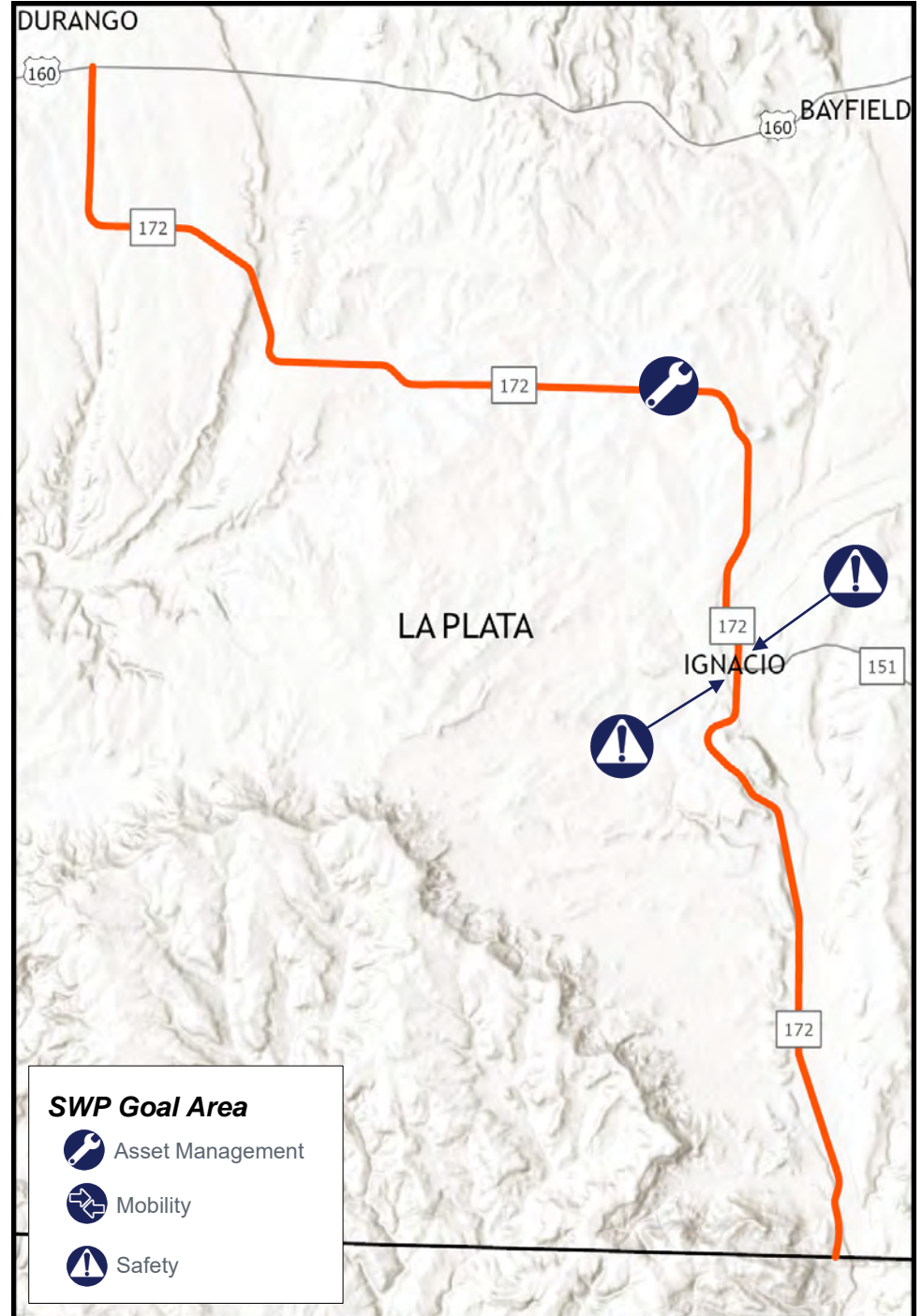
Mobility

- No projects have been identified for this goal area



Safety

- SH 172 at CR 318
- SH172 and Becker St. Signal





State Highway 184: Between Mancos and SH 491 (PSW7011)



Corridor Name

State Highway 184: Between Mancos and SH 491

Corridor Vision

The Vision for the State Highway 184 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

The State Highway 184 corridor provides local and tourist access and makes east-west connections within the rural Montezuma County area. Preserving the rural character of the corridor while supporting the movement of commuters, bicyclists, and tourists along the corridor is important.

Corridor Designations

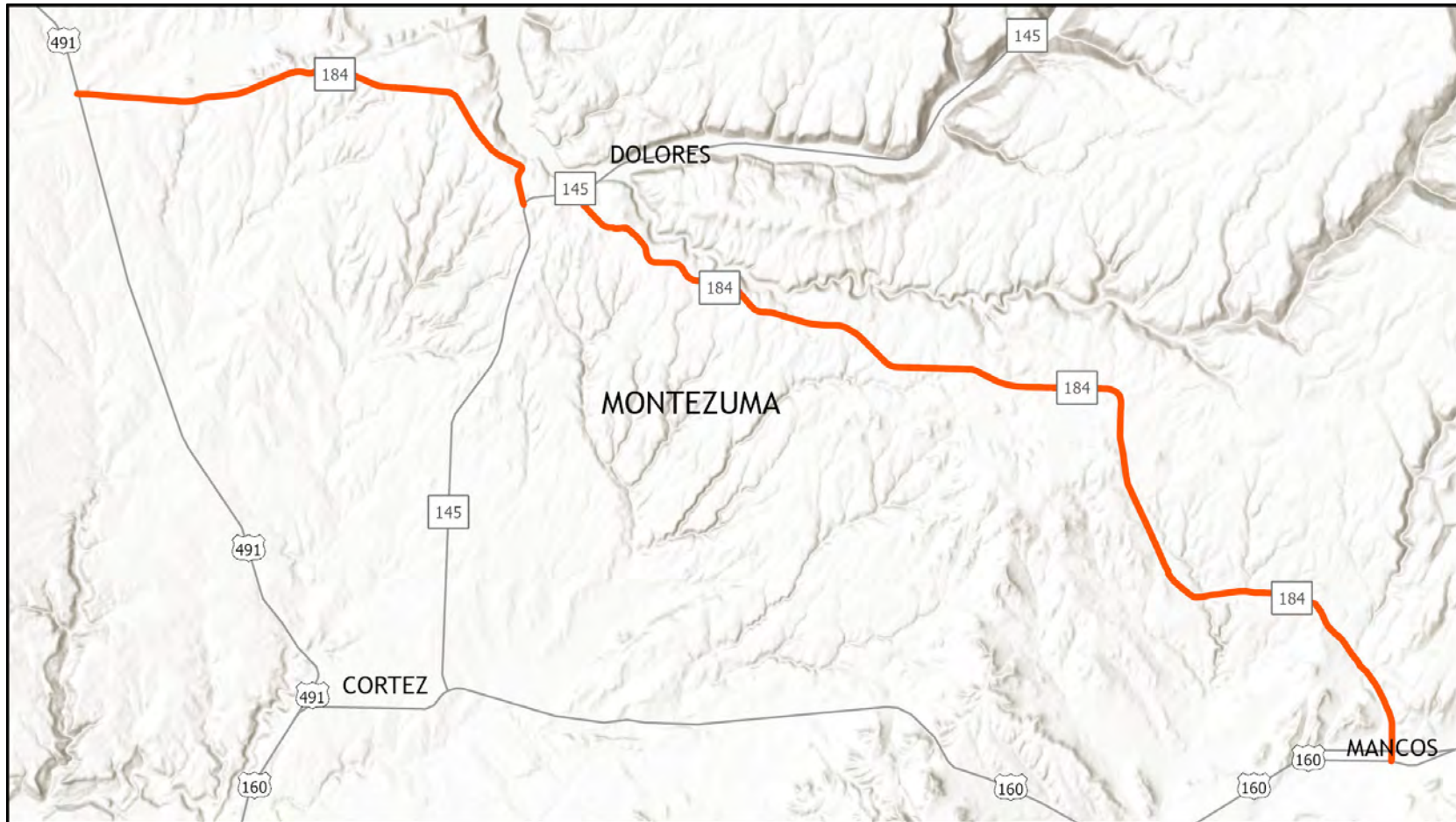
- Scenic Byway (Between US 491 and SH 145)

What we heard about the Corridor

- 6 comments specifically about this corridor
- Desire for bicycle facilities
- Concerns about safety and speeding
- Desire for wider shoulders and passing lanes



Key Data Findings: State Highway 184: Between Mancos and SH 491 (PSW7011)

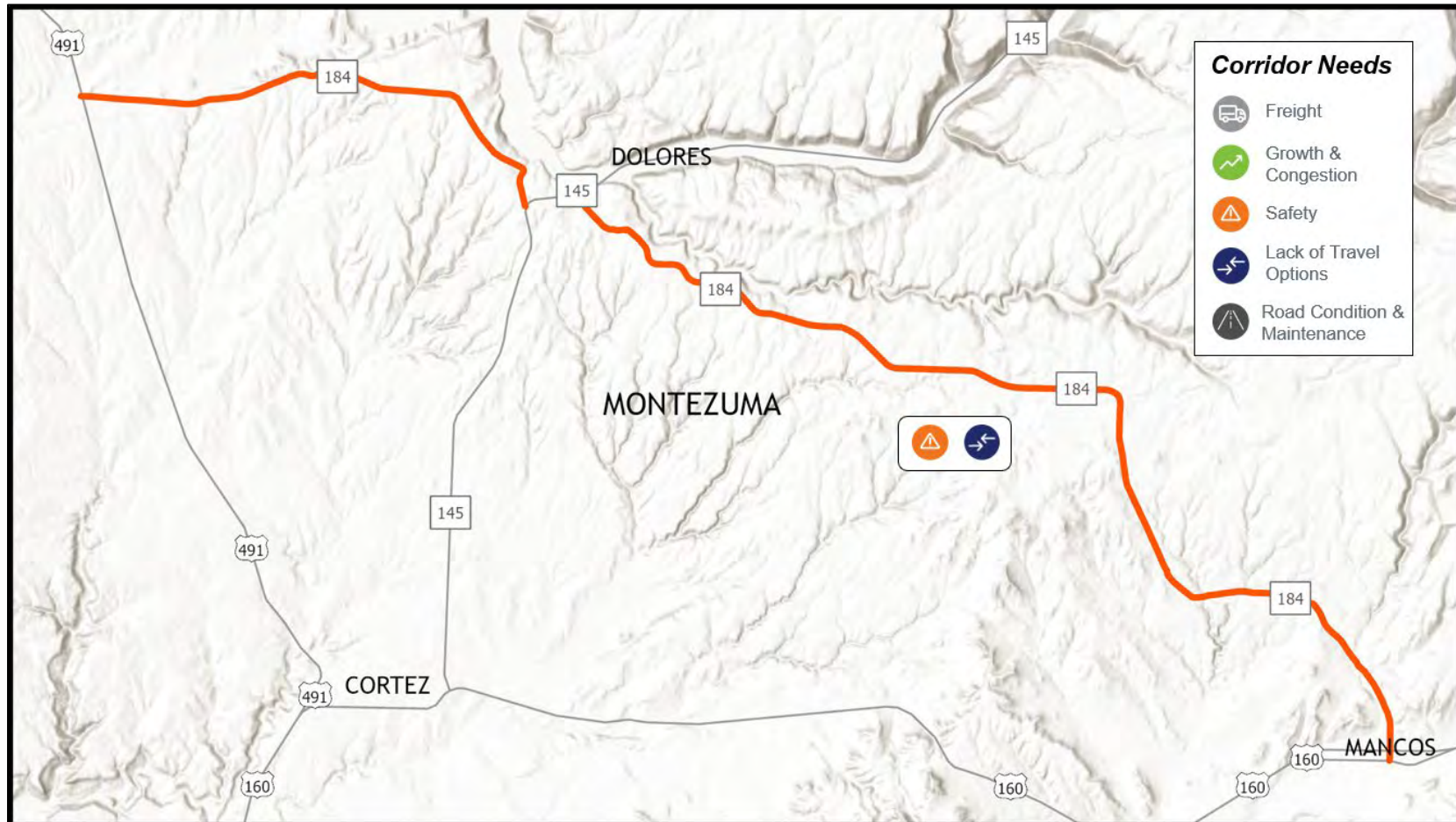


Key Data Findings:

<p><i>Demographics Transit</i></p>	<p>Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population. Passes through census tract with high percentage of people living in poverty.</p>
<p><i>Safety</i></p>	<p>Several segments with less than 2 ft shoulders. Dense wildlife crashes.</p>
<p><i>Bicycling</i></p>	<p>Cluster of bike crashes west of Dolores; High stress for biking.</p>



Corridor Needs: State Highway 184: Between Mancos and SH 491 (PSW7011)



Corridor Needs

- △ Eliminate shoulder deficiencies
- △ Improve bicycle accommodation
- ↪ Accommodate travel needs of vulnerable populations
- △ Provide tourism amenities (signage, pull-offs)



Corridor Projects: State Highway 184: Between Mancos and SH 491 (PSW7011)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

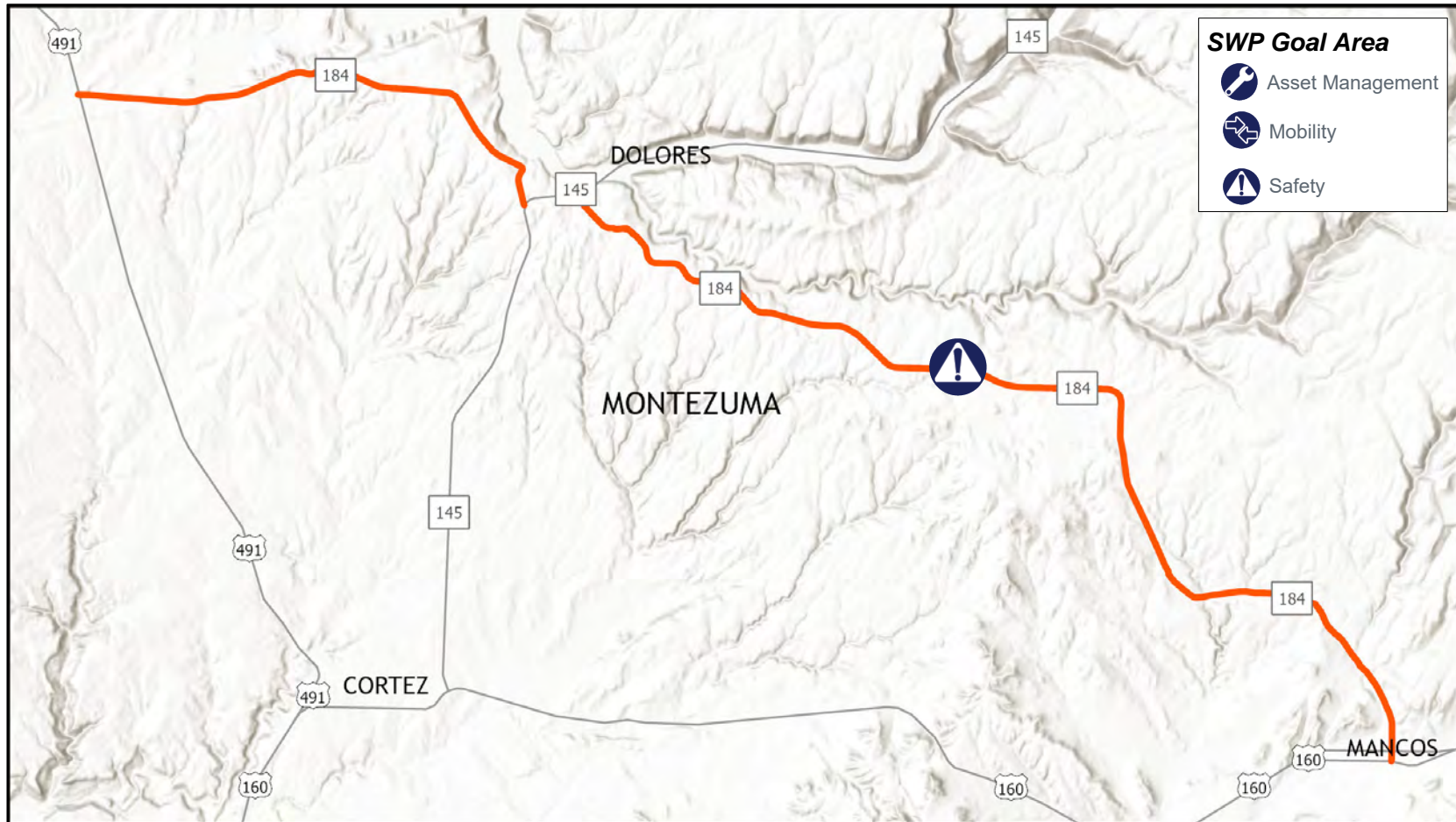
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 184: Between Mancos and SH 491 (PSW7011)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project: ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491



Safety

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491



US 491A: Between the New Mexico border and US 160 (PSW7012)



Corridor Name

US 491A: Between the New Mexico border and US 160

Corridor Description

The US 491A corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the major route through southwest Colorado, within the Ute Mountain Ute reservation area. It is designated a hazardous materials route and serves as a major truck route from Albuquerque to Salt Lake City. Maintaining mobility for commuters, tourists, transit service, and freight vehicles while also improving safety is important for this portion of US 491.

What we heard about the Corridor

- 1 comment specifically about this section of the corridor
- Desire for additional roadway capacity (four lanes) and/or passing lanes

Corridor Vision

The Vision for the US 491A corridor is primarily to increase mobility as well as to improve safety.

Corridor Designations

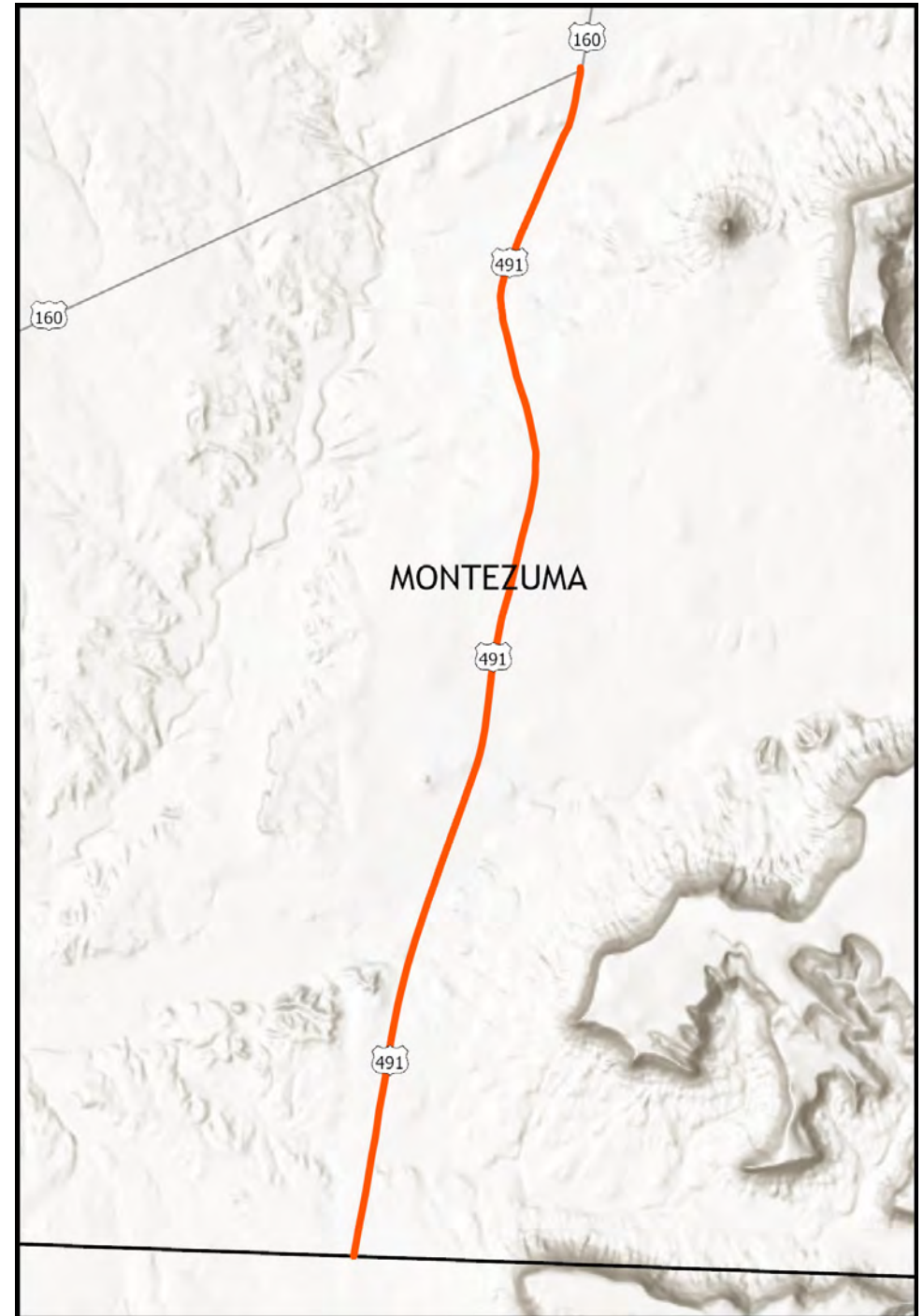
- On National Highway System (Segment of STRAHNET Route - NM Borders to South US 160 Junction)
- Colorado Freight Corridor



Key Data Findings: US 491A: Between the New Mexico border and US 160 (PSW7012)

Key Data Findings:

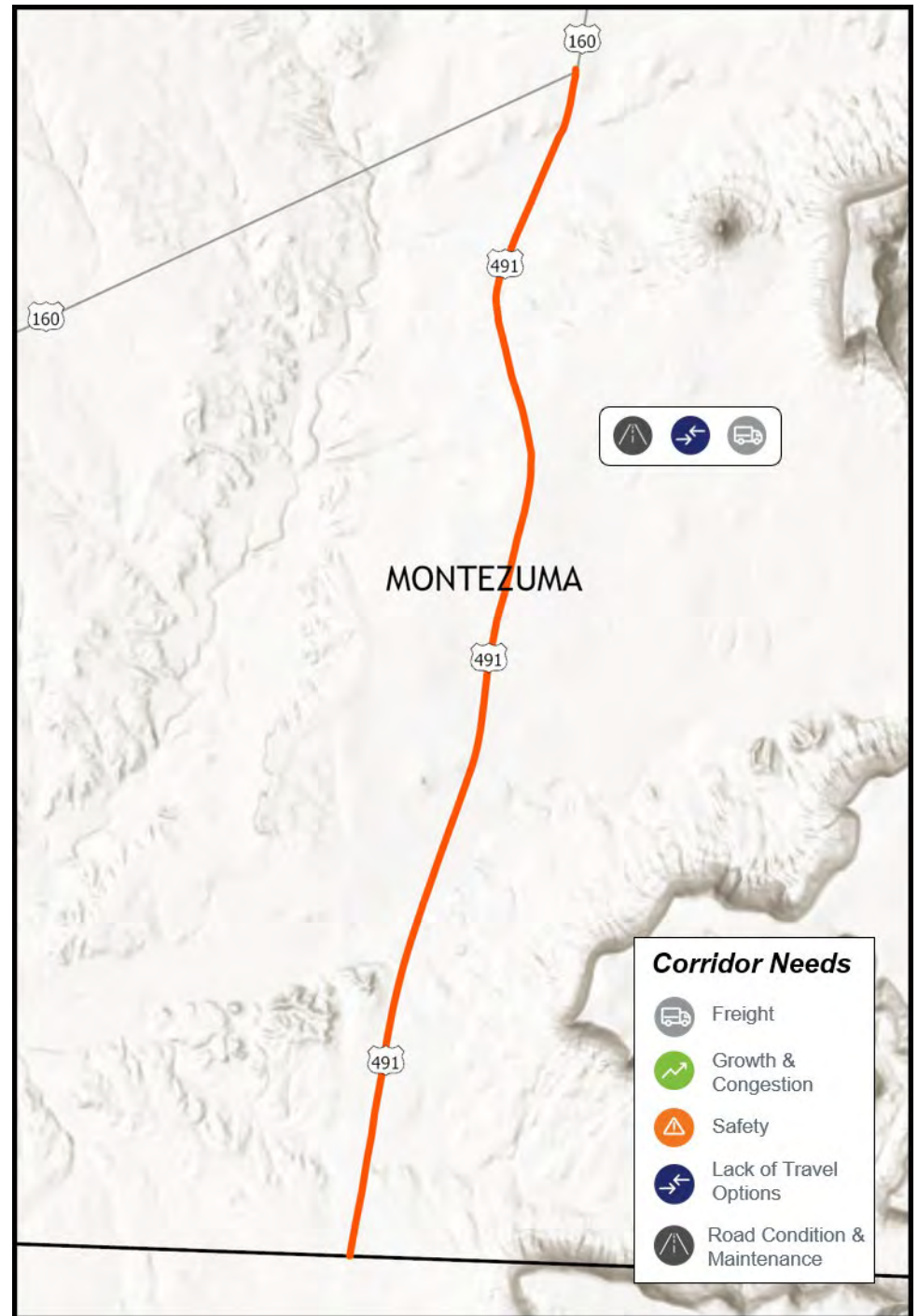
<i>Demographics Transit</i>	On Ute Mountain Tribal Lands. Passes through census tract with high percentage of people living in poverty. Passes through census tract with higher percentage of minority population residents.
<i>Freight Safety</i>	Hazmat route
<i>Bicycling</i>	High stress for biking
<i>Resiliency</i>	High criticality
<i>Economics Freight</i>	Agricultural corridor
<i>Freight</i>	High percentage of truck traffic





Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations





Corridor Projects: US 491A: Between the New Mexico border and US 160 (PSW7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
3 Lane US 491	NM to US 160 intersection	2105		-		\$3.00
US 491 and Mike Wash Intersection	Round About intersection improvement	2106		-		\$5.00
Freight Parking Need	-	2107		-		\$0.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



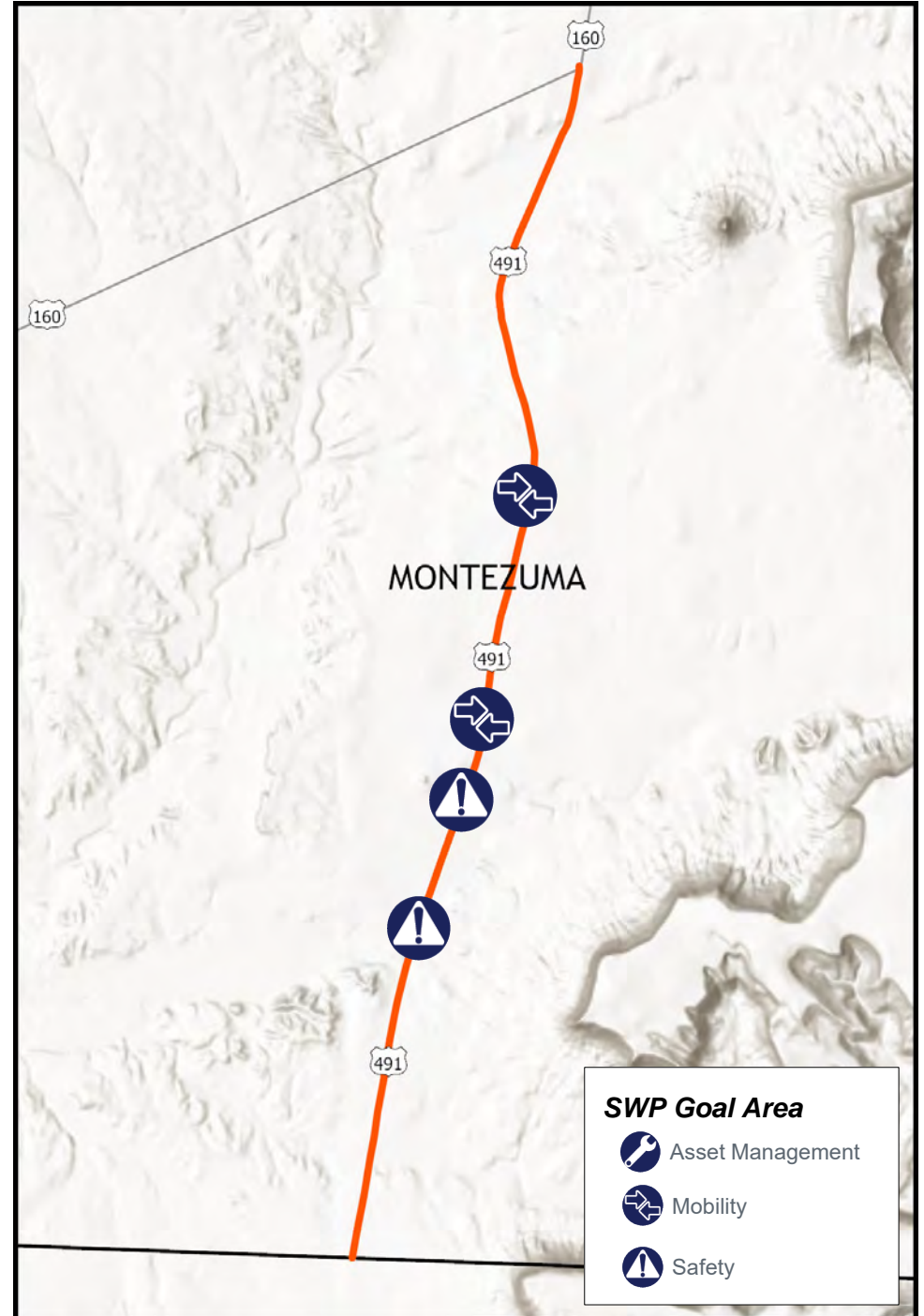
Mobility

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- US 491 and Mike Wash Intersection



Safety

- 3 Lane US 491
- Freight Parking Need





US 491B: Between Cortez and the Utah border (PSW7013)



Corridor Name

US 491B: Between Cortez and the Utah border

Corridor Vision

The Vision for the US 491B corridor is primarily to increase mobility as well as to improve safety.

Corridor Description

The US 491B corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the major route through southwest Colorado, within the Ute Mountain Ute reservation area. It is designated a hazardous materials route and serves as a major truck route from Albuquerque to Salt Lake City. Maintaining mobility for commuters, tourists, and freight vehicles while also improving safety is important for this portion of US 491.

Corridor Designations

- Scenic Byway (Trail of the Ancients to SH 184)
- On National Highway System
- Colorado Freight Corridor
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

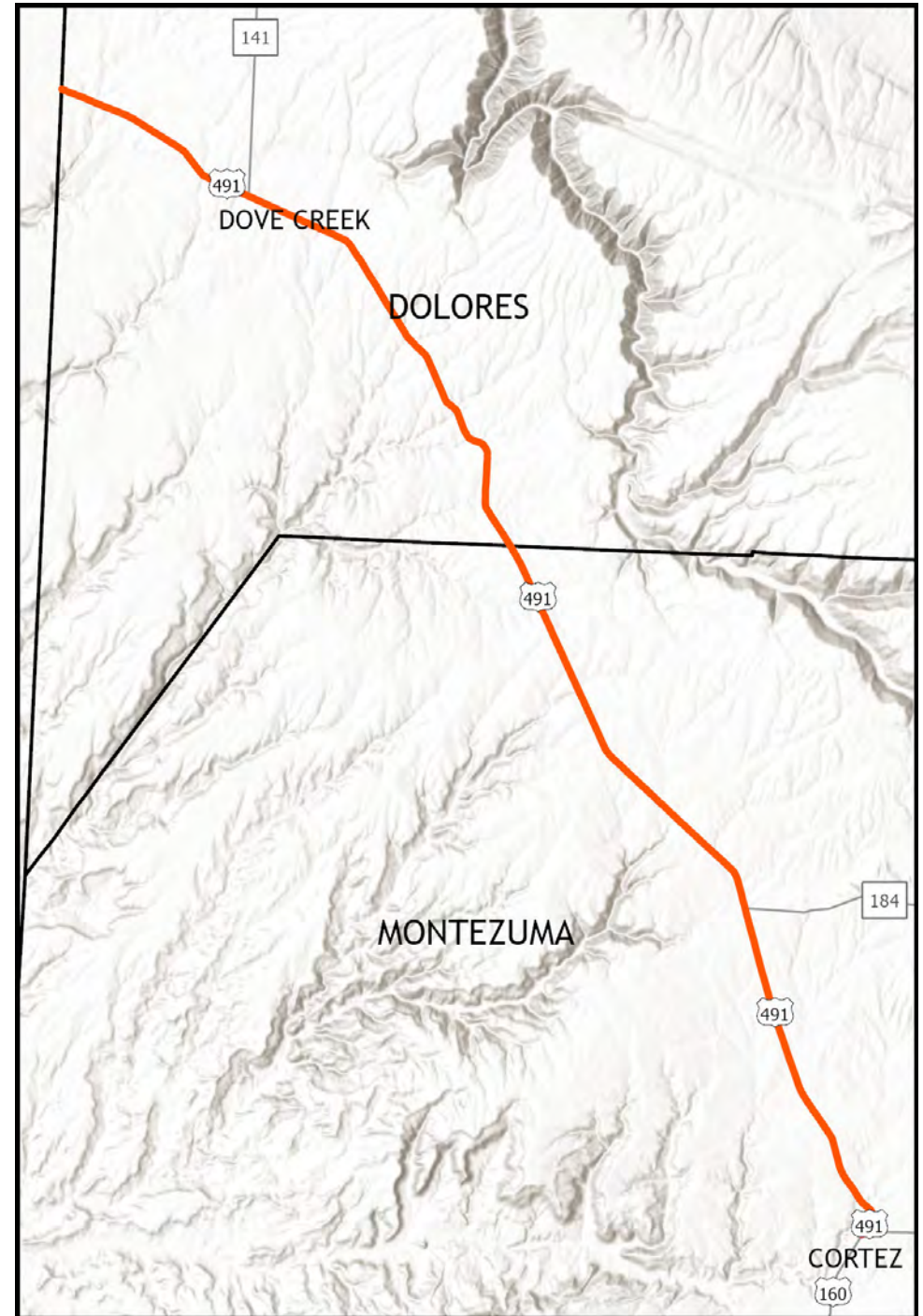
- 17 comment specifically about this section of the corridor
- Desire for additional roadway capacity (four lanes)
- Desire for improvements such as passing lanes, turn lanes, and guardrails
- Concerns about increasing congestion, particularly heavy vehicles
- Emphasized as a priority corridor in the region
- Seasonal truck traffic concerns



Key Data Findings: US 491B: Between Cortez and the Utah border (PSW7013)





Key Data Findings:

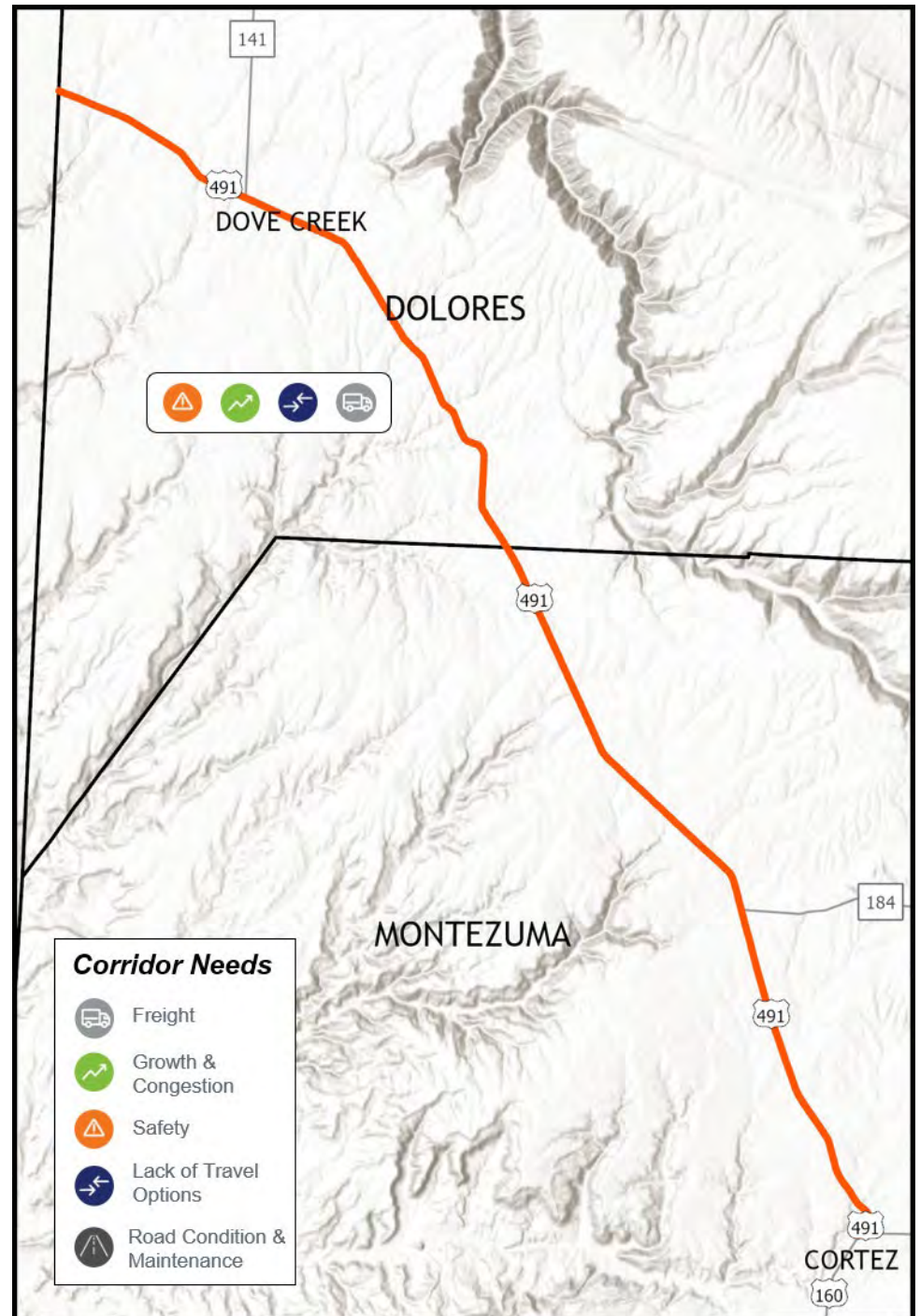
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population. Passes through census tract with higher percentage of disabled population. Passes through census tract with high percentage of people living in poverty.
<i>Freight Safety</i>	Two segments with less than 2 ft. shoulders. Dense wildlife crashes. Hazmat route.
<i>Freight Asset Management</i>	Two poor drivability life segments
<i>Bicycling</i>	Medium to high stress for biking
<i>Resiliency</i>	High criticality from north of Cortez to Pleasant View
<i>Freight</i>	High percentage of truck traffic





Corridor Needs

-  Eliminate shoulder deficiencies
-  Improve travel conditions for trucks and heavy vehicles
-  Accommodate travel needs of vulnerable populations
-  Accommodate seasonal increases in truck activity and associated congestion





Corridor Projects: US 491B: Between Cortez and the Utah border (PSW7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
Essential Bus Service between Durango and Dove Creek. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.		1058				\$2.05
Dolores County Senior Services Scheduling and Records Software	Scheduling and records software	1357				\$0.13
Dolores County Senior Services Vehicle Maintenance Facility	Maintenance facility; 3600 square feet	1358				\$1.00
US491 Dove Creek Safety	Wildlife fencing, brush removal, sight distance improvements.	2108				\$0.75
US 491 Truck Parking		2109				\$0.50
OHV Crossing	Crossing for OHVs of US 491 in Dolores County	2110				-
US 491 and CR N Intersection	-	2111		-		\$1.00
Fiber in Dolores County	Installation of fiber in Dolores County, likely along US 491B	2112				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



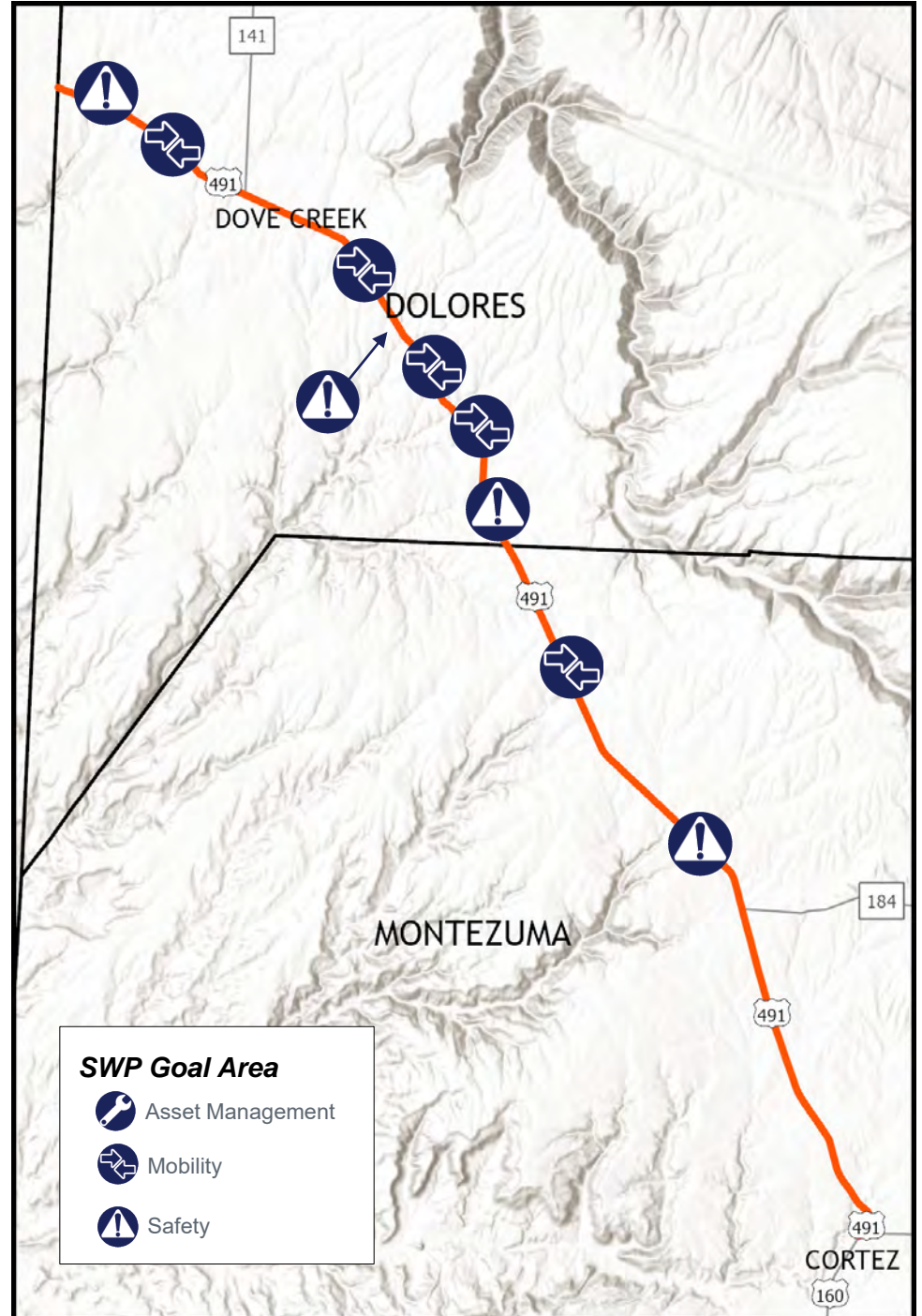
Mobility

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- Essential Bus Service between Durango and Dove Creek (Proposed Outrider Service)
- Dolores County Senior Services Scheduling and Records Software
- Dolores County Senior Services Vehicle Maintenance Facility
- US 491 Truck Parking



Safety

- US 491 Dove Creek Safety
- OHV Crossing
- Fiber in Dolores County
- US 491 and CR N Intersection





US 550A: Between the New Mexico border and US 160 (PSW7014A)



Corridor Name

US 550A: Between the New Mexico border and US 160 in Durango

Corridor Vision

The Vision for the US 550 corridor is primarily to increase mobility as well as to improve safety.

Corridor Description

US 550 is the primary route providing north-south connections to places within and outside the Southwestern Colorado region, specifically between New Mexico and Durango. The southern portion of US 550 is located within the Southern Ute Reservation and provides access to tribal lands. This corridor serves as a multimodal National Highway System facility and a Colorado Freight Corridor. Preserving the rural character of the corridor while supporting the movement of commuters, tourists, transit service, and freight along the corridor is important.

Corridor Designations

- National Highway System
- Colorado Freight Corridor
- Tier 2 Compressed Natural Gas (CNG) and Electric Vehicle (EV) Corridor

What we heard about the Corridor

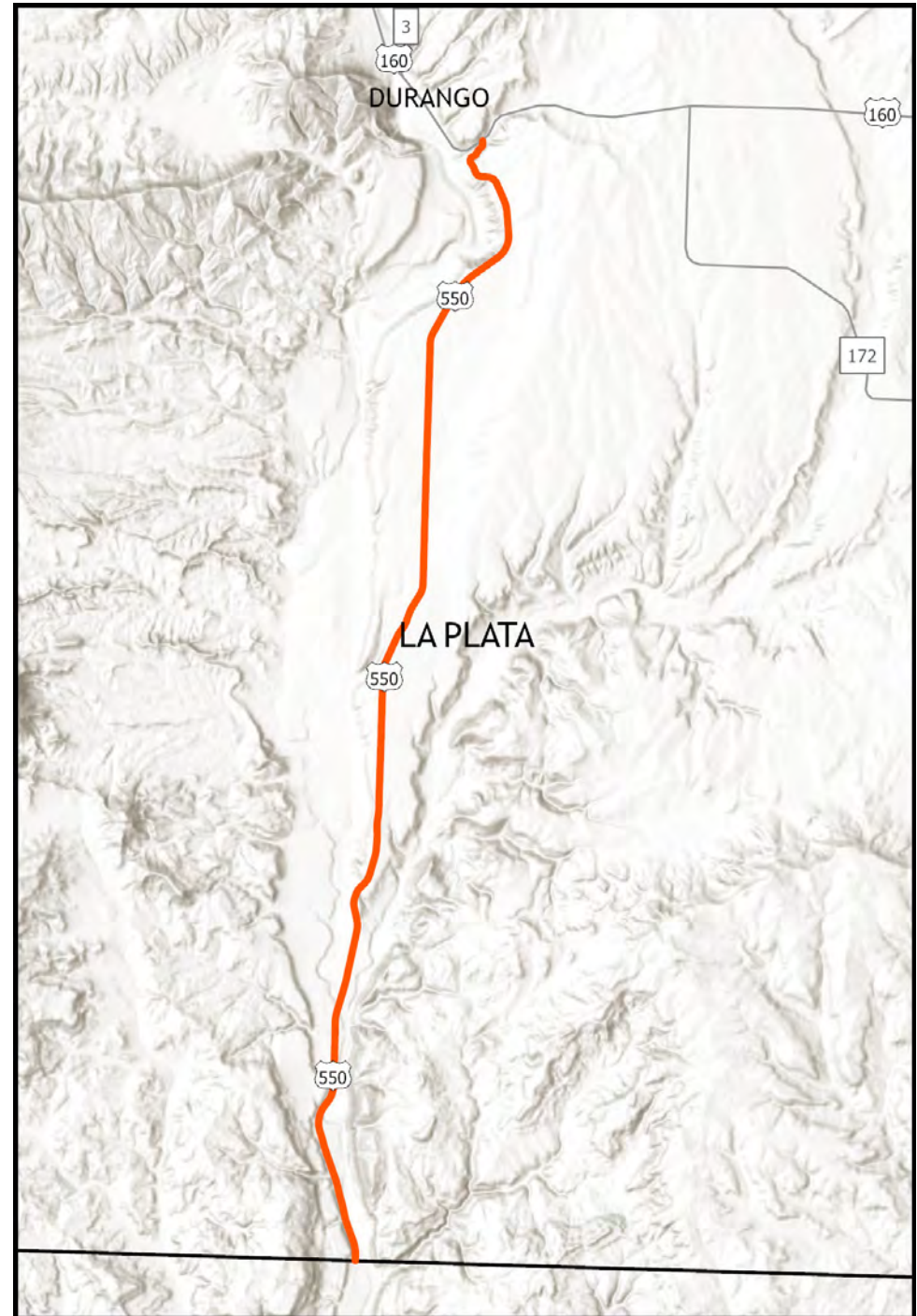
- 103 comment specifically about this corridor (entirety of US 550)
- Desire for a safer roadway design (shoulders, lower speed)
- Interest in more roadway capacity to support region's growth and the increasing congestion on the corridor
- Acknowledgement of the corridor's importance to the region's vitality
- Concerns about seasonal truck traffic congestion
- Desire for better transit options



Key Data Findings: US 550A: Between the New Mexico border and US 160 (PSW7014A)

Key Data Findings:

Demographics Transit	Portion on Southern Ute Tribal Lands. Passes through census tract with higher percentage of 65+ population.
Growth	Moderate congestion segments immediately south of Durango in 2045
Freight Safety	Two segments with less than 2 ft. shoulders. Several segments with elevated crash patterns. Dense wildlife crashes. Hazmat route.
Freight Asset Management	Two poor drivability life segments
Transit	SoCoCaa regional bus route
Resiliency	High criticality Portions parallel the 100-year floodplain
Economics Freight	Concentration of oil and gas wells

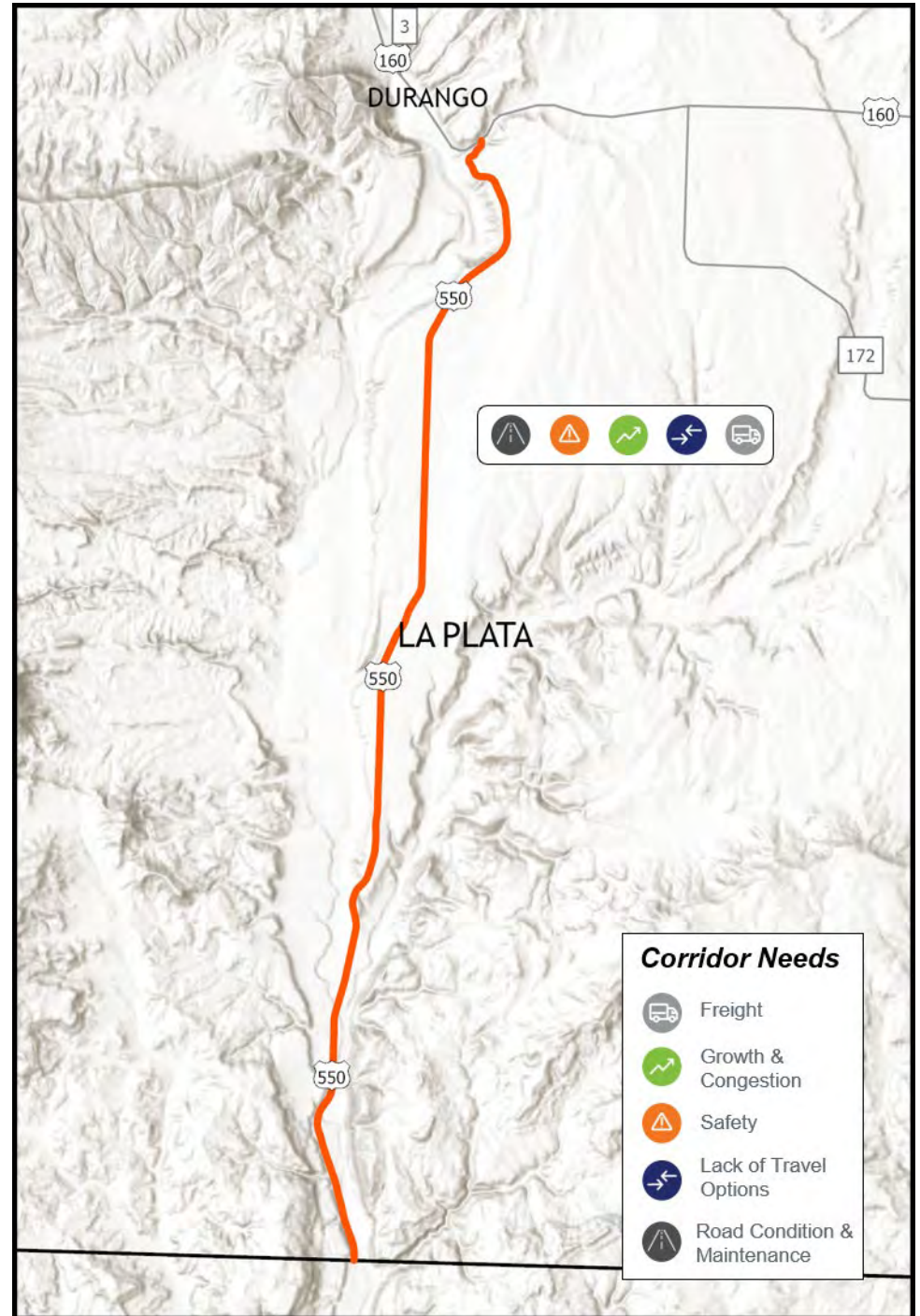




Corridor Needs: US 550A: Between the New Mexico border and US 160 (PSW7014A)

Corridor Needs

- △ Eliminate shoulder deficiencies
- △ Mitigate elevated crash patterns (including wildlife crashes)
- ⬆️ Address pavement condition where drivability life is poor
- 📈 Address increasing congestion to improve access to jobs
- ↔️ Accommodate travel needs of vulnerable populations
- 🚛 Accommodate seasonal increases in truck activity and associated congestion





Corridor Projects: US 550A: Between the New Mexico border and US 160 (PSW7014A)(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
SoCoCaa Bustang bus Barn	Build Bus Barn to shelter Bustang/Outrider vehicles	1360				\$6.10
US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	1370				\$32.62
US 550 and US 160 Connection (Interchange Completion)	This project, currently under construction eliminates the existing Farmington Hill signalized intersection by relocating US 550 to the grade-separated Grandview Interchange. US 550 will be widened to four lanes with a new median and added shoulders. The project also improves the intersections of CR 219 and CR 220 with turn lanes. Wildlife fencing and underpasses will be installed along the corridor.	74				\$98.60

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 550A: Between the New Mexico border and US 160 (PSW7014A)(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	1371				\$31.99
US 550 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Durango and New Mexico border	1375				\$5.00
Dynamic route assignment for areas without a lot of connections	Dynamic Route Assignment	1376				-
Freight information system to direct vehicles	Freight Advanced Traveler Information Systems (FRATIS)	1377				-
Distracted Drivers on curvy roads	Curve Speed Warning	1378		-		-
Mitigate crashes (MP-3.5-4, 4.5-7.5, 8.5-11)	-	2115		-		\$7.70
US550 and CR213 Intersection Improvements	Accel and decel lanes.	2118				\$1.50
VMS Boards	Add VMS to address distracted driving	2122		-		-

Project Types

- Safety
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- US 550 South: Sunnyside
- US 550 South: Gap



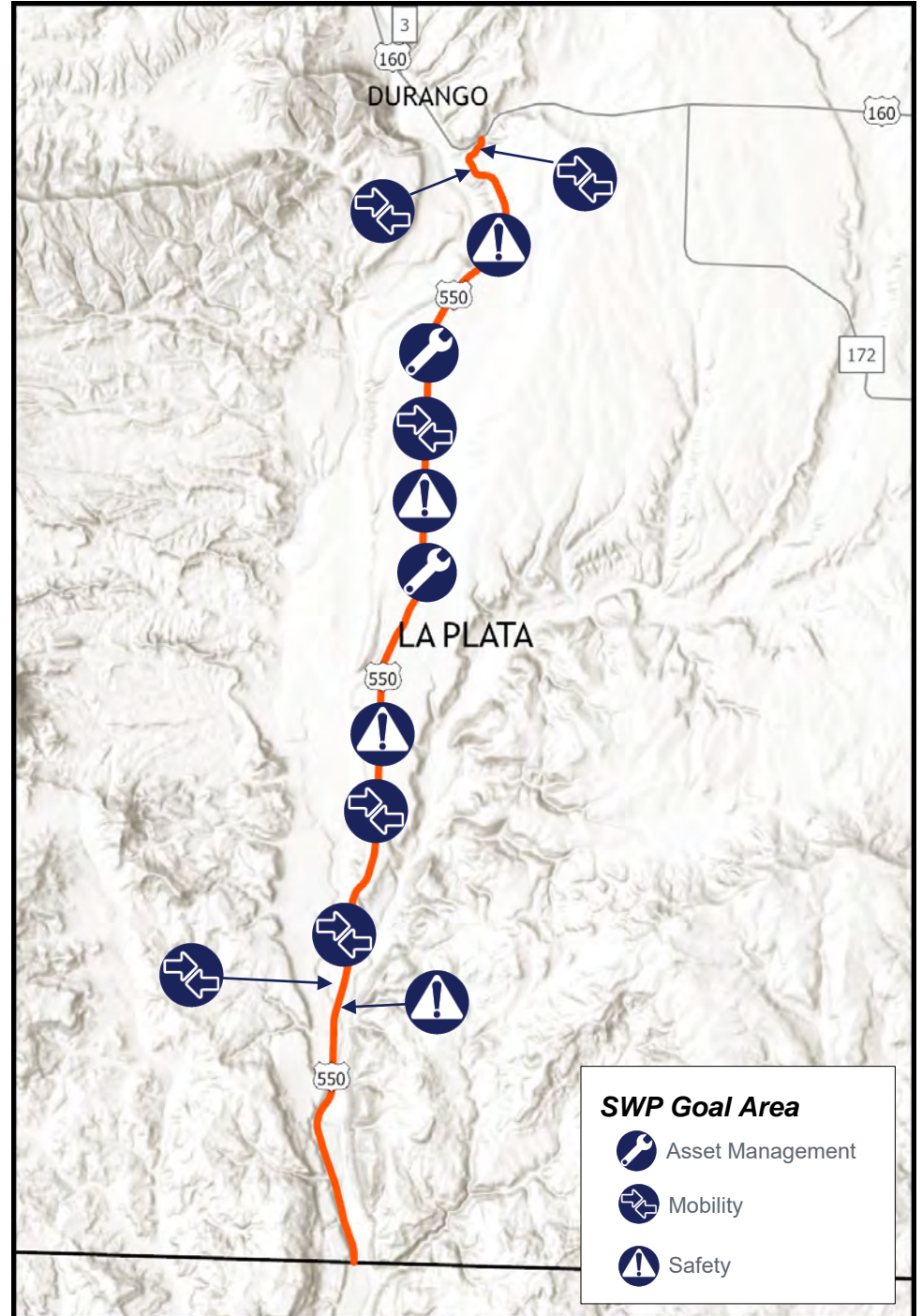
Mobility

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- SoCoCaa Bustang bus Barn
- US 550 and US 160 Connection (Interchange Completion)
- Dynamic route assignment for areas without a lot of connections
- Distracted Drivers on curvy roads
- US 550 and CR 213 Intersection Improvements



Safety

- US 550 Intelligent Transportation Systems Infrastructure
- Freight information system to direct vehicles
- Mitigate crashes (MP- 3.5-4, 4.5-7.5, 8.5-11)
- VMS Boards





US 550B: Between US 160 and the San Juan/Ouray County Line (PSW7014B)



Corridor Name

US 550B: Between US 160 in Durnago and the San Juan/Ouray County Line

Corridor Vision

The Vision for the US 550 corridor is primarily to increase mobility as well as to improve safety.

Corridor Description

US 550 is the primary route providing north-south connections to places within and outside the Southwestern Colorado region, specifically between Durnago and Silverton. This corridor serves as a multimodal National Highway System facility and a Colorado Freight Corridor. The highway is part of the San Juan Skyway, which was one of the first six routes designated as an All-American Road. Preserving the mountainous character of the corridor while supporting the movement of commuters, tourists, and freight along the corridor is important.

Corridor Designations

- High Demand Bike Corridor
- Scenic Byway
- National Highway System
- Colorado Freight Corridor
- Tier 2 Compressed Natural Gas (CNG) and Electric Vehicle (EV) Corridor

What we heard about the Corridor

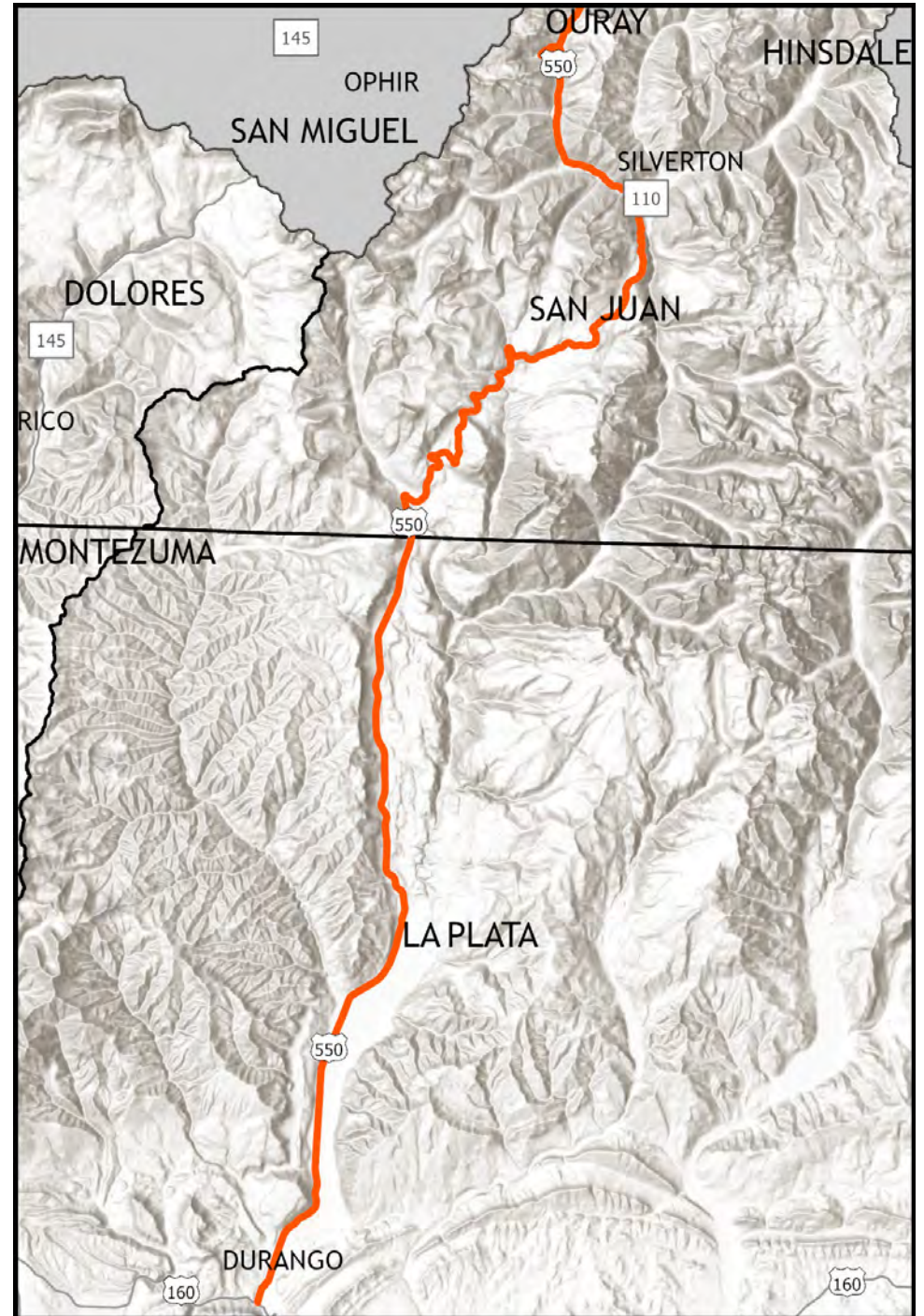
- 103 comment specifically about this corridor (entirety of US 550)
- Desire for better bicycle and pedestrian connectivity and facilities, to access downtown and recreation
- Desire for a safer roadway design (shoulders, lower speed)
- Interest in more roadway capacity to support region's growth and the increasing congestion on the corridor
- Acknowledgement of the corridor's importance to the region's vitality
- Concerns about seasonal truck traffic congestion
- Desire for better transit options



Key Data Findings: US 550B: Between US 160 and the San Juan/Ouray County Line (PSW7014B)

Key Data Findings:

Demographics Transit	Passes through census tract with higher percentage of 65+ population
Growth	Moderate congestion segments immediately north of Durango in 2045
Freight Safety	Two segments with less than 2 ft. shoulders. Several segments with elevated crash patterns. Dense wildlife crashes.
Transit	Local transit operates on corridor in Durango.
Bicycling	Very high bicycle activity from Durango to Silverton; High bicycle activity from Silverton to San Juan/Ouray CL; Cluster of bike crashes in Durango; High stress for biking north end; Medium-High stress for biking Durango to Trimble.
Pedestrian Economics	Main Street through Durango.
Resiliency	High criticality from the New Mexico border to north of Trimble; Portions of US 550 from the New Mexico border to north of Trimble parallel the 100-year floodplain; US 550 north and south of Silverton has been impacted by avalanche paths.
Economics Freight	High concentration of jobs Durango to Trimble. Provides access to recreational areas.

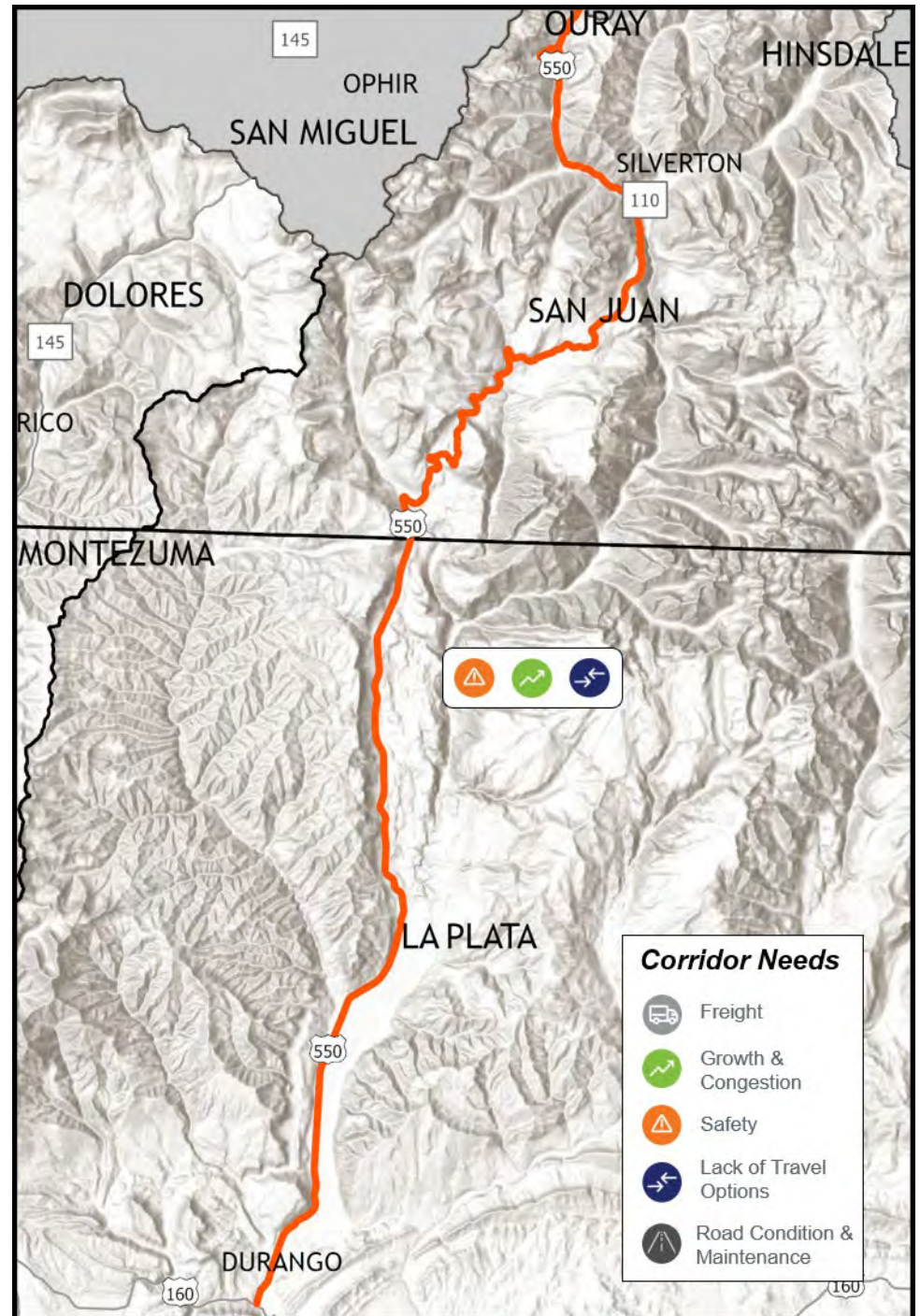




Corridor Needs: US 550B: Between US 160 and the San Juan/Ouray County Line (PSW7014B)

Corridor Needs

-  Improve bicycle accommodation
-  Eliminate shoulder deficiencies
-  Mitigate elevated crash patterns (including wildlife crashes)
-  Mitigate risk associated with natural disasters (floodplain, avalanche)
-  Address increasing congestion to improve access to jobs, tourist destinations, and recreation
-  Improve parking and access to intercity transit
-  Accommodate travel needs of vulnerable populations
-  Enhance walkability in areas with high pedestrian demand (bus stops and downtown areas)





Corridor Projects: US 550B: Between US 160 and the San Juan/Ouray County Line (PSW7014B)(Page 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 550 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Montrose and Silverton	1031		-	-	\$30.00
ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491	-	1057				-
Durango Zone 6 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 1 Main Avenue Trolley and along Route 4 Crestview/US Highway 160 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings.	1059				\$6.10
Durango Zone 7 Transit Expansion	Durango Transit route expansion from City limits to Durango/La Plata County Airport. Durango Transit route expansion from City limits to Hermosa, Durango West, Hesperus and Edgemont.	1060				\$8.00
Camino Crossing in Durango	Crossing of Camino del Rio to connect east and west sides of town	1359		-		\$4.00
Durango Transit Center Facility Access Control/Generator	Access control, generator, access badges, safety/security enhancements, electronic farebox.	1363				\$1.03

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 550B: Between US 160 and the San Juan/Ouray County Line (PSW7014B)(Page 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Durango Transit Center Expansion	Identified Durango Transit capital need	1364				\$2.25
Durango Zone 2 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 1, 2 and 4 to include ADA-compliant curb ramps, sidewalk cross slopes, and landings	1366				\$1.20
Durango Zone 3 Transit Accessibility Upgrades (ADA Transition Plan)	Upgrade transit stops along Route 2 Fort Lewis College to include ADA-compliant curb ramps, sidewalk cross slopes, and landings	1367				\$1.20
Durango Transit Fleet Replacement and/or Expansion	Fleet replacement and/or expansion	1368				\$8.00
Durango Transit Bus Barn	Identified Durango Transit capital need	1369				\$4.25
Dynamic route assignment for areas without a lot of connections	Dynamic Route Assignment	1376				-
Freight information system to direct vehicles	Freight Advanced Traveler Information Systems (FRATIS)	1377				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US 550B: Between US 160 and the San Juan/Ouray County Line (PSW7014B)(Page 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Distracted Drivers on curvy roads	Curve Speed Warning	1378		-		-
US550 Wye Intersection in Silverton	Round About intersection improvement	2113				\$5.00
US550 Passing Lane North of Durango	-	2114				\$6.00
US550/9th Street to 12th Street	Intersection and Ped improvements	2119				\$5.00
US550 Red Mtn FLAP	Intersection, cribwall and parking improvements	2120				\$4.10
Durango Transit ITS	Intelligent Transit System upgrades and enhancements - electronic farebox, enhanced mobile ticketing, enhanced APC, AVA, GPS, app, etc.; Ongoing implementation of emerging transportation technology	2473				\$1.00
VMS Boards	Add VMS to address distracted driving	2122		-		-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US 550B: Between US 160 and the San Juan/Ouray County Line (PSW7014B)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



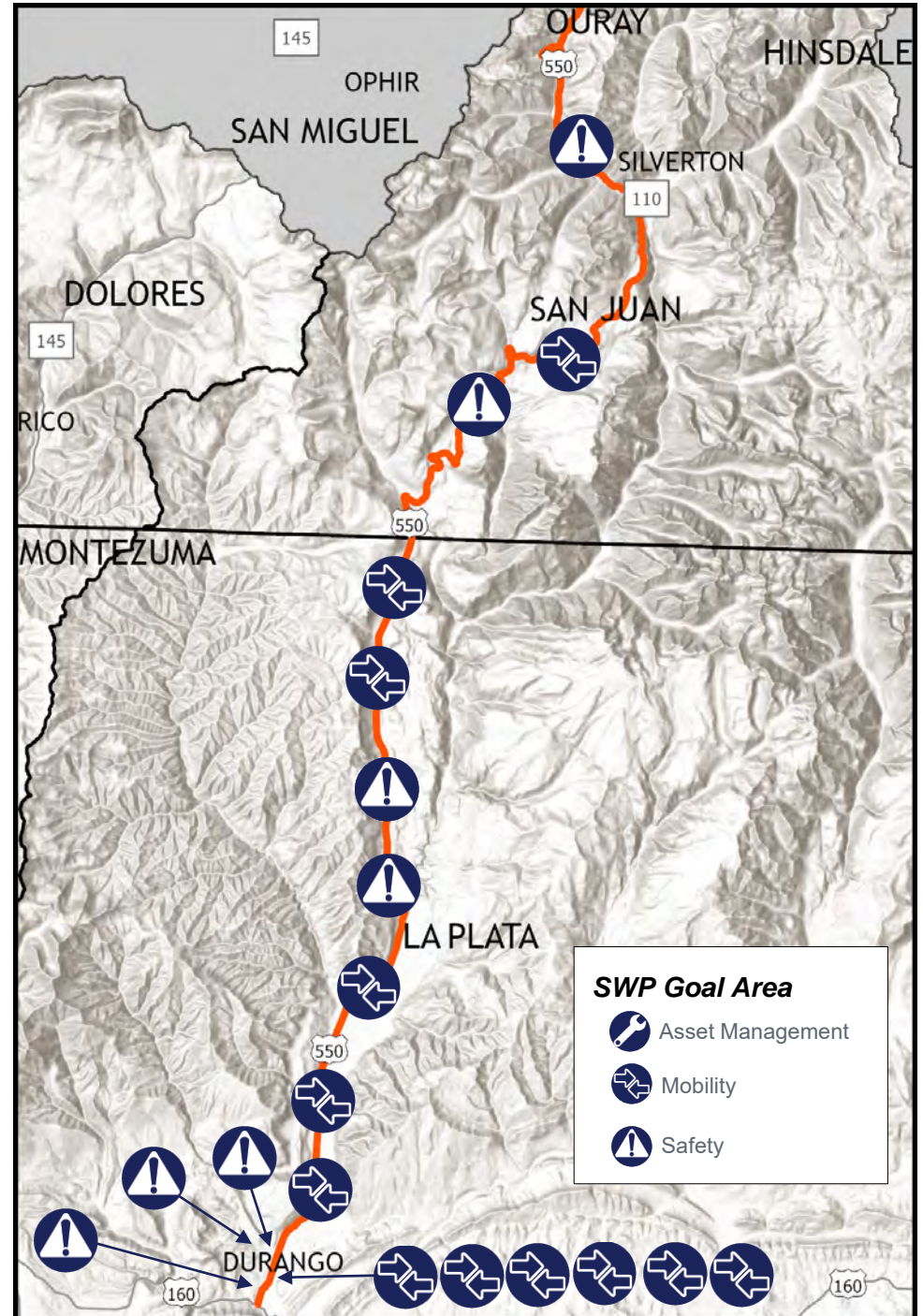
Mobility

- ITS/CAV: Statewide Strategic Fiber Network; add fiber on US 160, US 550, SH 145/184, and US 491
- Durango Zone 6 Transit Accessibility Upgrades (ADA Transition Plan)
- Durango Zone 7 Transit Expansion
- Camino Crossing in Durango
- Durango Transit Center Expansion
- Durango Zone 2 Transit Accessibility Upgrades (ADA Transition Plan)
- Durango Zone 3 Transit Accessibility Upgrades (ADA Transition Plan)
- Durango Transit Fleet Replacement and/or Expansion
- Durango Transit Bus Barn
- Dynamic route assignment for areas without a lot of connections
- US550/9th Street to 12th Street
- US550 Red Mtn FLAP



Safety

- Durango Transit Center Facility Access Control/Generator
- Freight information system to direct vehicles
- Distracted Drivers on curvy roads
- US550 Wye Intersection in Silverton
- US550 Passing Lane North of Durango
- Durango Transit ITS
- VMS Boards





Non-Corridor Specific Projects



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Region 5 Shoulder Study (SWTPR)	Region will hire independent consultant to identify the best location for limited shouldering funds.	1490				-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- See corridor projects

Mobility

- US 160: Towaoc Passing Lanes

Safety

- Region 5 Shoulder Study (SWTPR)

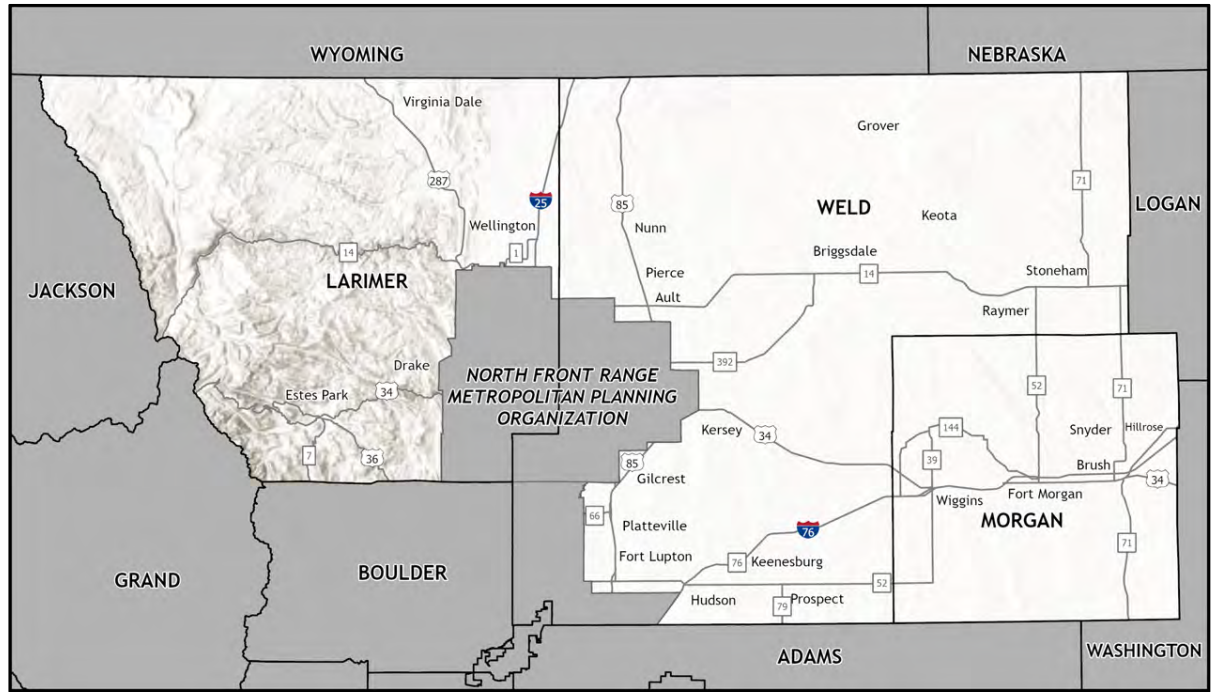


Upper Front Range TPR Corridor Profiles - Final

CDOT Region 4

Counties:
Larimer, Morgan, Weld

“ The Upper Front Range TPR mission statement is to promote economic vitality and mobility for all residents through strategic investments in a multimodal transportation system. ”



Non-Corridor Specific Needs

- Provide additional travel options
- Accommodate travel needs of vulnerable populations
- Electrification

** Corridor needs are listed in order of importance based on TPR and public feedback*

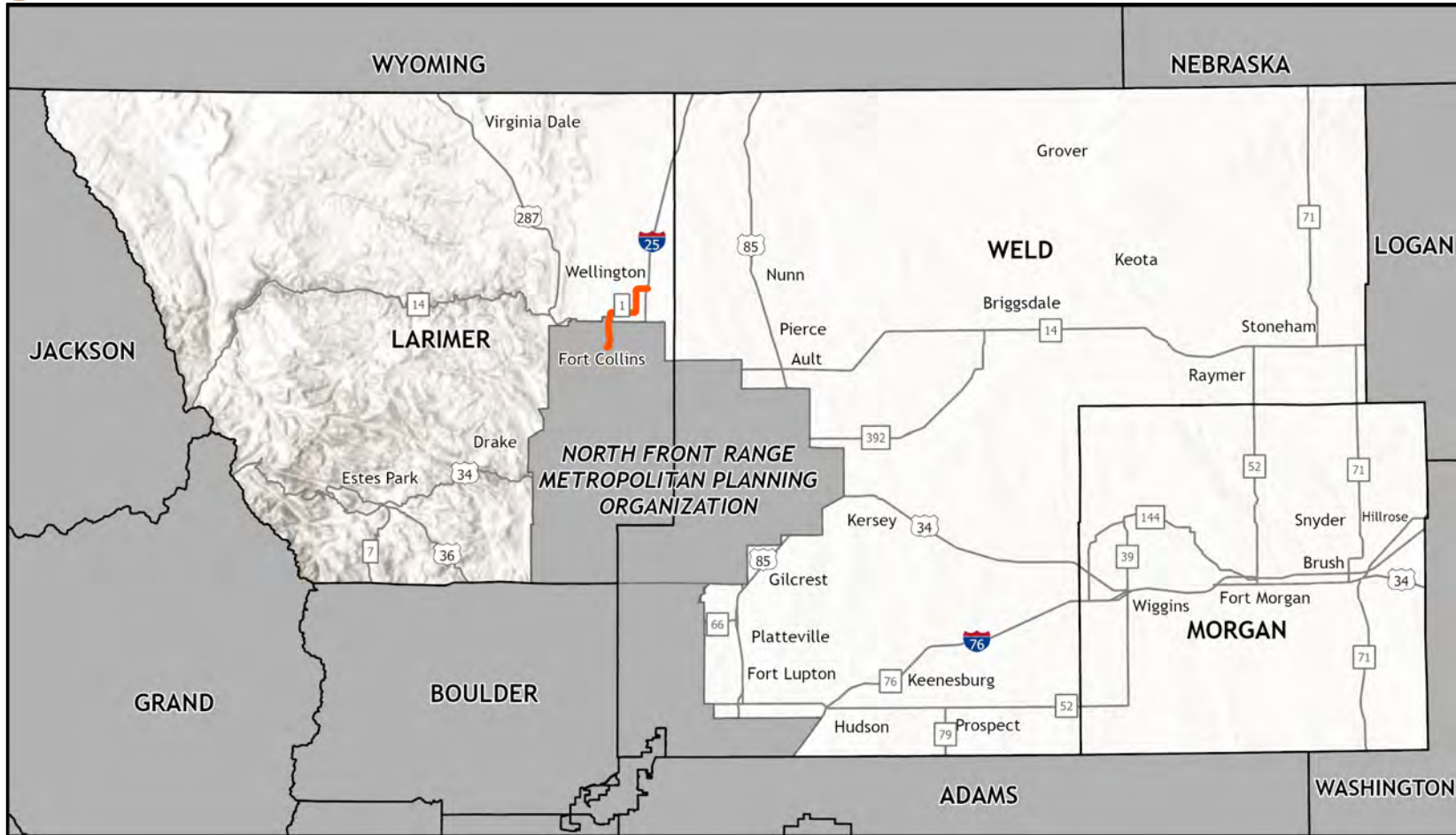
What We've Heard about the Upper Front Range TPR

- 595 public and stakeholder comments specifically about the UFR TPR
- 299 surveys completed by residents with a zip code in the UFR TPR
- When asked, "What trends and issues do you think have the biggest impact on your daily life today and in the future?" public survey respondents in the UFR TPR, combined with stakeholder input, selected: Road condition and safety, Lack of travel options, Growth and congestion
- The highest frequency topics for location-specific comments in the UFR TPR (in order of frequency) include: Safety, Road Condition, Transit/Bus Service, Bike Lanes, Congestion, Trucking/Freight, Pedestrian Enhancements, Shoulders, Roadway Capacity, Lack of Travel Options

Key Data Findings:	
Demographics	2015 Population: 112,270 2045 Forecasted Population: 150,870
Economics	2015 Jobs: 40,000 2045 Forecasted Jobs: 49,560
Economics	Top Industries: Tourism, Energy Development, Agriculture
Growth	2015 Vehicle Miles of Travel (VMT): 3.6 Million 2045 Vehicle Miles of Travel (VMT): 6.5 Million
Asset Management	153 Miles of highway with high drivability life 358 Miles of highway with moderate drivability life 175 Miles of highway with low drivability life



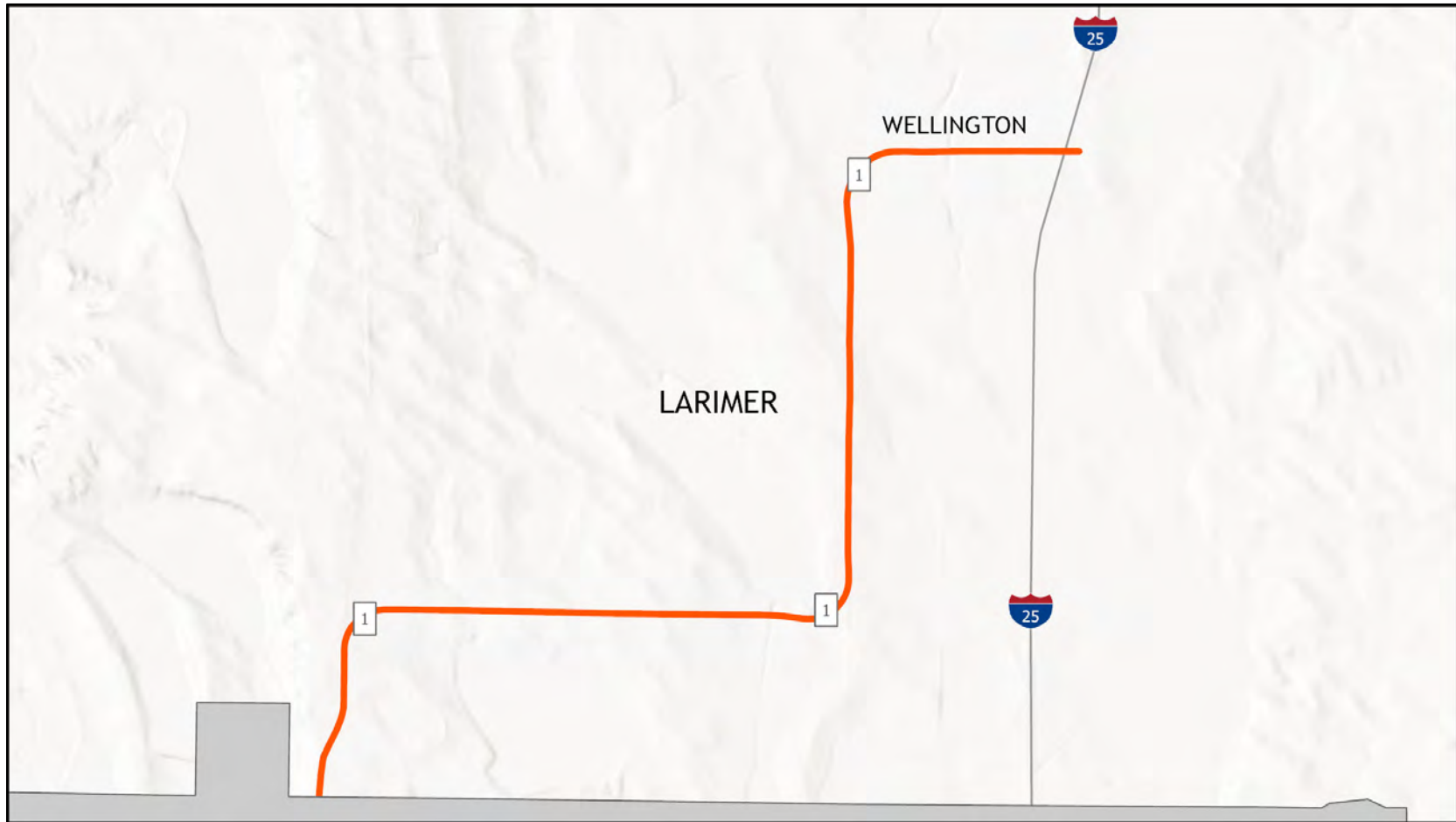
State Highway 1: Between US 287 in Fort Collins and I-25 in Wellington (PUF7001)



Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
<p>State Highway 1: Between US 287 in Fort Collins and I-25 in Wellington</p>	<p>This corridor serves as a local facility, provides commuter access, and makes north-south connections between Wellington and Fort Collins. The area served by this corridor is primarily residential, serving as a bedroom community to Fort Collins.</p>	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • 11 comments specifically about this corridor • Congestion during rush hour • Frustration about road condition • Desire for better pedestrian crosswalks through Wellington • Concern about speeding traffic • Desire for bicycle connection between Wellington and Fort Collins • Desire for transit service
Corridor Vision			
<p>The vision for the SH 1 corridor is primarily to improve safety as well as to increase mobility and to maintain system quality.</p>			



Key Data Findings: State Highway 1: Between US 287 in Fort Collins and I-25 in Wellington (PUF7001)



Key Data Findings:

<i>Growth</i>	Moderate to high congestion (2030, 2045)
<i>Safety</i>	One segment with shoulders less than 2'
<i>Asset Management</i>	Low drivability life
<i>Bicycling</i>	High bicycle activity

<i>Pedestrian Economics</i>	Main street through Wellington (DOLA designated Main Street)
<i>Economics</i>	High concentration of jobs in Wellington
<i>Freight</i>	Agricultural corridor



Corridor Needs: State Highway 1: Between US 287 in Fort Collins and I-25 in Wellington (PUF7001)


































Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Address increasing congestion to improve access to jobs
- Enhance walkability in areas with high pedestrian demand (downtown areas)
- Provide additional travel options







Corridor Projects: State Highway 1: Between US 287 in Fort Collins and I-25 in Wellington (PUF7001)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 1 and LCR 62E - Meyers Corner	Intersection improvements	1379	 	-	 	\$3.00
SH 1 within Wellington Town Limits	multi-modal & drainage improvements	1381	 	 	 	\$4.00
I25 & SH1 Interchange	Interchange Reconstruction	1395			 	\$30.00
SH 1 and LCR 9	Intersection improvements for proposed PSD High School site	1766	 	  	 	\$3.50
Regional fixed-route transit service from Wellington to Fort Collins	New regional fixed-route (or deviated fixed-route) transit service between Wellington and Fort Collins; One round trip, one day per week	1768		  		\$0.84
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444		 	 	-




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

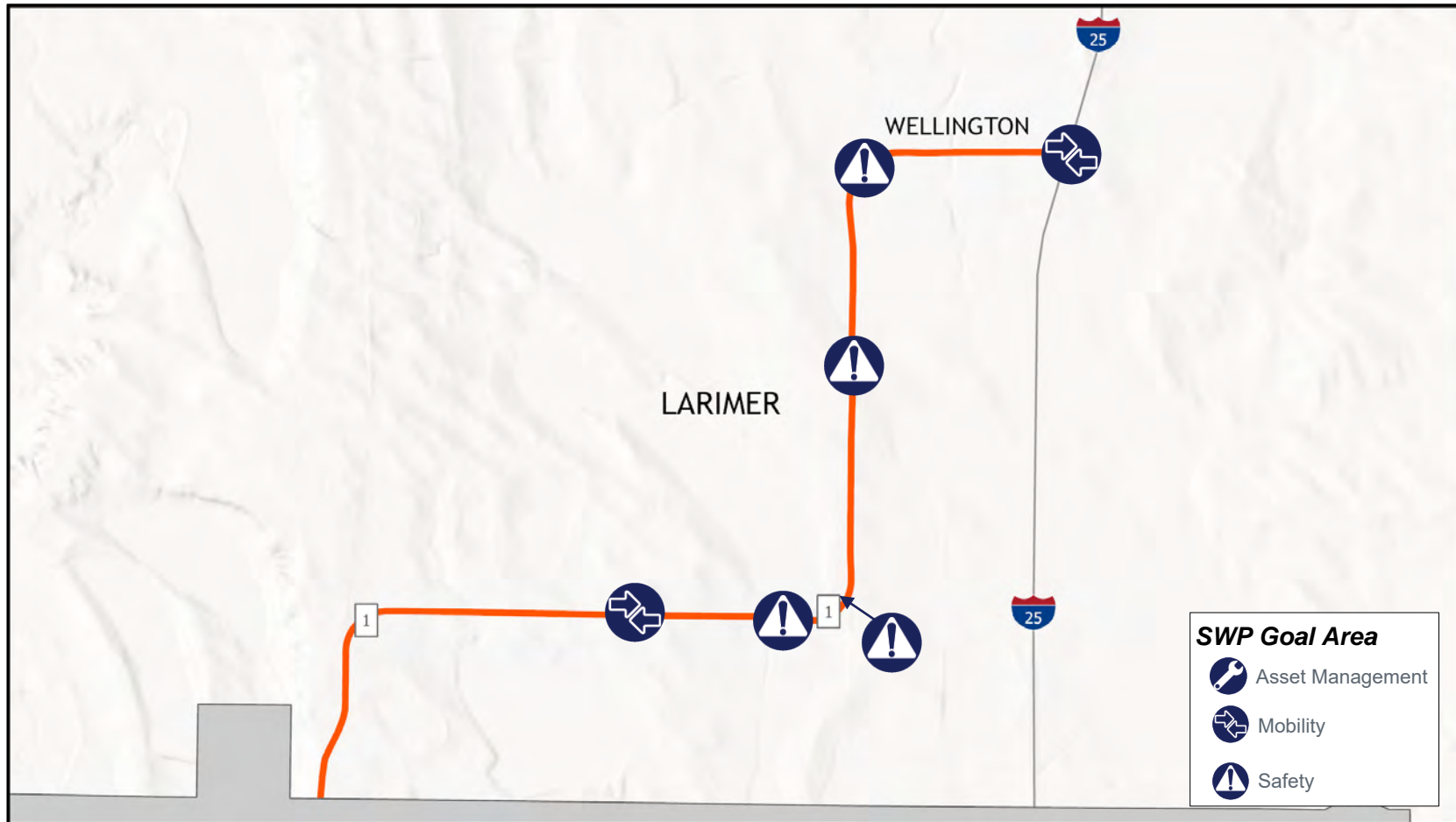
-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian
-  Mobility Options
-  Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 1: Between US 287 in Fort Collins and I-25 in Wellington (PUF7001)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Regional fixed-route transit service from Wellington to Fort Collins
- I25 & SH1 Interchange

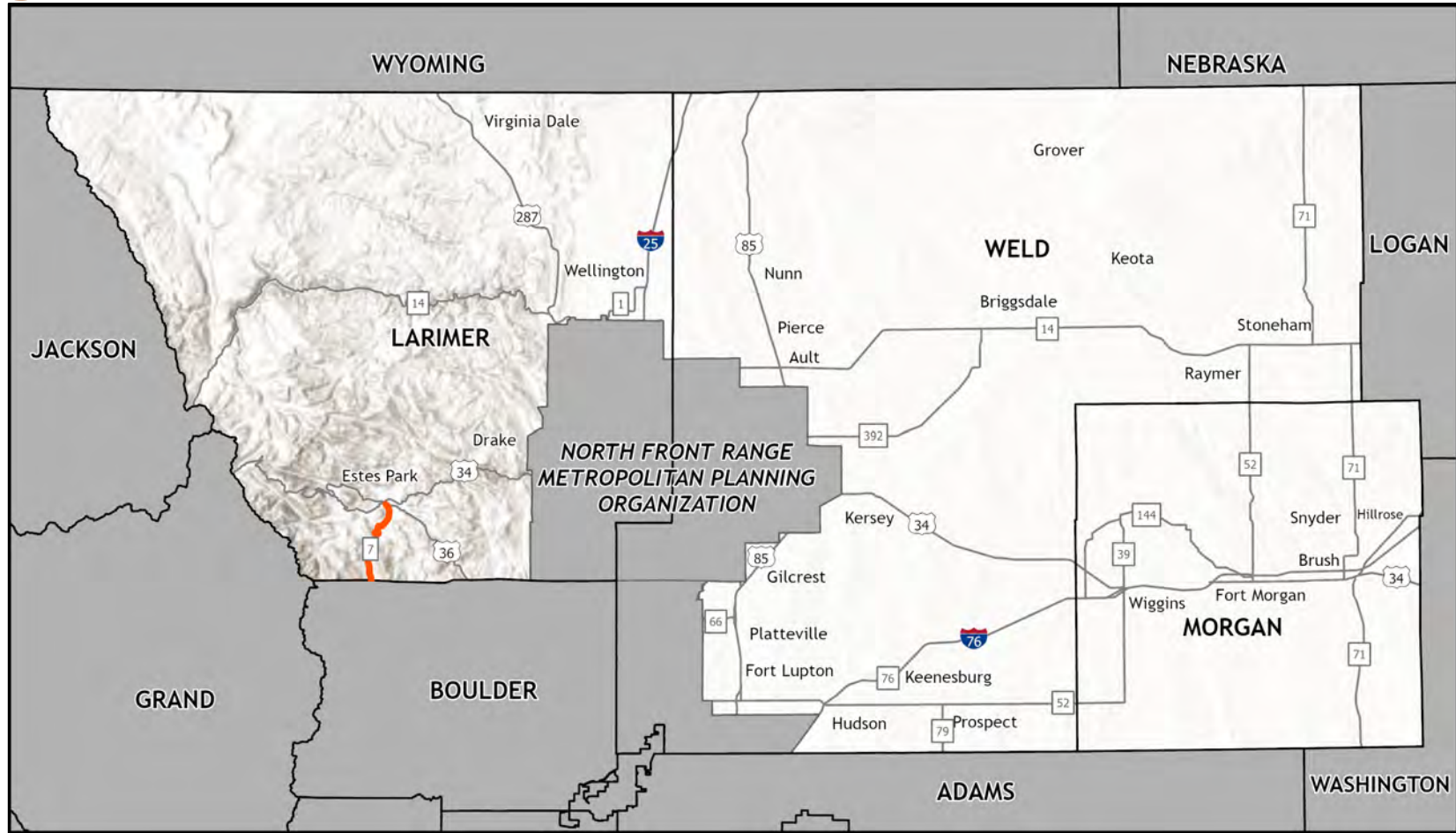


Safety

- SH 1 and LCR 62E - Meyers Corner
- SH 1 within Wellington Town Limits
- SH 1 and LCR 9
- Region 4 Shoulder Study (UFR)



State Highway 7 (Mountain Section): Between Estes Park and Lyons (PUF7002)



Corridor Name

State Highway 7 (Mountain Section):
Between Estes Park and Lyons

Corridor Description

This corridor serves as the Peak-to-Peak Scenic Byway through southern Larimer County. It passes through mountainous terrain and small towns and offers north-south connections for tourists including access to National Forest land.

Corridor Designations

- High Demand Bicycle Corridor (R4-2)
- Scenic Byway (Peak to Peak)

What we heard about the Corridor

- 50 comments specifically about this corridor
- Pavement condition is poor from flood recovery
- Speeding is a concern; traffic in Estes Park should be calmed and the corridor should be designed for all modes (complete streets design)
- Desire for enhanced crosswalks, roundabouts, bike lanes, and multi-use trails

Corridor Vision

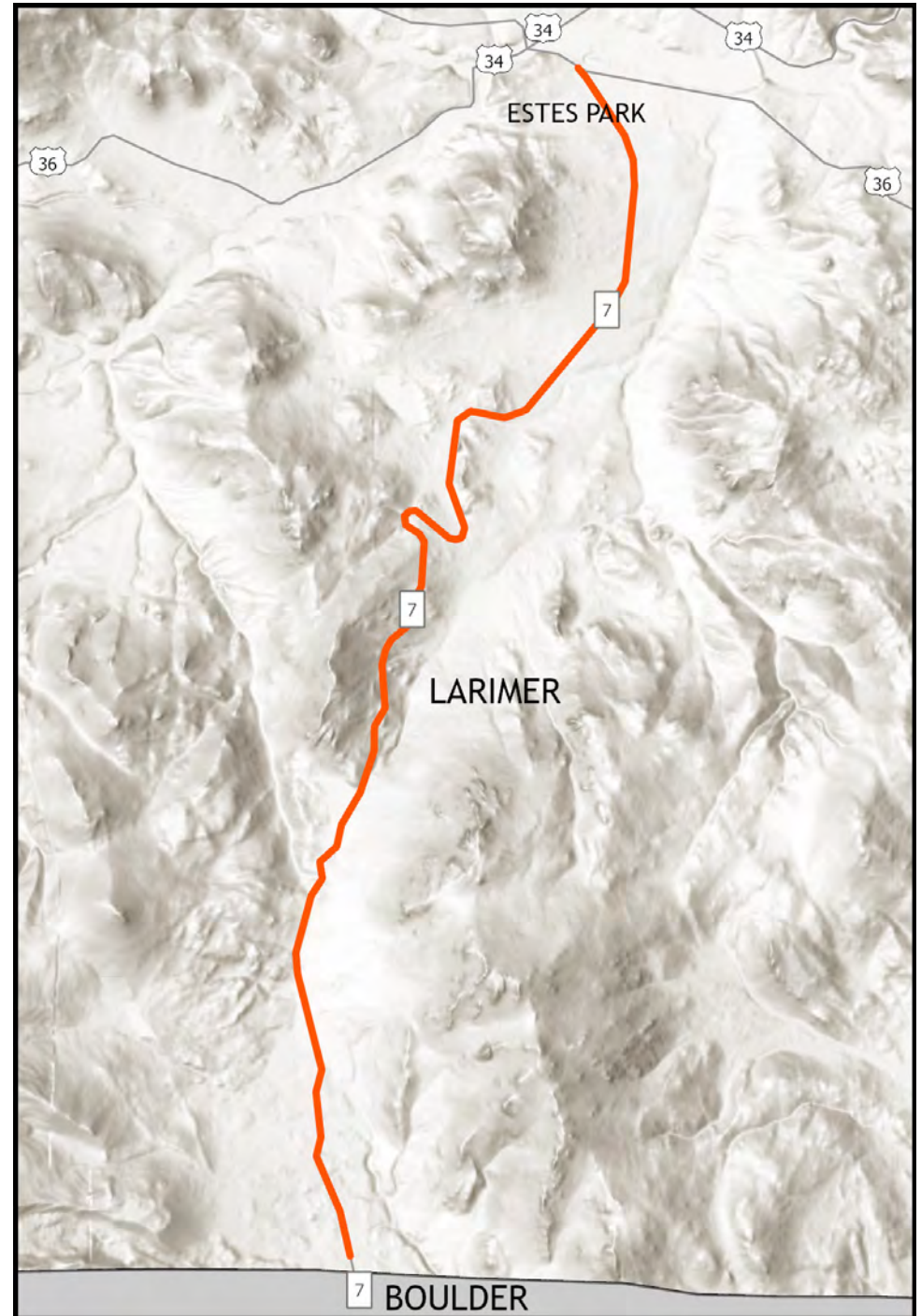
The vision for the SH 7 Mountain Section corridor is primarily to maintain system quality as well as to improve safety.



Key Data Findings: State Highway 7 (Mountain Section): Between Estes Park and Lyons (PUF7002)

Key Data Findings:

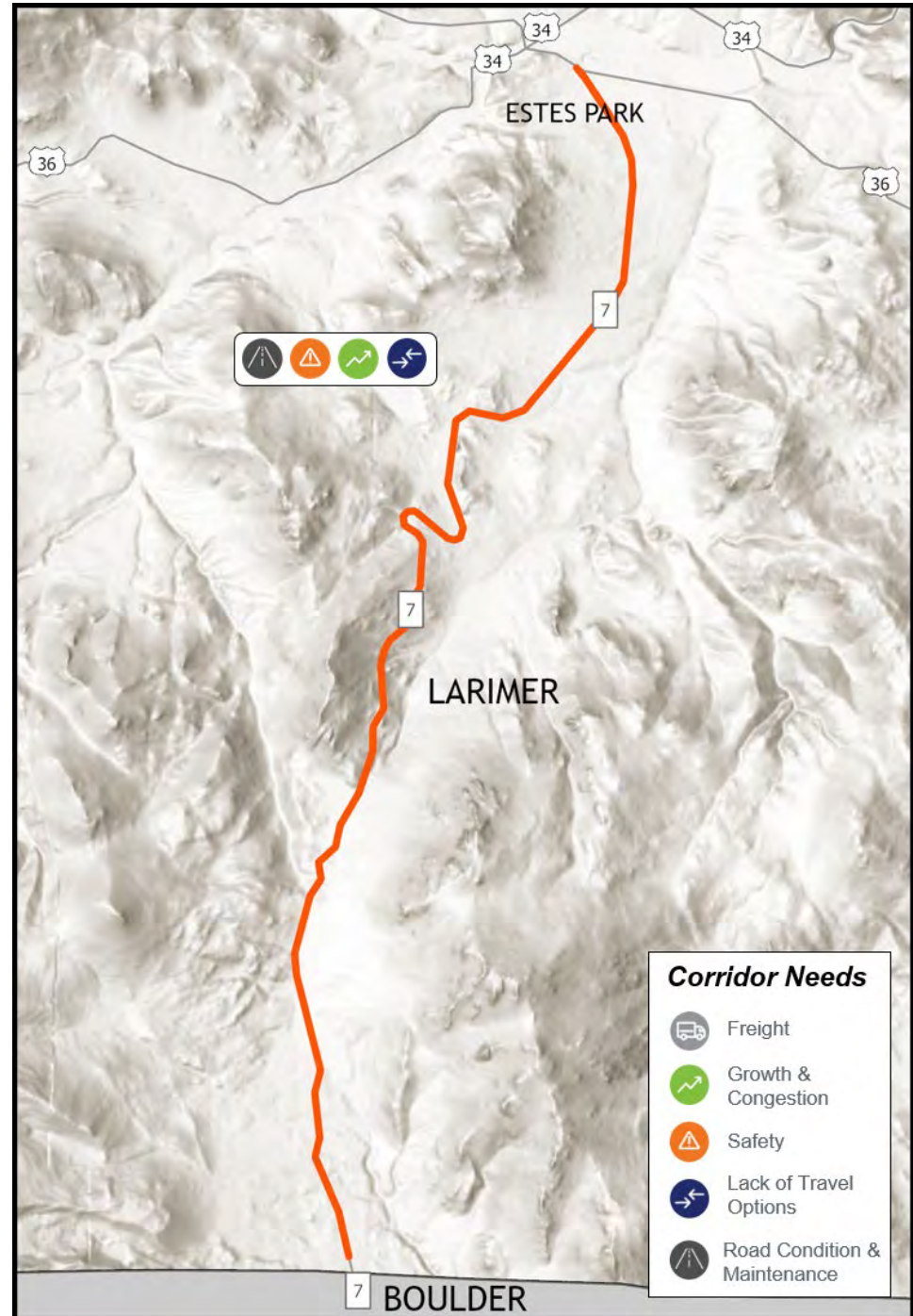
<i>Growth</i>	Moderate to high congestion approaching Estes Park (2030, 2045)
<i>Safety</i>	One segment with elevated crash patterns (LOSS 3 or 4); Dense wildlife crashes
<i>Asset Management</i>	Low drivability life for most of the corridor
<i>Transit Pedestrian</i>	Local transit operates on corridor in Estes Park
<i>Bicycling</i>	High stress for bicycling
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ population
<i>Economics</i>	High concentration of jobs in Estes Park Provides access to recreational area





Corridor Needs

- Address pavement condition where drivability life is poor
- Address increasing congestion to improve access to jobs, tourist destinations, and recreation
- Mitigate elevated crash patterns (including wildlife crashes)
- Provide tourism amenities (signage, pull-offs)
- Accommodate travel needs of vulnerable populations
- Enhance walkability in areas with high pedestrian demand (bus stops)
- Improve bicycle accommodation
- Provide additional travel options
- Mitigate risk associated with natural disasters





Corridor Projects: State Highway 7 (Mountain Section): Between Estes Park and Lyons (PUF7002)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 7: Carriage Drive to Boulder County Line	Minor Widening	1382				\$25.00
SH7 in Estes Park	Minor Widening	1383				\$2.30
SH 7 Operations & Safety Study	Most frequent crash types: Fixed Objects, Wild Animals, Rear Ends	2443		-		-
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 7 (Mountain Section): Between Estes Park and Lyons (PUF7002)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



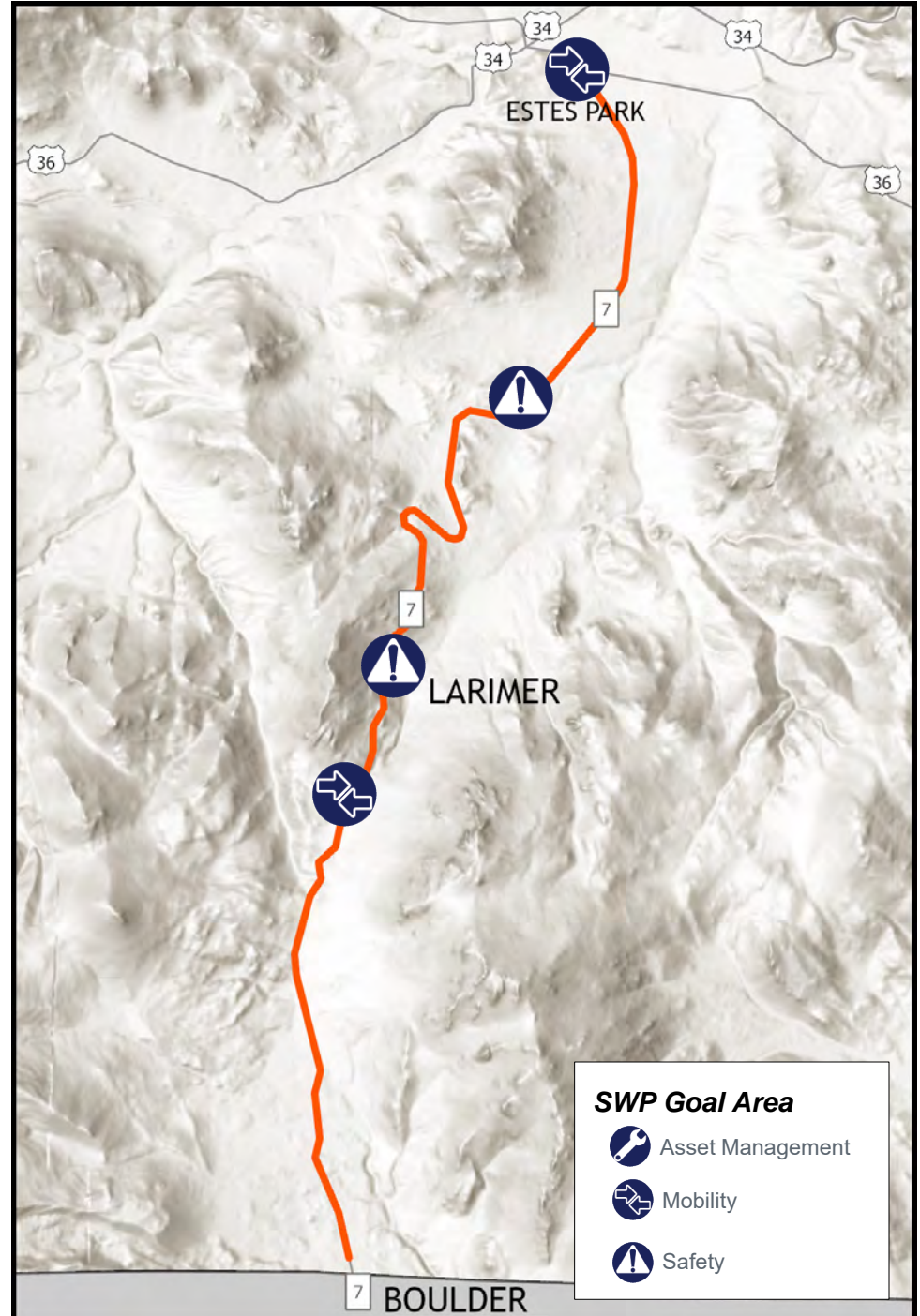
Mobility

- SH 7: Carriage Drive to Boulder County Line
- SH7 in Estes Park



Safety

- SH 7 Operations & Safety Study
- Region 4 Shoulder Study (UFR)





State Highway 14 (Mountain Section): Between Walden and US 287 (Ted's Place) north of Fort Collins (PUF7003)



Corridor Name

State Highway 14 (Mountain Section):
Between Walden and US 287 (Ted's
Place) north of Fort Collins

Corridor Vision

The vision for the SH 14 Mountain
corridor is primarily to improve safety
and maintain system quality.

Corridor Description

This corridor makes east-west
connections within the Poudre Canyon
area, offering access to National Forest
land and recreational opportunities. The
Cache La Poudre - North Park Byway is a
state designated scenic byway which
extends between Fort Collins and Walden
along this corridor. Cameron Pass is one
of the six major passes in Colorado that
provide access over the continental
divide.

Corridor Designations

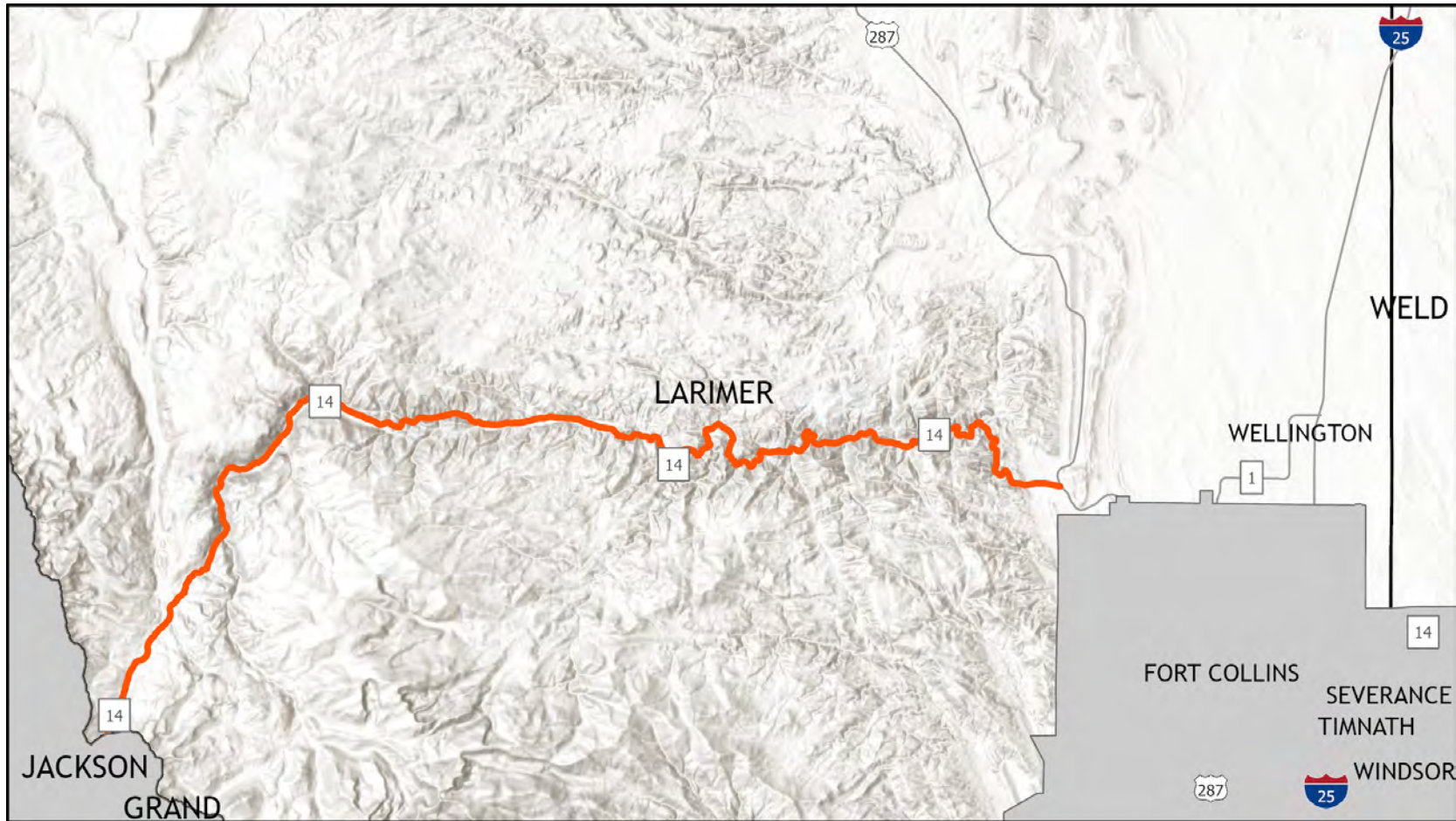
- Scenic Byway (between Cache la Poudre
and North Park)

What we heard about the Corridor

- 13 comments specifically about this
corridor
- Poor pavement condition
- Desire for wider shoulders for
bicyclists and emergencies



Key Data Findings: State Highway 14 (Mountain Section): Between Walden and US 287 (Ted's Place) north of Fort Collins (PUF7003)



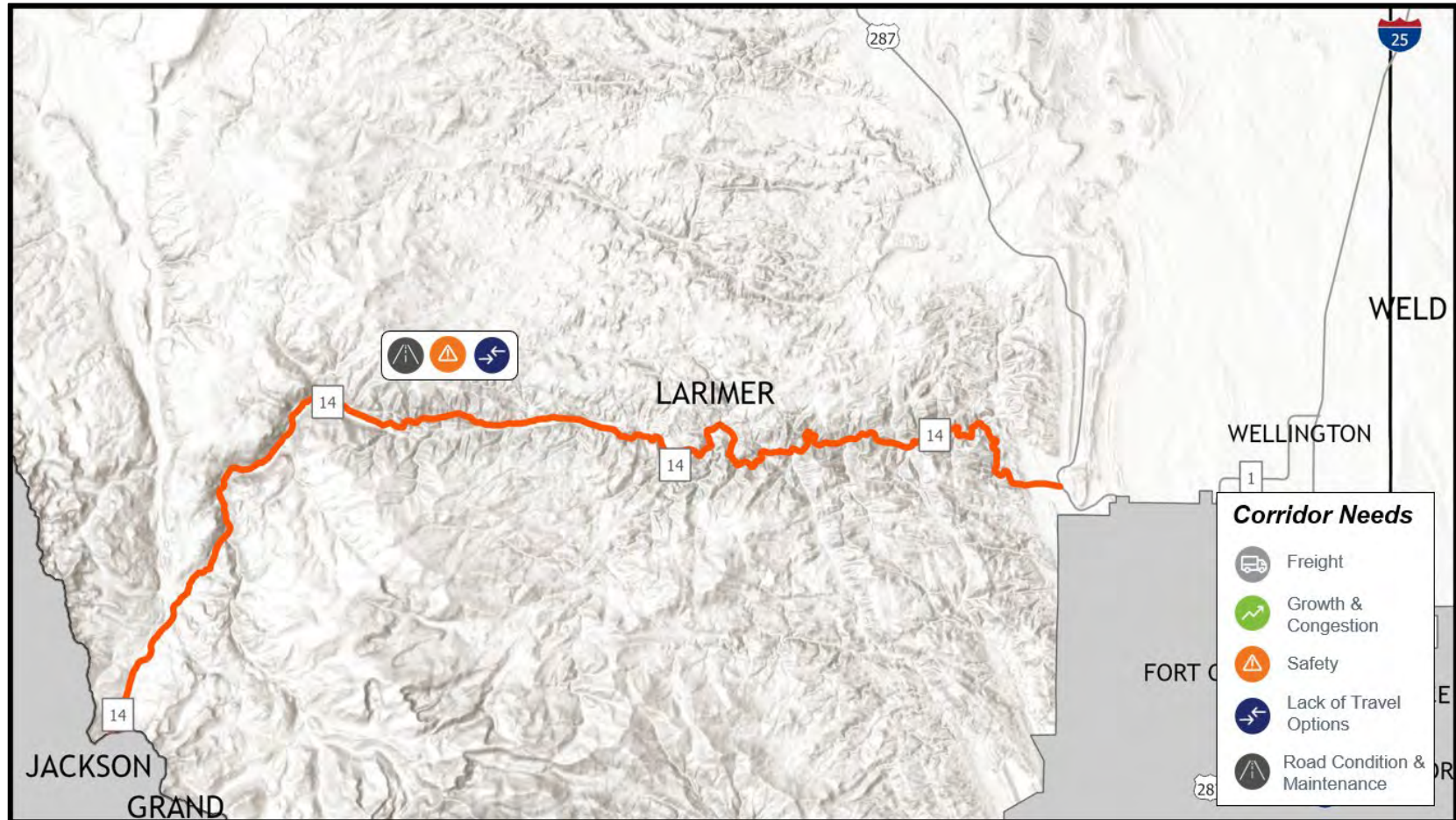
Key Data Findings:

<i>Safety</i>	Majority of corridor has shoulders less than 2'; Several segments with elevated crash patterns (LOSS 3 or 4); Dense wildlife crashes
<i>Asset Management</i>	Low drivability life (one short segment)
<i>Bicycling</i>	High stress for bicycling
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations







<i>Economics</i>	Provides access to recreational area
<i>Freight</i>	High percentage of truck traffic (middle segment)



Corridor Needs: State Highway 14 (Mountain Section): Between Walden and US 287 (Ted's Place) north of Fort Collins (PUF7003)



Corridor Needs

-  Mitigate elevated crash patterns (including wildlife crashes)
-  Accommodate travel needs of vulnerable populations
-  Address pavement condition where drivability life is poor
-  Mitigate risk associated with natural disasters
-  Eliminate shoulder deficiencies
-  Provide tourism amenities (signage, pull-offs)



Corridor Projects: State Highway 14 (Mountain Section): Between Walden and US 287 (Ted's Place) north of Fort Collins (PUF7003)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 14 - US 287 to the western Larimer County Line	Passing lane and geometric improvements	1384				\$10.00
SH 14 & LCR 63E	Intersection Improvements	1385		-		\$2.00
SH 14 at CR 27 - Stove Prairie Rd.	Intersection Improvements	1386		-		\$1.50
SH 14 Truck Parking	Truck Parking on Cameron Pass	1772		-		\$0.30

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

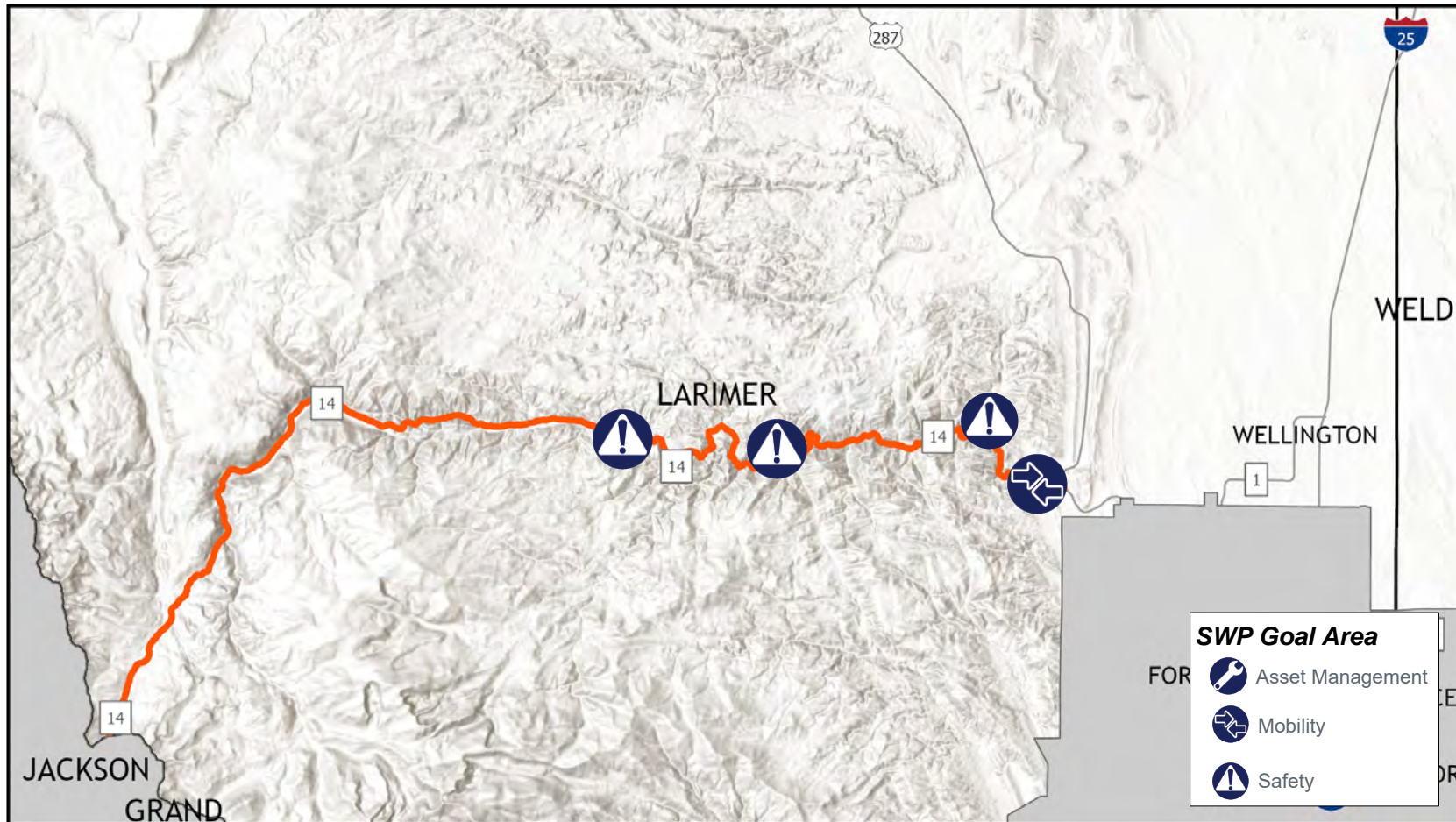
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 14 (Mountain Section): Between Walden and US 287 (Ted's Place) north of Fort Collins (PUF7003)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- SH 14 Truck Parking

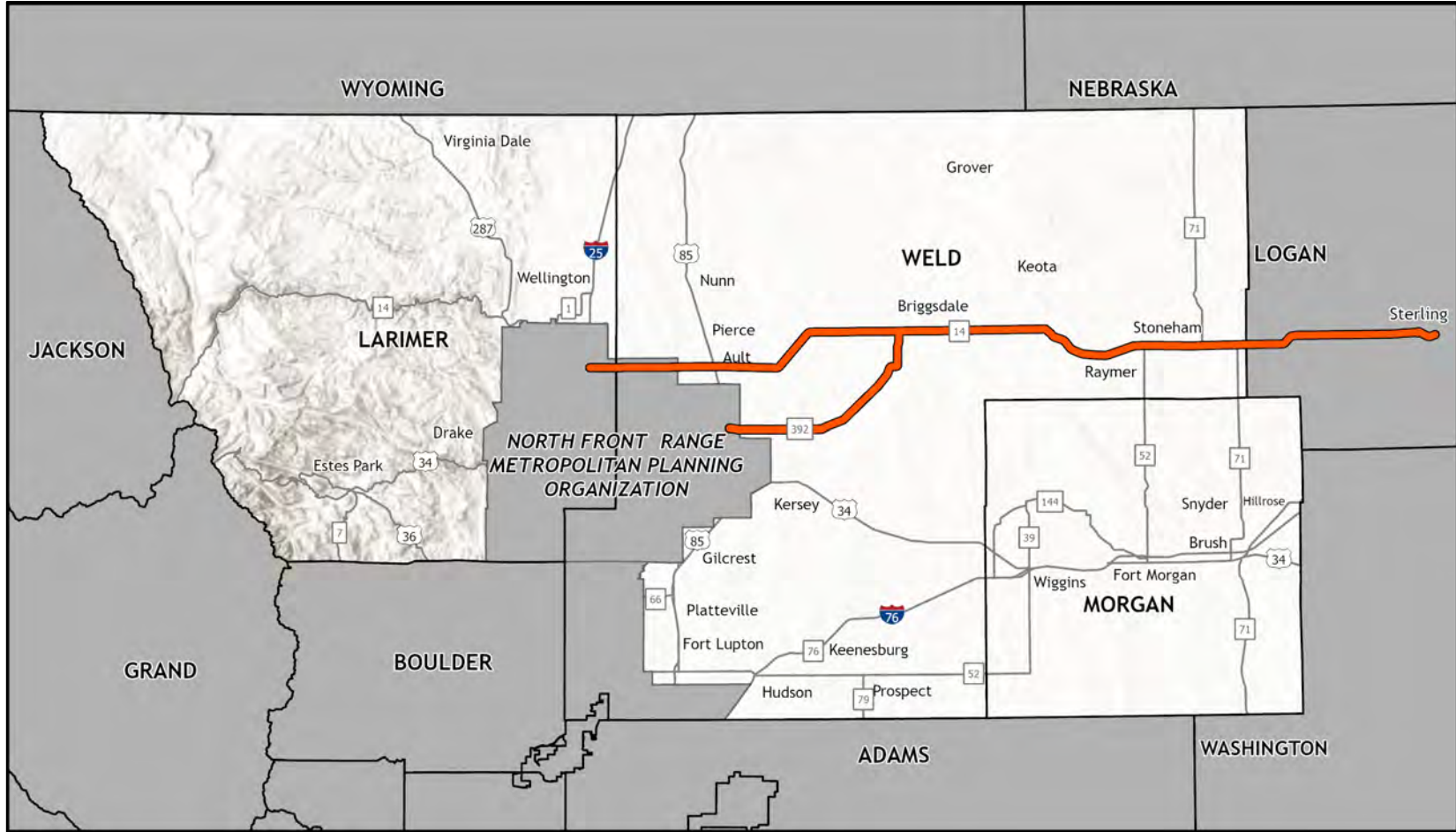


Safety

- SH 14 - US 287 to the western Larimer County Line
- SH 14 & LCR 63E
- SH 14 at CR 27 - Stove Prairie Rd.



State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004)



Corridor Name

State Highway 14 (Plains Section):
Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14

Corridor Vision

The vision for the SH 14 Plains corridor is to maintain system quality and increase mobility.

Corridor Description

This corridor makes east-west connections in northern Weld County, supporting the moving of freight and farm-to-market products. The Pawnee Pioneer Trails Scenic/Historic Byway extends along portions of this corridor, providing access to Pawnee National Grasslands.

Corridor Designations

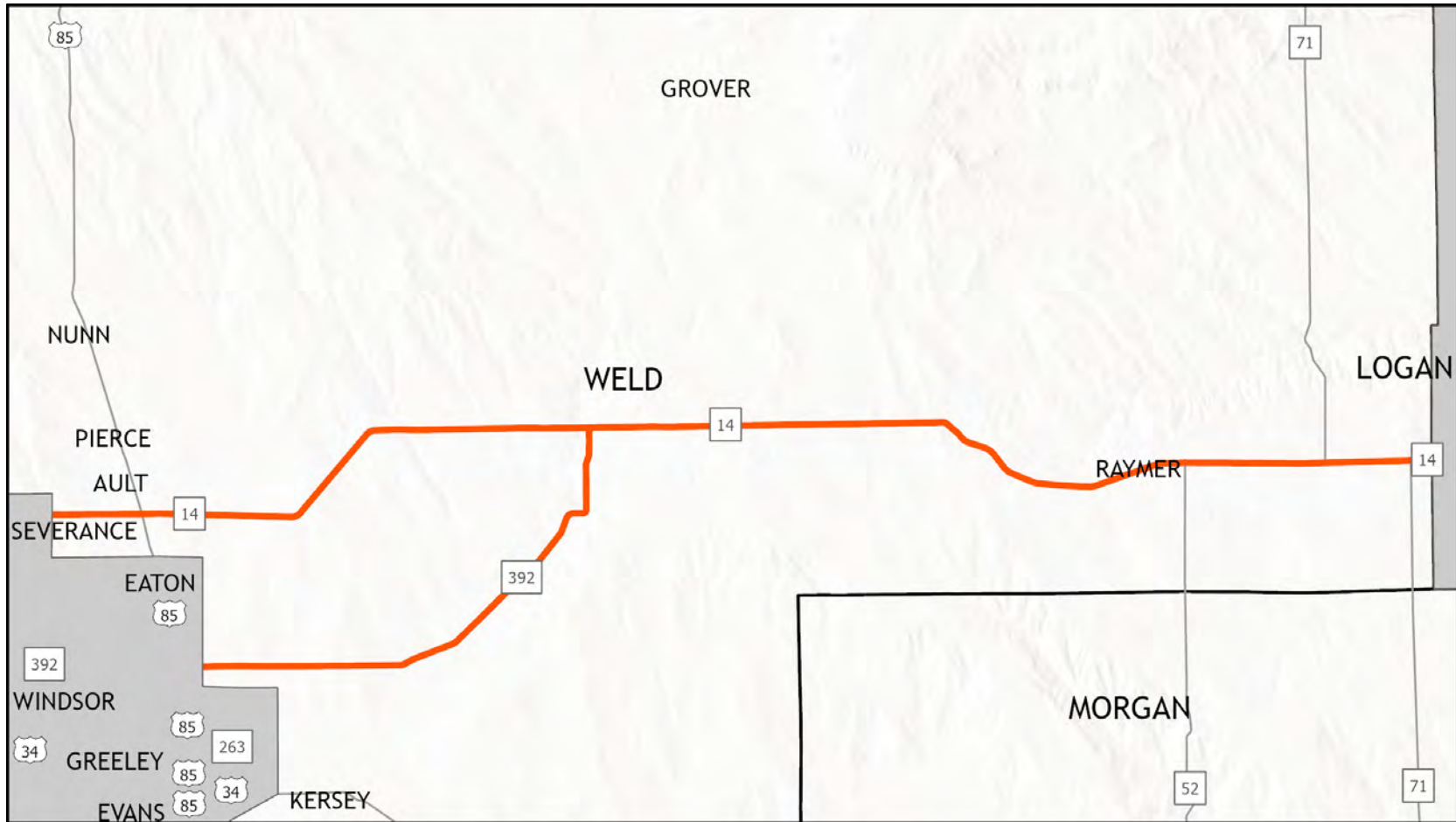
- Colorado Freight Corridor
- Scenic Byway (Pawnee Pioneer Trails)

What we heard about the Corridor

- 13 comments specifically about this corridor
- Poor pavement condition
- Desire for turn lanes and traffic signals at key intersections
- Desire for safe routes for walking to schools



Key Data Findings: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004)

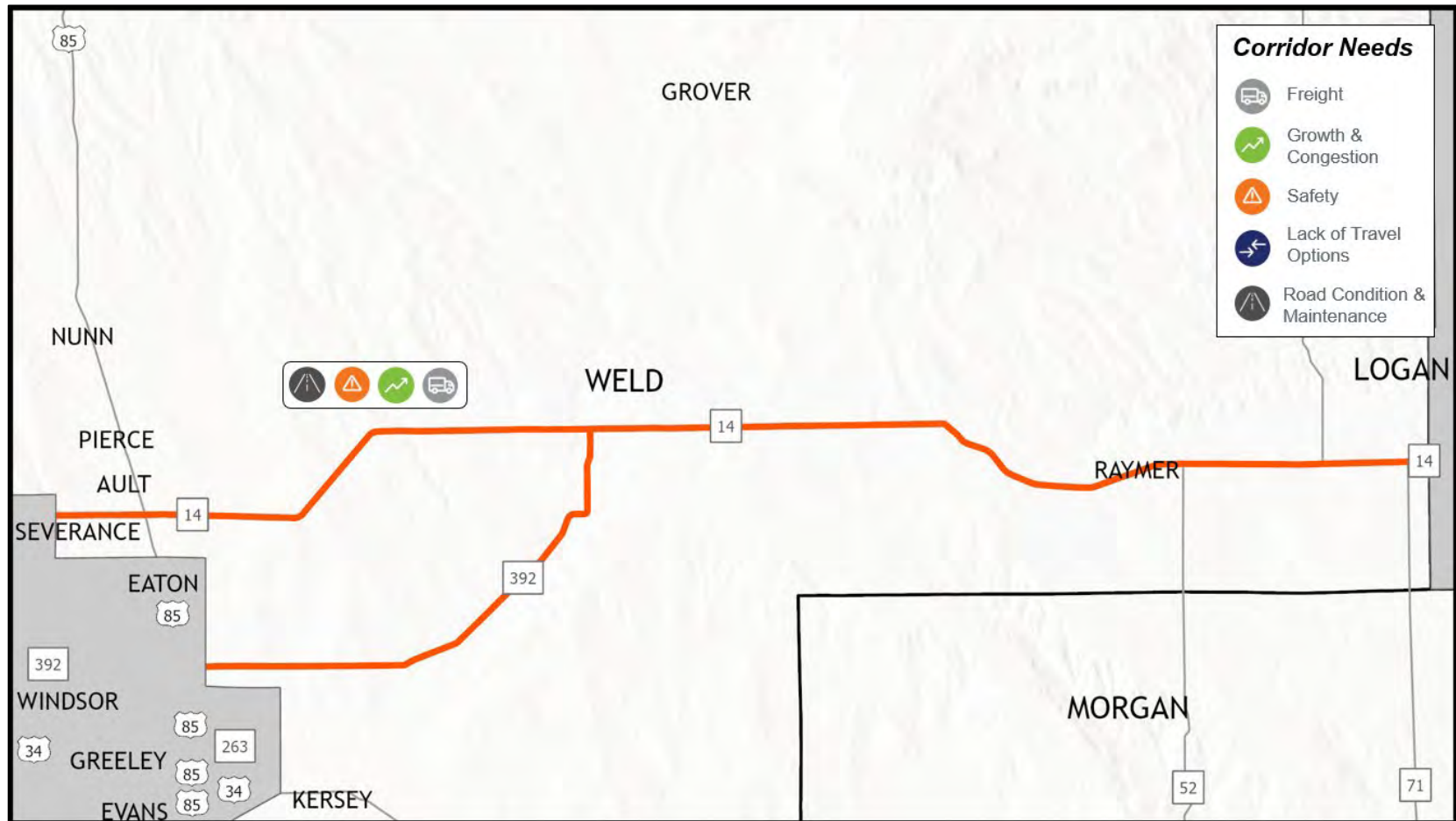


Key Data Findings:





<i>Growth</i>	High congestion west of US 85 (2045)	<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor
<i>Safety Freight</i>	Hazmat route	<i>Economics</i>	Provides access to recreational area
<i>Asset Management Freight</i>	Two segments of low drivability life	<i>Freight</i>	High percentage of truck traffic
<i>Bicycling</i>	High bicycle activity east of Raymer Medium high to high stress for bicycling	<i>Resiliency Freight</i>	High criticality: I-25 to east of Ault, SH 52 to SH 71



Corridor Needs: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004)



Corridor Needs

-  Address pavement condition where drivability life is poor
-  Improve travel conditions for trucks and heavy vehicles
-  Eliminate shoulder deficiencies for safety, freight and bicyclists
-  Address increasing congestion to improve access to jobs and improve reliability for freight movement
-  Mitigate risk associated with natural disasters



Corridor Projects: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004) (Page 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 14 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Fort Collins and Sterling	1024				\$30.00
SH 392 and WCR 43	Intersection improvements	1389		-		\$4.00
SH 14 and WCR 390	Intersection Improvement	1391		-		\$4.00
SH 392 and WCR 55	Intersection Improvement	1392		-		\$4.00
CR 69/74/SH392 - Cornish	Intersection Improvements	1393		-		\$1.00
SH 14 and SH 392 and WCR 77	Intersection Improvement	1783				\$6.00
SH 14 and SH 71 (east)	Intersection Improvement	1784				\$2.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004) (Page 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 14 and SH 71 (west)	Intersection Improvement	1785				\$2.00
SH 14 and WCR 90 and WCR 57	Intersection Improvement	1786				\$6.50
SH 14 and WCR 29	Intersection Improvement	1788				\$4.00
SH 14 and WCR 31	Intersection Improvement	1789				\$4.00
SH 14 and WCR 89	Intersection Improvement	1790				\$4.00
SH 14 and WCR 93	Intersection Improvement	1791				\$4.00
SH 14 and WCR 121	Intersection Improvement	1792				\$4.00

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation
































SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004) (Page 3/3)









Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 14 and WCR 129, New Raymer	Intersection Improvement	1793	 	 	 	\$4.00
SH 392 and WCR 51	Intersection Improvement	1794	 	-	 	\$4.00
SH 392 east of US 85	Access Control Plan	1795	 	-	 	\$0.50
SH 14	Access Control Plan	1796	 		 	\$0.50
SH 14 and US 85 through Ault	Pedestrian improvements	1797		 	 	\$0.20
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444		 	 	-
Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	2445		-		-

Project Types




-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian

-  Mobility Options
-  Safety
-  Asset Management
-  Aviation
-  Freight
-  Transit

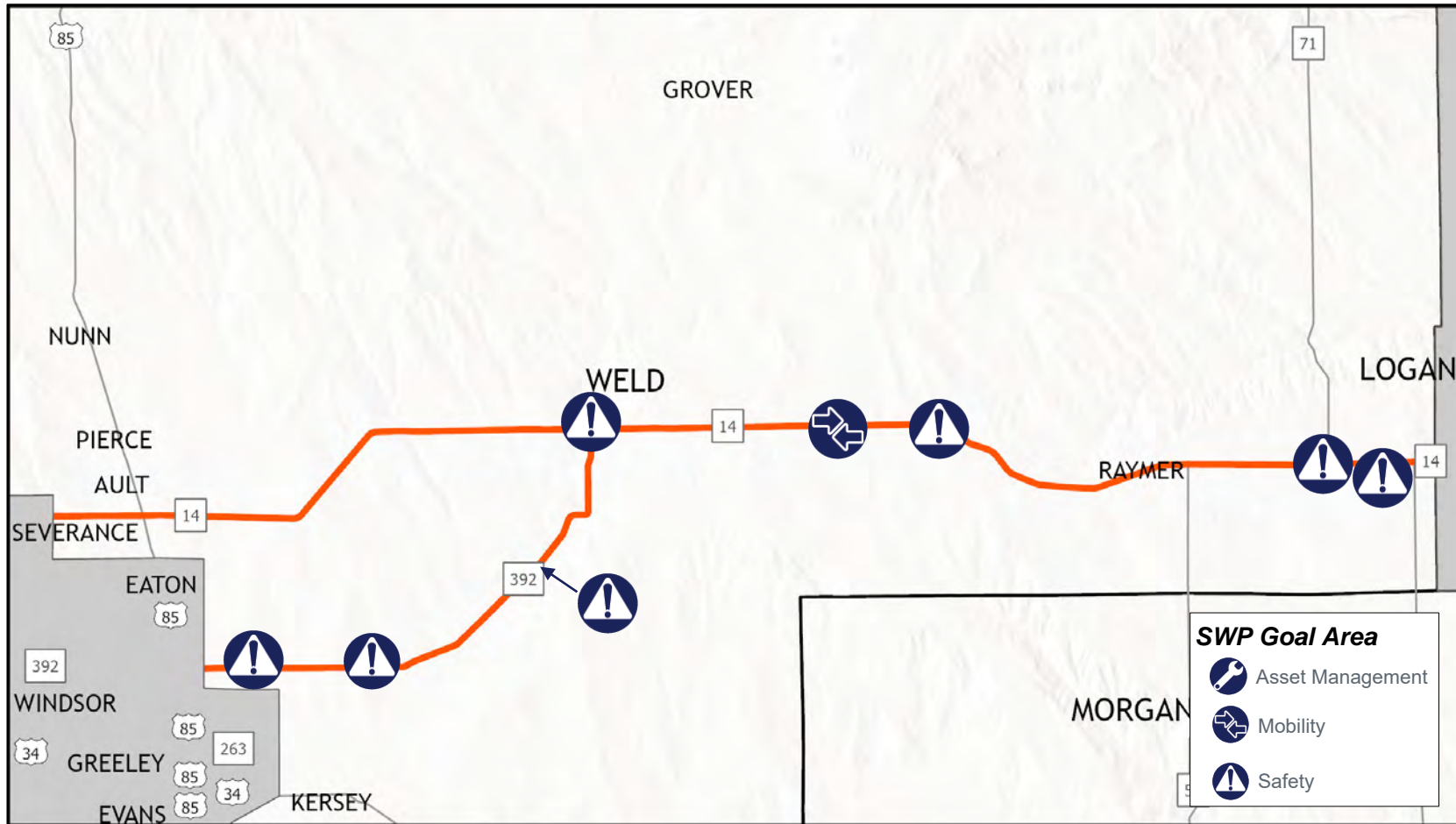
SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004)

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Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- SH 14 Intelligent Transportation Systems Infrastructure



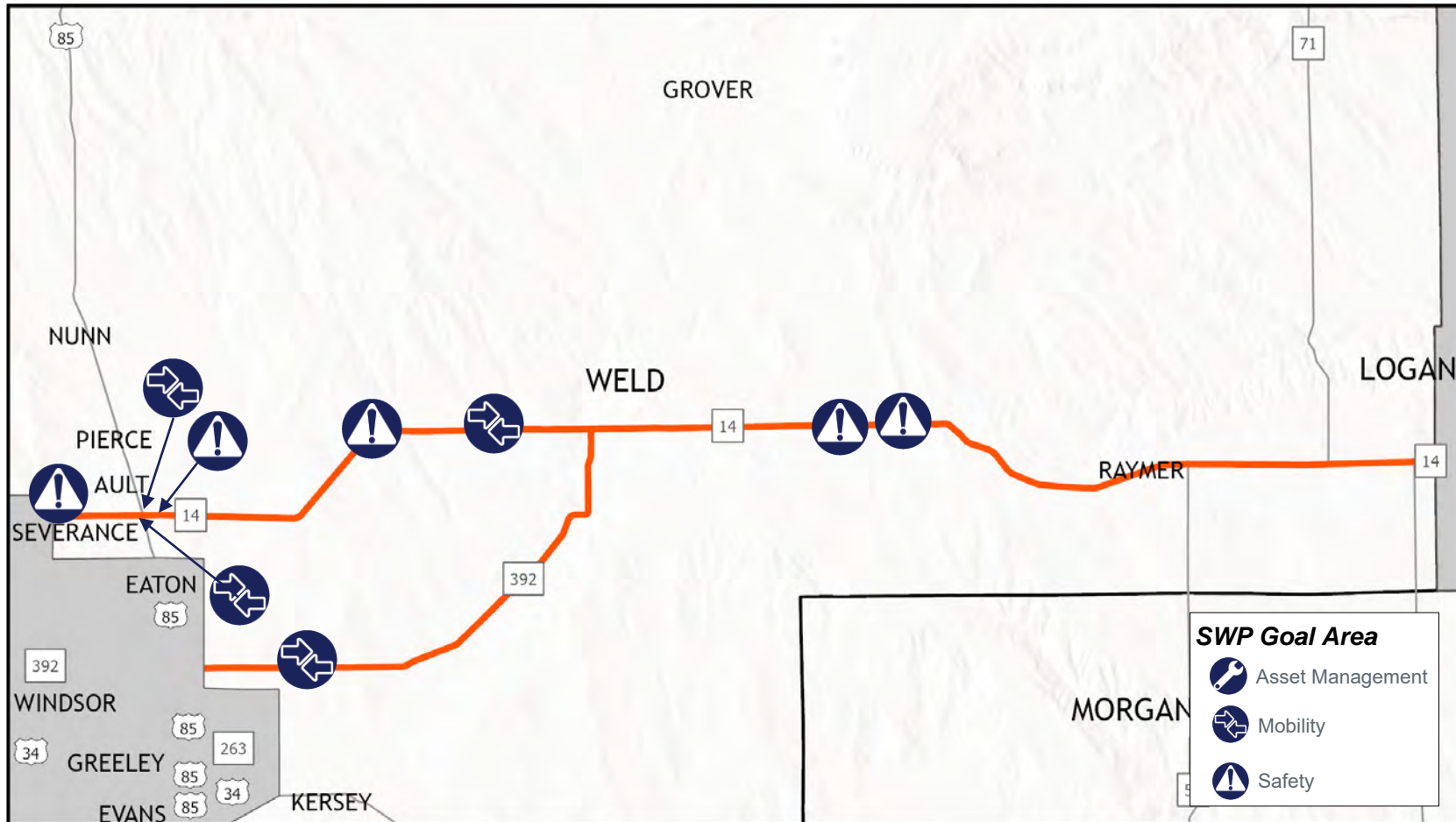
Safety

- SH 392 and WCR 43
- SH 14 and WCR 390
- SH 392 and WCR 55
- CR 69/74/SH392 - Cornish
- SH 14 and SH 392 and WCR 77
- SH 14 and SH 71 (east)
- SH 14 and SH 71 (west)



Project Based Strategies: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004)

(Page 2/3)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- SH 392 east of US 85
- SH 14
- Region 4 Truck Parking Study (UFR)
- SH 14 and US 85 through Ault Pedestrian Improvements



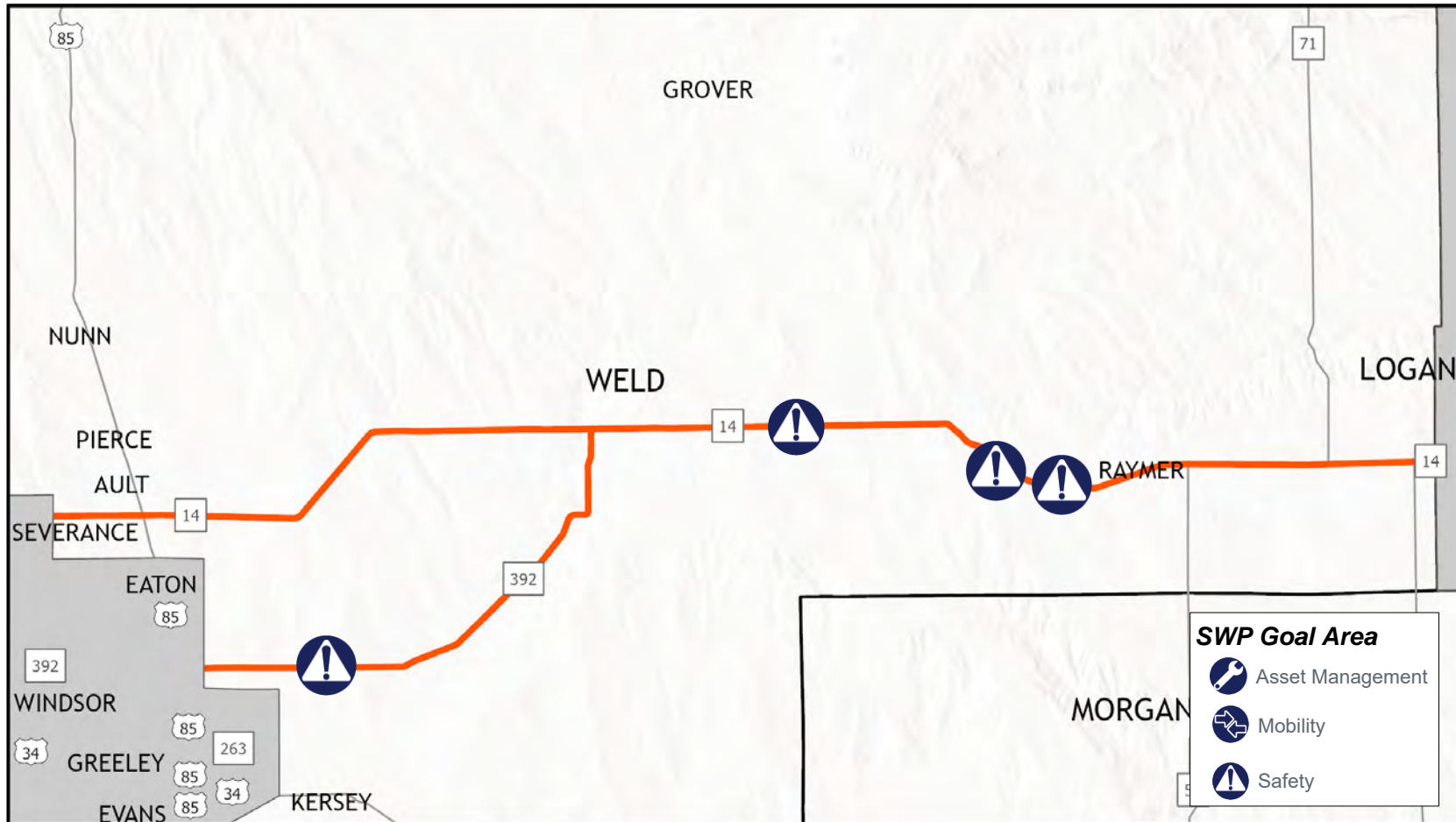
Safety

- Region 4 Shoulder Study (UFR)
- SH 14 and WCR 90 and WCR 57
- SH 14 and WCR 29
- SH 14 and WCR 31
- SH 14 and WCR 89



Project Based Strategies: State Highway 14 (Plains Section): Between I-25 (Fort Collins) and I-76 (Sterling); includes SH 392 between US 85 and SH 14 (PUF7004)

(Page 3/3)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See the previous page

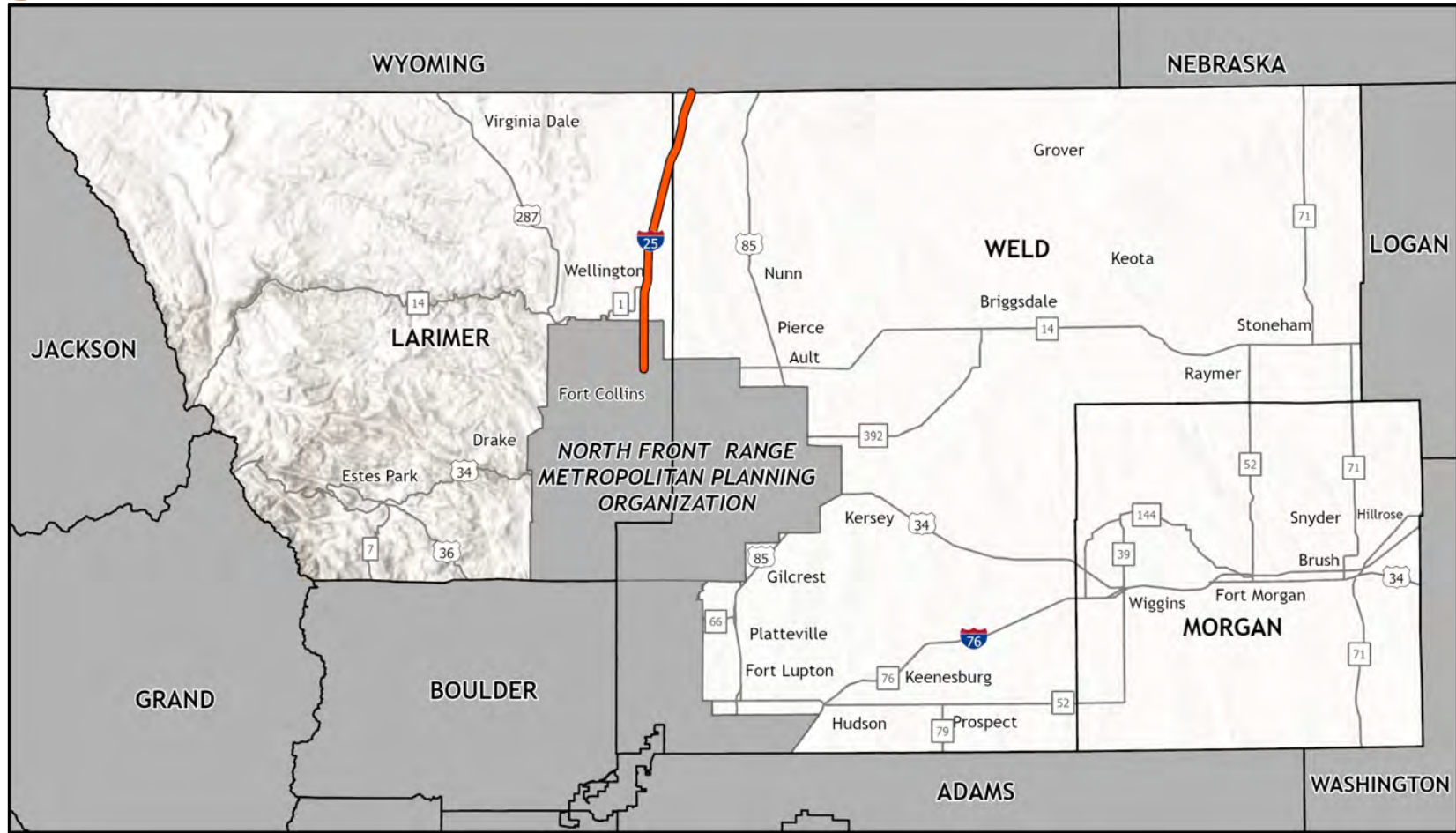


Safety

- SH 14 and WCR 93
- SH 14 and WCR 121
- SH 14 and WCR 129, New Raymer
- SH 392 and WCR 51



Interstate 25 (North Section): Between SH 14 (Fort Collins) to the Wyoming border (PUF7006)



Corridor Name

Interstate 25 (North Section):
Between SH 14 (Fort Collins) and the
Wyoming border

Corridor Vision

The vision for the I-25 North Section
corridor is primarily to maintain
system quality as well as to improve
safety.

Corridor Description

I-25 is an interstate facility on the
National Highway System. This section of
the interstate provides north-south
connections within the Fort Collins to
Cheyenne area. It is part of the national
trade network and needs to support the
movement of commuters, tourists and
freight, and provide for long distance
travel through the corridor.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- National Primary Freight System
- Fiber Priority 1 Corridor
- Tier 1 CNG and EV Corridor

What we heard about the Corridor

- 41 comments specifically about this
corridor
- Desire for passenger rail
- Concern about safety and speeding,
wildlife crossing the highway
- Desire for highway widening
- Desire for truck parking

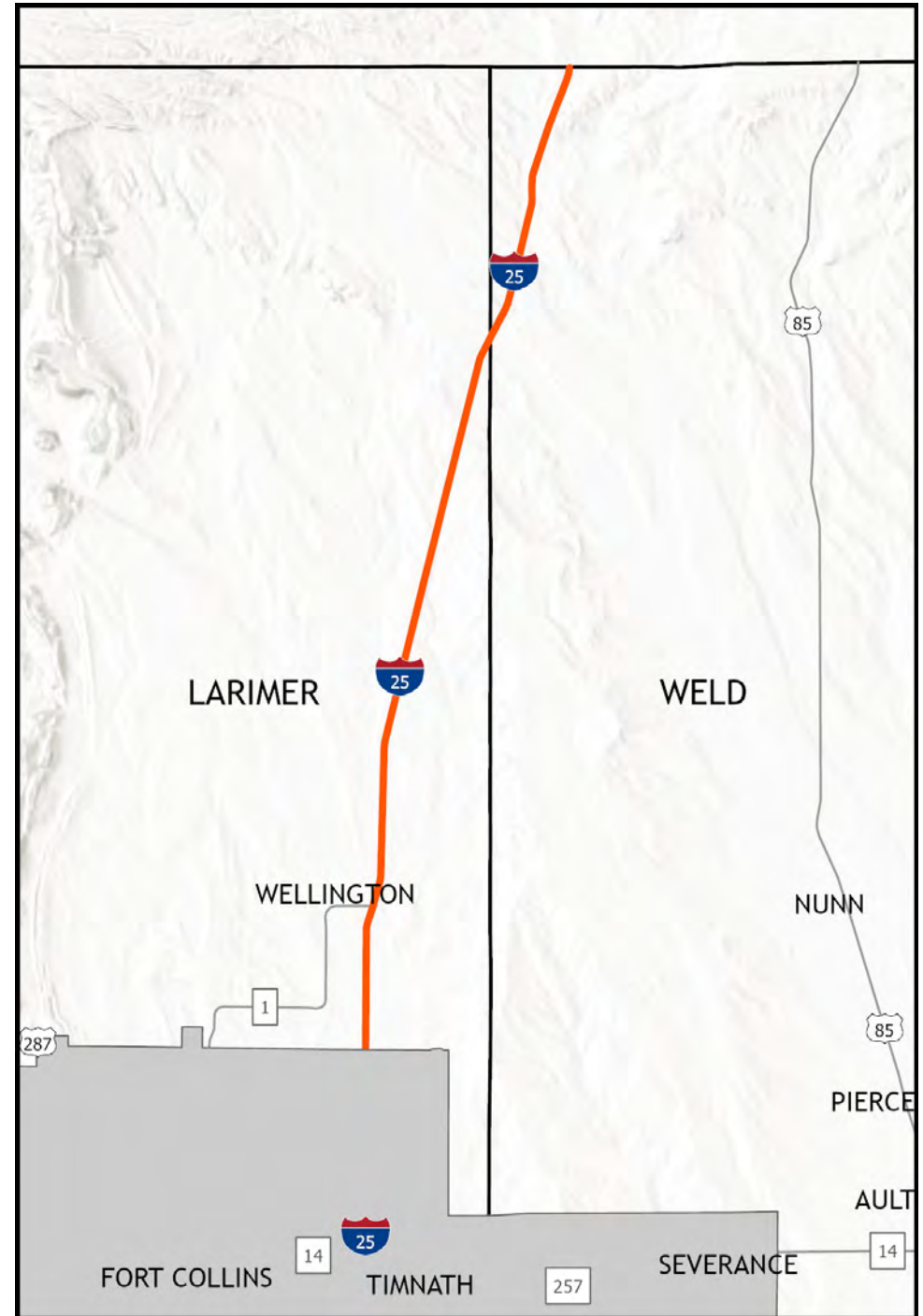


Key Data Findings: Interstate 25 (North Section): Between SH 14 (Fort Collins) to the Wyoming border (PUF7006)



Key Data Findings:

<i>Freight Safety</i>	Hazmat route
<i>Transit</i>	Greyhound operates on the corridor
<i>Economics</i>	High concentration of jobs in Wellington
<i>Economics Freight</i>	Agricultural corridor
<i>Freight</i>	High percentage and volume of truck traffic
<i>Resiliency Freight</i>	High criticality; Parallels 100-year flood plain



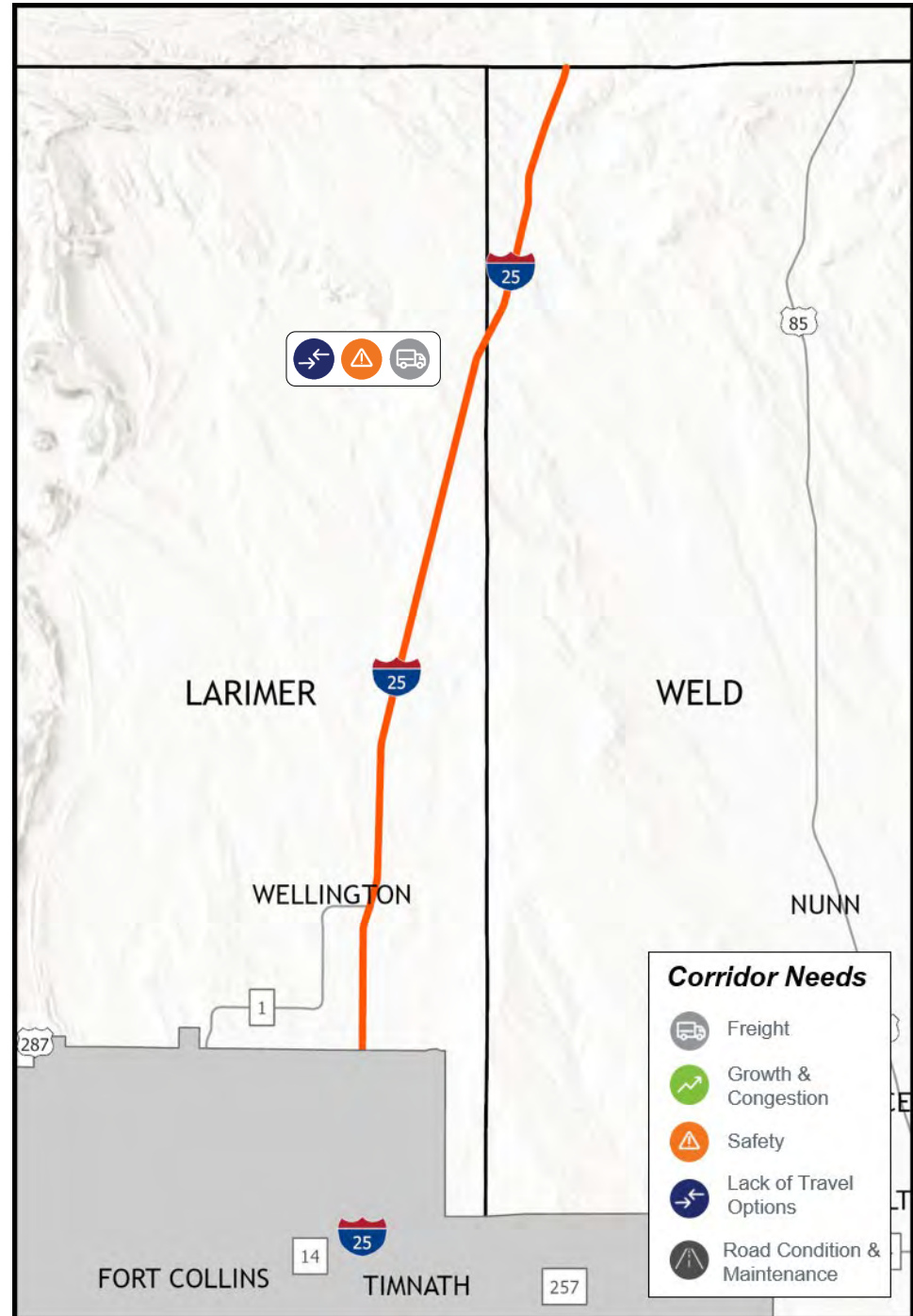


Corridor Needs: Interstate 25 (North Section): Between SH 14 (Fort Collins) to the Wyoming border (PUF7006)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles, rest stops/truck parking
- Mitigate risk associated with natural disasters (floodplain)
- Provide additional travel options





Corridor Projects: Interstate 25 (North Section): Between SH 14 (Fort Collins) to the Wyoming border (PUF7006)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I25 North border of region - tool for Virtual Weigh Station	Freight Advanced Traveler Information Systems (FRATIS)	1394				-
Segment 9 within UFR TPR (LCR 56 to SH 1)	Reconstruction of mainline, bridges and interchanges	1800				\$109.70
I-25 Truck Parking	Increase Truck Parking North of Wellington (MP 280)	1801		-		\$1.48
North I-25 Transit Service	Inter-regional bus service from Fort Collins to Cheyenne; 1 round trip per day 365 days/year, one new vehicle	1802				\$1.55

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate 25 (North Section): Between SH 14 (Fort Collins) to the Wyoming border (PUF7006)



Asset Management

- Segment 9 within UFR TPR (LCR 56 to SH 1)



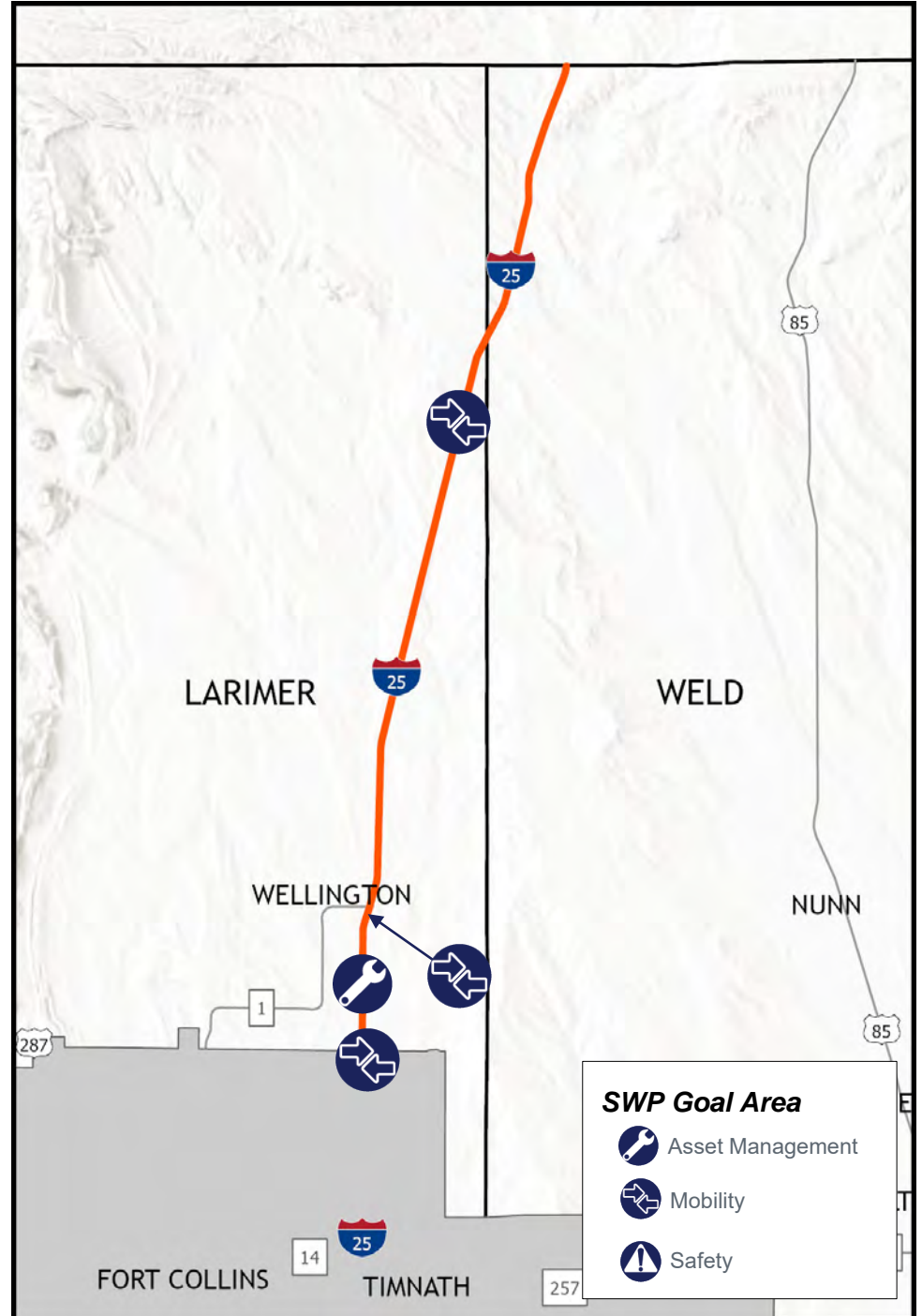
Mobility

- I25 North border of region - tool for Virtual Weigh Station
- I-25 Truck Parking
- North I-25 Transit Service



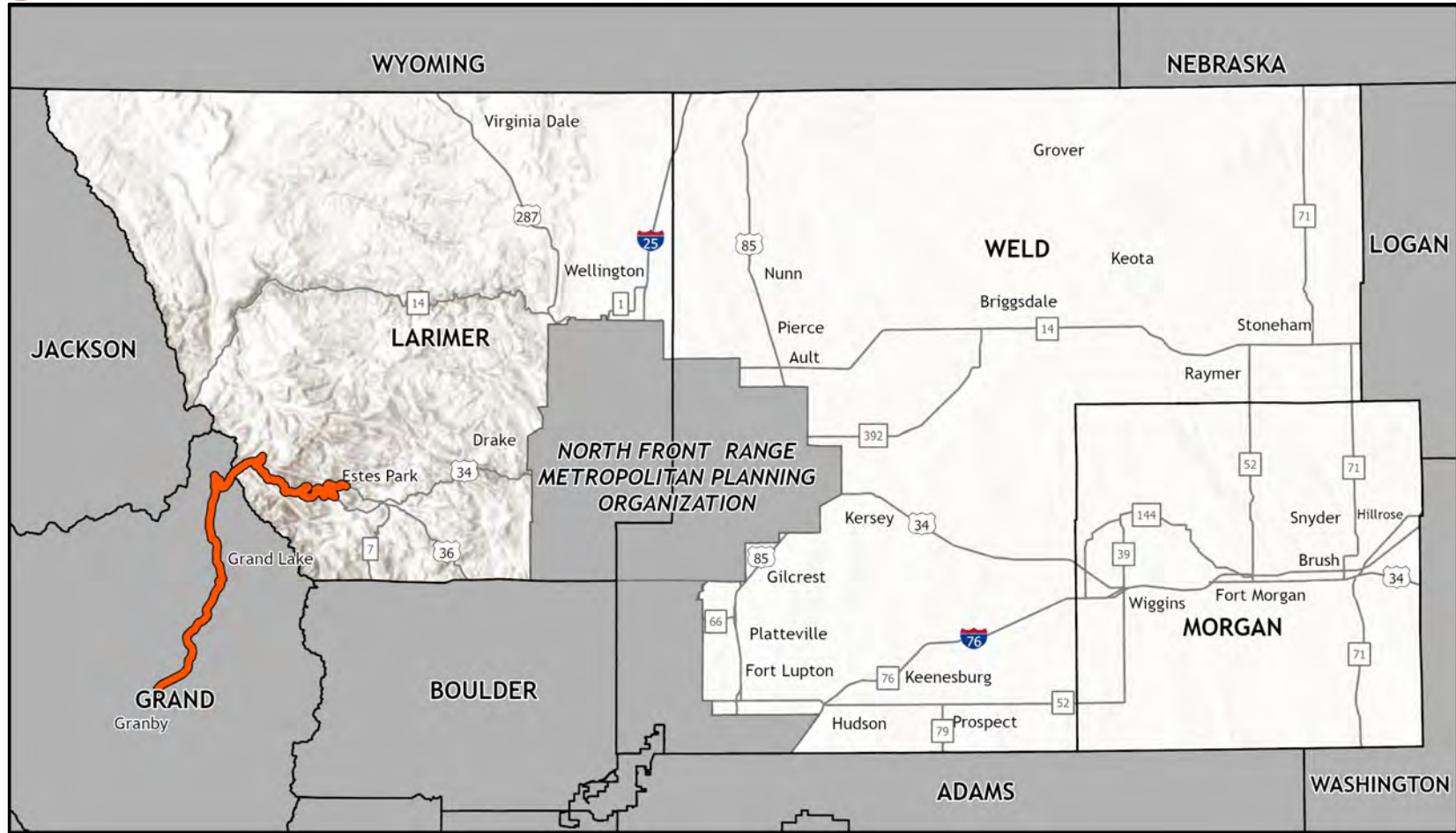
Safety

- See project: Segment 9 within UFR TPR (LCR 56 to SH 1)





US Highway 34 (RMNP/Mountain Section): From Granby through Rocky Mountain National Park (PUF7007)



Corridor Name

US Highway 34 (RMNP/Mountain Section): From Granby through Rocky Mountain National Park

Corridor Vision

The vision for the US 34 RMNP/Mountain Section corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

This corridor, which is commonly referred to as Trail Ridge Road, is designated as an All American Road and provides one of Colorado's six major mountain passes across the Continental Divide. Trail Ridge Road is closed in the winter. This corridor predominately serves tourist and recreational traffic within the Rocky Mountain National Park area.

Corridor Designations

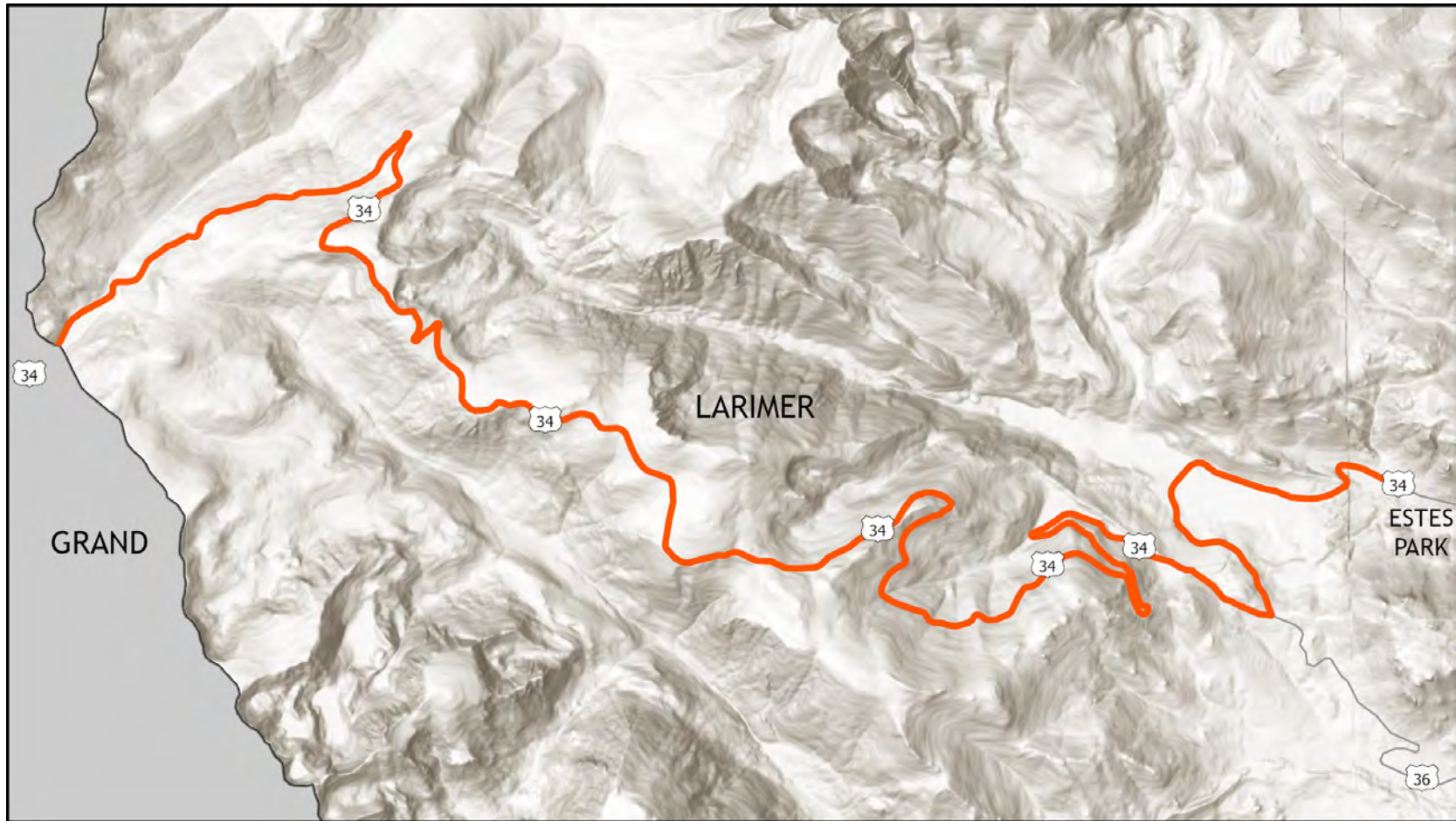
- High Demand Bicycle Corridor (R4-1)
- Scenic Byway (Trail Ridge Road)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 9 comment specifically about this corridor
- Desire for bike lanes
- Heavy tourism season creates congestion



Key Data Findings: US Highway 34 (RMNP/Mountain Section): From Granby through Rocky Mountain National Park (PUF7007)



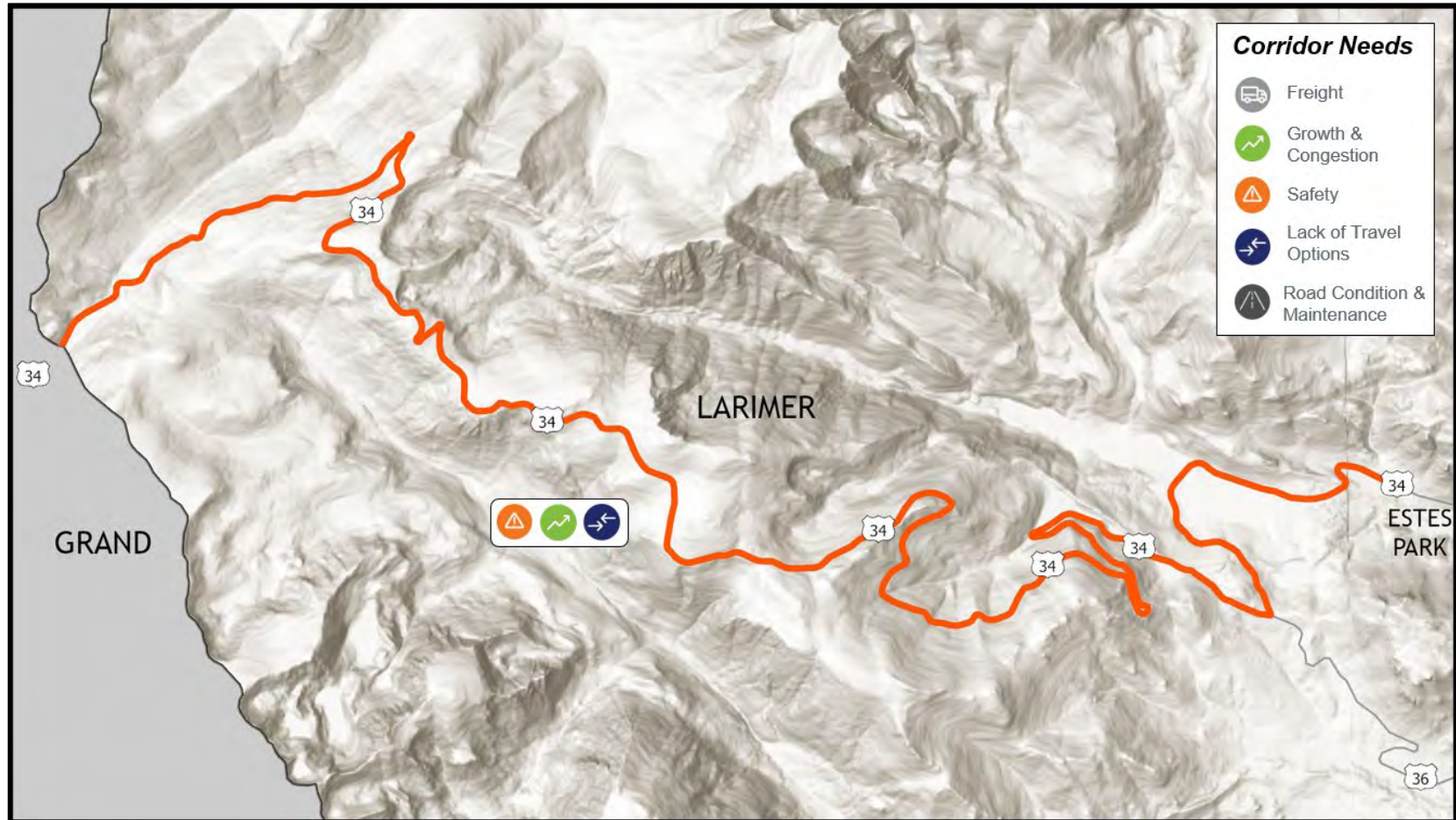
Key Data Findings:

<i>Safety</i>	Majority of corridor has shoulders less than 2'
<i>Transit</i>	Local transit operates on the corridor in Estes Park
<i>Bicycling</i>	High to very high bicycle activity High stress for bicycling

<i>Economics</i>	Provides access to recreational area
<i>Resiliency</i>	High criticality



Corridor Needs: US Highway 34 (RMNP/Mountain Section): From Granby through Rocky Mountain National Park (PUF7007)



Corridor Needs

Address increasing congestion to improve access to tourist destinations and recreation

Improve safety

Eliminate shoulder deficiencies

Provide tourism amenities (signage, pull-offs)

Provide additional travel options

Mitigate risk associated with natural disasters

Improve bicycle accommodation



Corridor Projects: US Highway 34 (RMNP/Mountain Section): From Granby through Rocky Mountain National Park (PUF7007)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 34 (RMNP/Mountain Section): From Granby through Rocky Mountain National Park (PUF7007)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project: Region 4 Shoulder Study (UFR)

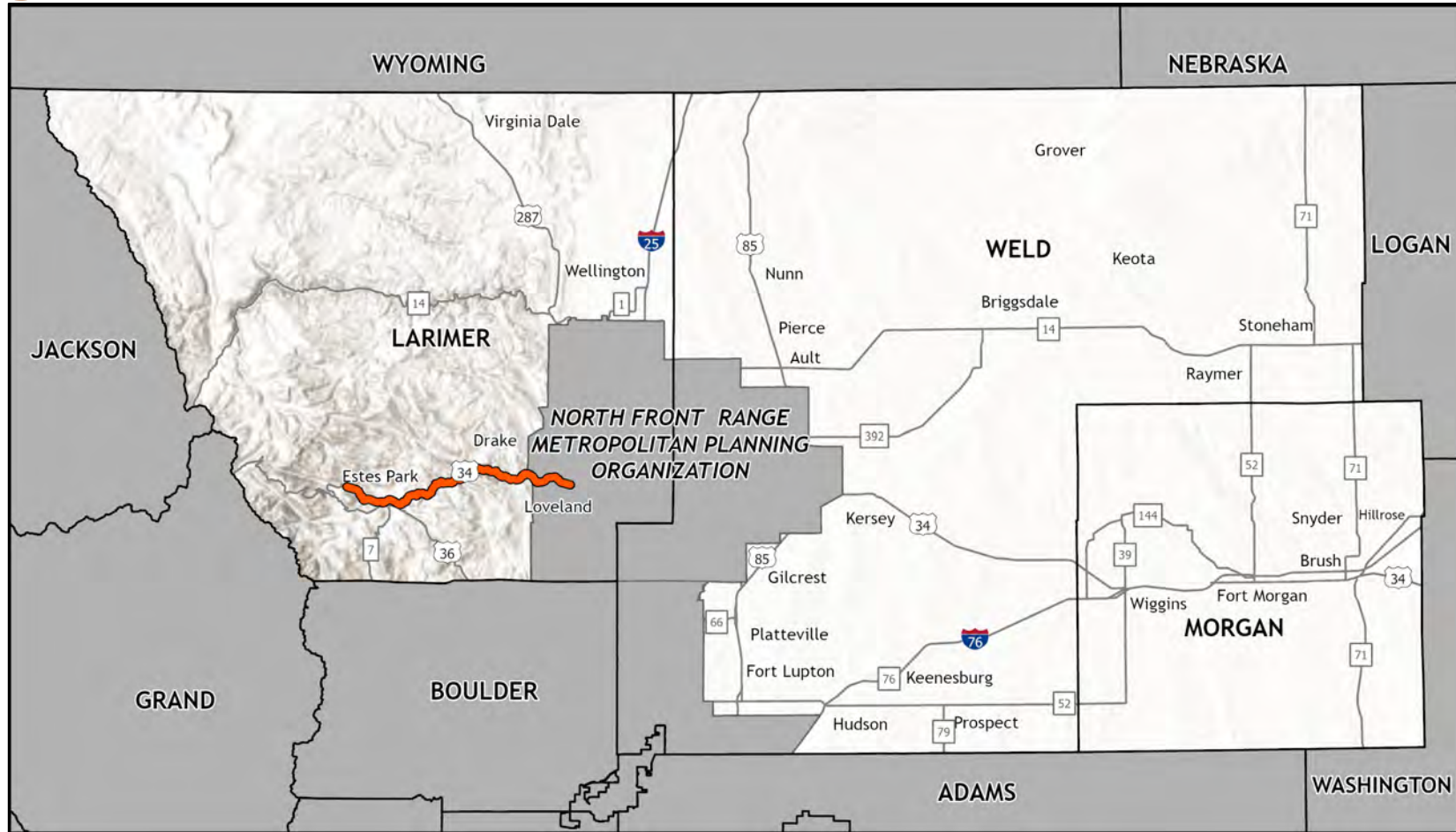


Safety

- Region 4 Shoulder Study (UFR)



US Highway 34 (Big Thompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)



Corridor Name

US Highway 34 (Big Thompson Section):
Between the Rocky Mountain National Park
east entrance and the west side of Loveland

Corridor Description

This corridor serves as a multimodal National Highway System facility and makes east-west connections through the Big Thompson River Canyon and the Estes Valley. The corridor provides access for tourists and commuters from the Front Range to Estes Park and Rocky Mountain National Park.

Corridor Designations

- High Demand Bicycle Corridor (R4-1)
- Tier 2 CNG and EV Corridor

What we heard about the Corridor

- 56 comments specifically about this corridor
- Speeding is a concern; traffic in Estes Park should be calmed and the corridor should be designed for all modes (complete streets design)
- Desire for enhanced crosswalks, sidewalk connectivity, roundabouts, bike lanes, and multi-use trails in Estes Park
- Desire for bike lanes up the canyon
- Desire for transit service between Loveland and Estes Park
- Congestion issue between Estes Park and Rocky Mountain National Park, particularly during the summer
- Desire for better travel information and pull-offs for tourists

Corridor Vision

The vision for the US 34 Big Thompson corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.



Key Data Findings: US Highway 34 (Big Thompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)



Key Data Findings:

<i>Growth</i>	Moderate Congestion (2045)
<i>Safety</i>	Two segments with shoulders less than 2' Three segments of elevated crash patterns (LOSS 3 or 4); Dense wildlife crashes
<i>Transit Pedestrian</i>	Local transit operates on the corridor in Estes Park
<i>Bicycling</i>	High stress for bicycling

<i>Pedestrian Economics</i>	Main street through Estes Park
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations.
<i>Economics</i>	High concentration of jobs in Estes Park Provides access to recreational area
<i>Resiliency</i>	High criticality



Corridor Needs: US Highway 34 (Big Thompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)



Corridor Needs

- Address increasing congestion to improve access to jobs, tourist destinations and recreation
- Mitigate elevated crash patterns (including wildlife crashes)
- Provide tourism amenities (signage, pull-offs)
- Accommodate travel needs of vulnerable populations
- Improve bicycle accommodation
- Provide additional travel options
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: US Highway 34 (BigThompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)

(Page 1/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
New Inter-Regional Service between Estes Park and I-25	Implement regional service along US 34 connecting Estes Park with I-25. Estimated at 3 days per week (1,250 annual hours)	1396				\$1.08
US 34/US 36 Intersection in Estes Park	Intersection improvements.	1397				\$6.00
Estes Park	Safety and system preservation improvements in Estes Park	1398				\$10.00
US34 / US36	Western Bypass connection	1399				\$6.10
US 34 & Mall Road; US 36 & Mall Road in Estes Park	Intersection Improvements	1400				\$6.00
US 34: Dry Gulch Road to Mall Road (Estes Park)	Major/Minor, widening/safety	1401				\$4.50
US34 & LCR27 West of Loveland - Masonville Rd.	Intersection Improvements	1402		-		\$4.00

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety

Corridor Projects: US Highway 34 (Big Thompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)

(Page 2/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 34 Multimodal Trail Connection	Mall Road to Rocky Mountain National Park	1403				\$10.00
Estes Park	Circulation Improvements in and around Estes Park including a one-way couplet	1404				\$47.20
Estes Park Transit Stop Improvements	Since Estes Transit service began in 2006, stop signage has changed over time. However, one element that has stayed the same is the temporary nature of the stop signs. The Town would like to design, produce and install semi-permanent stop signage and bus shelters, where stop geography allows. The reason for the "semi-permanent" wording is due to the fact that Estes Transit operates a seasonal shuttle program. While service expansion efforts are underway, bus stop infrastructure would need to be flexible enough to be partially removed and/transitioned into other uses during the off-season. Project costs include design and production of new stop signs (for approx. 55 stops) as well as temporary/semi-permanent stop shelters for 55 locations.	2527				\$0.15

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety

Corridor Projects: US Highway 34 (BigThompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)

(Page 3/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Transit Access Control Gates	In 2017, the Town tested a new "Green Route", which provided express service connecting three stops: 1) the parking structure, 2) Events Complex and 3) Bond Park. The Green Route offered 15-minute round-trip service from the Town's two largest parking facilities to downtown, with no transfer at the Visitor Center required. During the first week of service, the US Bureau of Reclamation (BOR) shut down the bus stop at the parking structure forcing the stop to relocate to the Visitor Center. This change significantly impact ridership on the route, however the Town was able to negotiate with the BOR to allow shuttle access if the Town installed access control gates and appropriate pedestrian safety measures. This project would include installation of BOR-required equipment and safety measures to allow reinstatement of the Green Route. The project cost includes design, material and construction costs.	2528		 	 	\$0.06

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety

Corridor Projects: US Highway 34 (BigThompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)

(Page 4/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Public Restroom Facilities at Events Complex Park-N-Ride & Transit Hub in Estes Park	Install public restroom facilities near the bus pull-out and shelter on Manford Avenue. The restrooms are a critical element to encouraging increased use of the Events Complex park-n-ride lot (454 parking spaces) located immediately adjacent to the Estes Transit stop. The lack of public restrooms is the second most frequent reason stated by riders as a reason that they do not park in this location (second only to shuttle frequency, which the Town is working to address in 2020). Project costs are based on an overall \$450/square foot construction cost with a proposed 600 square foot facility. Water is on site, but access to sanitary sewer will require crossing Manford Ave.	2529				\$0.40

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety

Corridor Projects: US Highway 34 (Big Thompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)

(Page 5/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Visitor Center & Transit Transfer Center in Estes Park - Parking Lot Reconfiguration	This project would include a new layout for the Visitor Center parking lot that emphasizes shuttle, car and pedestrian separation and safety. It would also include the addition of a frontage road connection to a signalized intersection that would alleviate the need for shuttles, buses and passenger cars to take an unprotected left onto US 34 across multiple lanes of traffic. During the summer, the Estes Park Visitor Center parking lot is one of the busiest parking lots in Town. With five Town shuttle routes stopping every 30 minutes from 9 a.m. to 9 p.m. and several large Rocky Mountain National Park buses accessing the lot every 30 minutes daily, the 186 space surface parking lot is filled with cars, shuttles, buses and pedestrians from dawn to dusk. This lot is laid out in manner that underutilizes the space, confuses drivers due to adjacent drive aisles that are going in multiple directions and a one-way drive aisle that loops back into the main shuttle access lane. The project cost estimates is an "all-in" figure that includes, paving, striping, island reconfiguration, walkways, curb and gutter, some sidewalks and landscaping.	2530		 		\$2.07

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

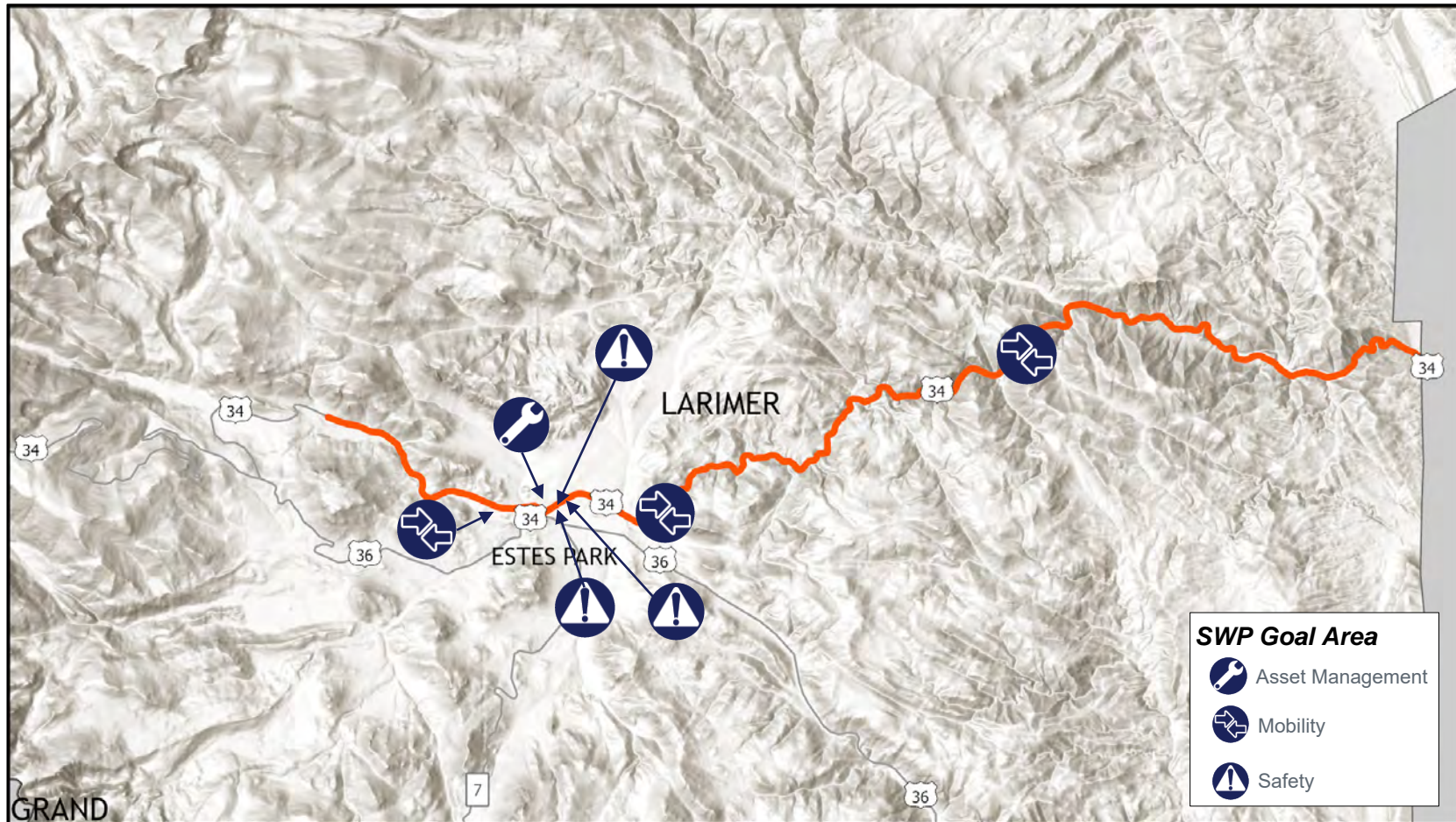
SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 34 (Big Thompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)

(Page 1/2)



Asset Management

- Public Restroom Facilities at Events
- Complex Park-N-Ride & Transit Hub in Estes Park



Mobility

- New Inter-Regional Service between Estes Park and I-25
- US34 / US36
- US 34 Multimodal Trail Connection



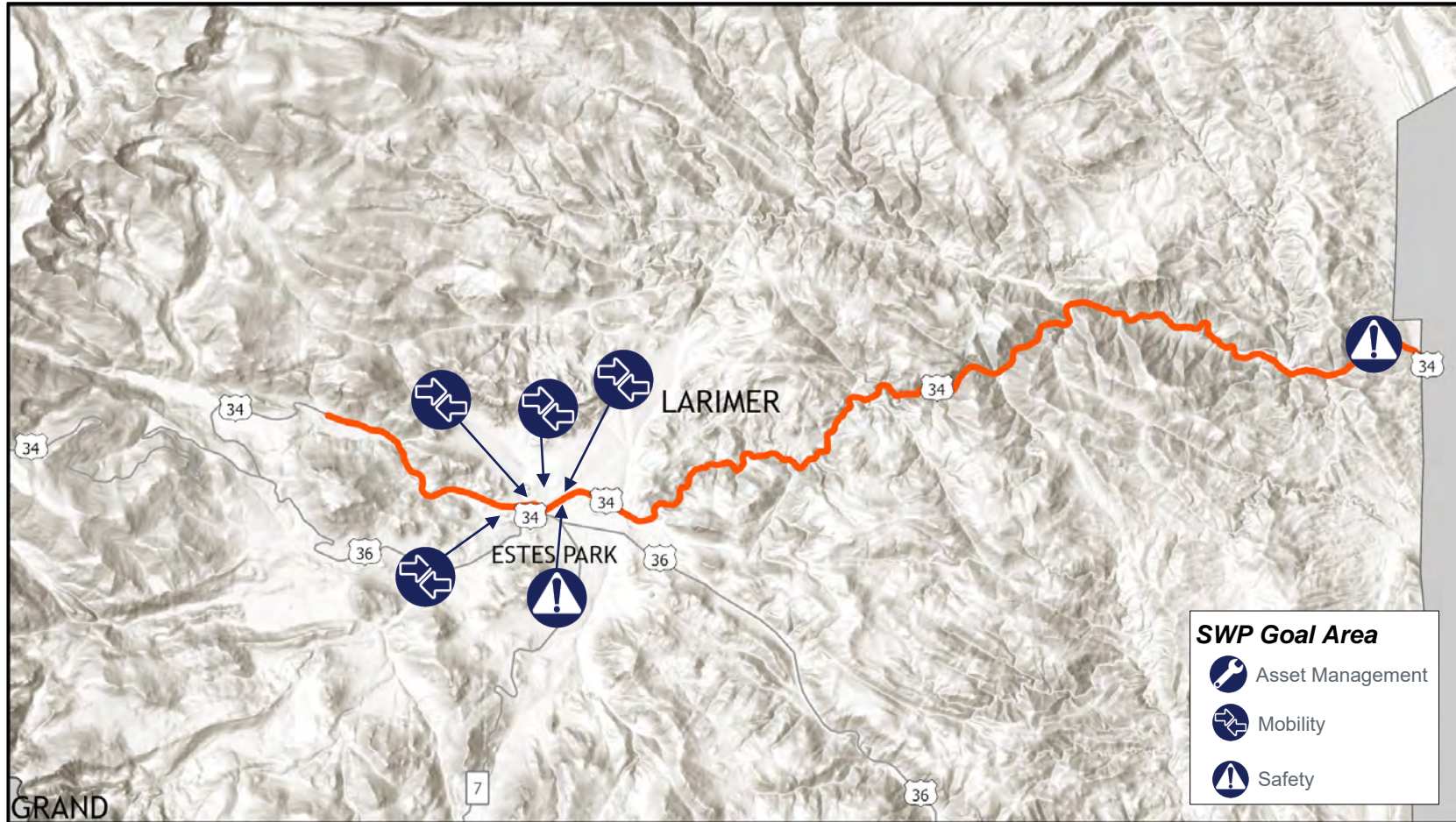
Safety

- US 34/US 36 Intersection in Estes Park
- Estes Park
- US 34 & Mall Road; US 36 & Mall Road in Estes Park



Project Based Strategies: US Highway 34 (Big Thompson Section): Between the Rocky Mountain National Park east entrance and the west side of Loveland (PUF7008)

(Page 2/2)



Asset Management

- See the previous page



Mobility

- Estes Park
- Estes Park Transit Stop Improvements
- Transit Access Control Gates
- Visitor Center & Transit Transfer Center in Estes Park - Parking Lot Reconfiguration

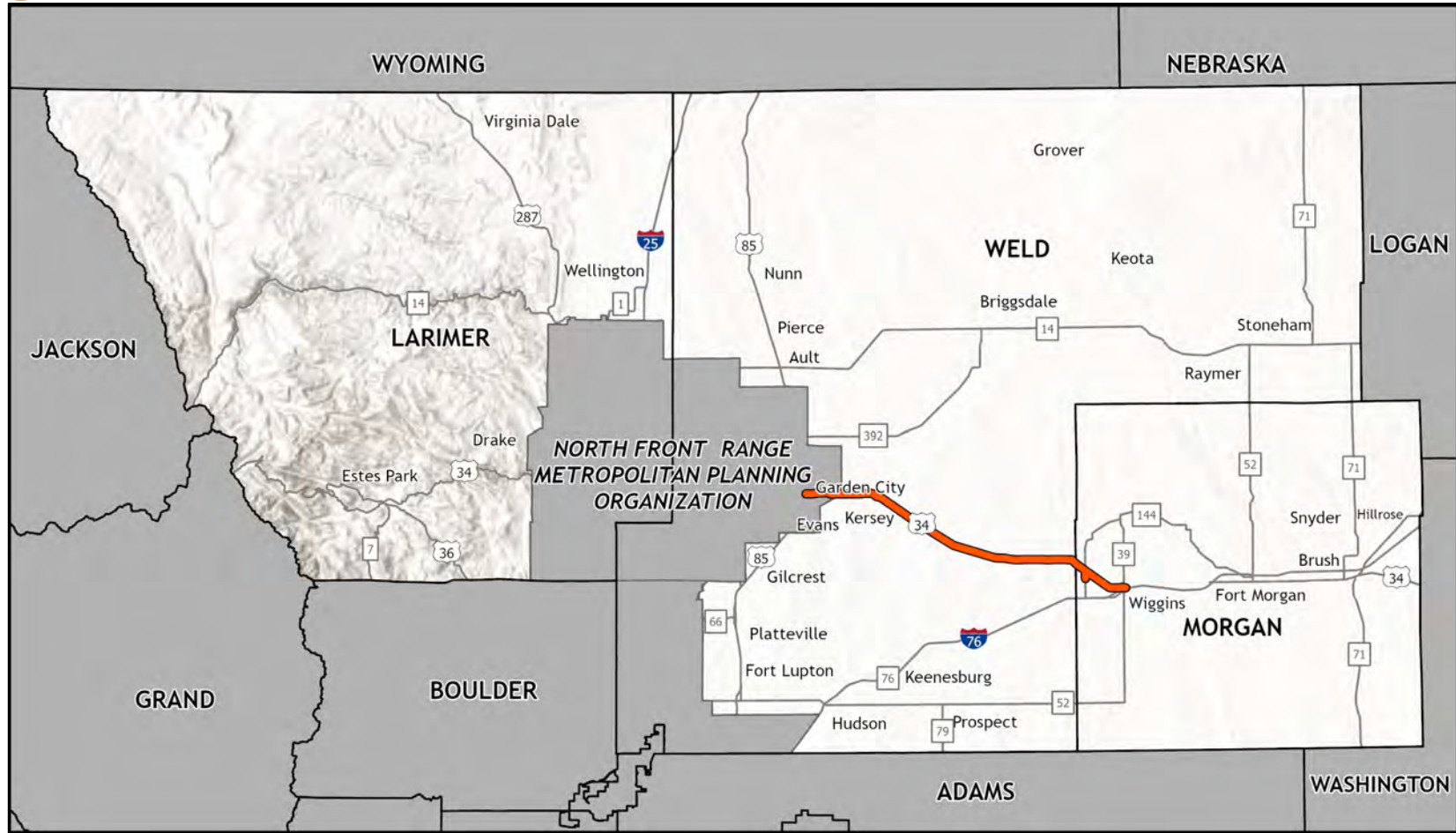


Safety

- US 34: Dry Gulch Road to Mall Road (Estes Park)
- US34 & LCR27 West of Loveland - Masonville Rd.



US Highway 34 (Plains Section): Between US 85 bypass east of Greeley and I-76 in Wiggins (PUF7009)



Corridor Name

US Highway 34 (Plains Section):
Between US 85 bypass east of Greeley
and I-76 in Wiggins

Corridor Vision

The vision for the US 34 Plains
corridor is primarily to improve safety
as well as to maintain system quality
and to increase mobility.

Corridor Description

This corridor serves as a National
Highway System facility and makes east-
west connections within the central
Weld County and western Morgan County
area. The surrounding area depends on
agriculture and oil and gas for economic
activity, and the corridor supports the
movement of freight and farm-to-market
products.

Corridor Designations

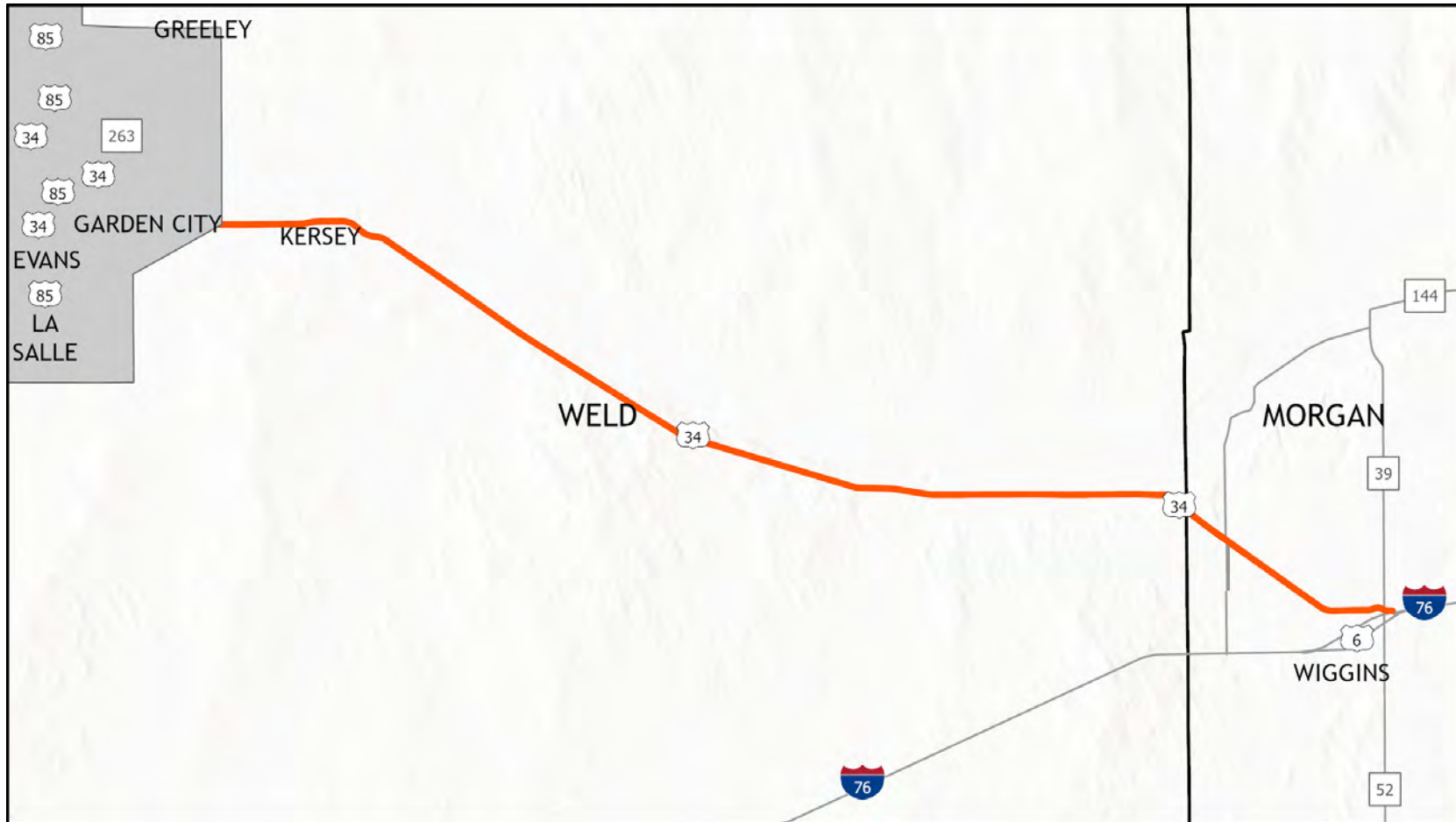
- On National Highway System
- Colorado Freight Corridor
- Tier 1 CNG and EV Corridor

What we heard about the Corridor

- 20 comments specifically about this corridor
- Desire for bike lanes
- Desire for highway widening
- Concern about unsafe driver behavior including speeding
- Safety concerns around competing demands - agriculture and bicyclists



Key Data Findings: US Highway 34 (Plains Section): Between US 85 bypass east of Greeley and I-76 in Wiggins (PUF7009)



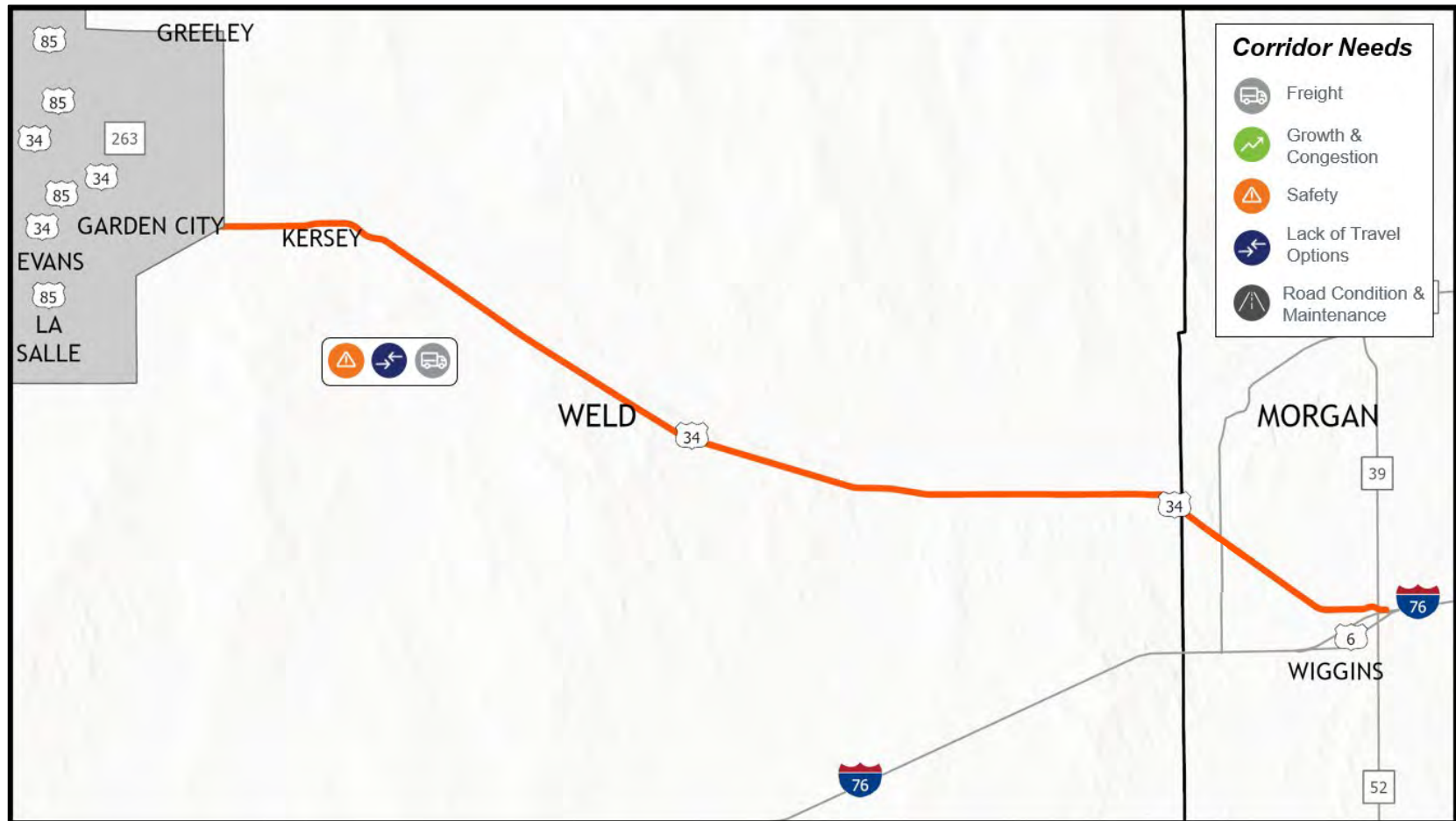
Key Data Findings:

Safety Freight	Hazmat Route; Portion of corridor with shoulders less than 2' Dense wildlife crashes on select segments of corridor
Bicycling	Very high bicycle activity: Medium high to high stress for bicycling
Demographics Transit	Passes through census tract with higher percentage of 65+ and low-income populations.

Economics Freight	Concentration of oil and gas wells Agricultural corridor
Freight	High percentage of truck traffic
Resiliency Freight	High criticality; Parallels 100-year flood plain



Corridor Needs: US Highway 34 (Plains Section): Between US 85 bypass east of Greeley and I-76 in Wiggins (PUF7009)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Mitigate risk associated with natural disasters (floodplain)
- Eliminate shoulder deficiencies for safety, freight, and bicyclists
- Provide additional travel options
- Accommodate travel needs of vulnerable populations



Corridor Projects: US Highway 34 (Plains Section): Between US 85 bypass east of Greeley and I-76 in Wiggins (PUF7009)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)	Interregional transit service	1019				\$2.24
US 34 and WCR 53 - Kersey	Intersection Improvement	1406				\$0.60
US 34 and WCR 47 - Kersey	Intersection improvements	1812				\$4.00
US 34 and WCR 50	Intersection Improvement	1813				\$6.00
US 34 and WCR 386	Intersection Improvement	1814				\$4.00
US 34 east of Kersey	Access Control Plan	1815		-		\$0.50
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444				-
Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	2445		-		-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

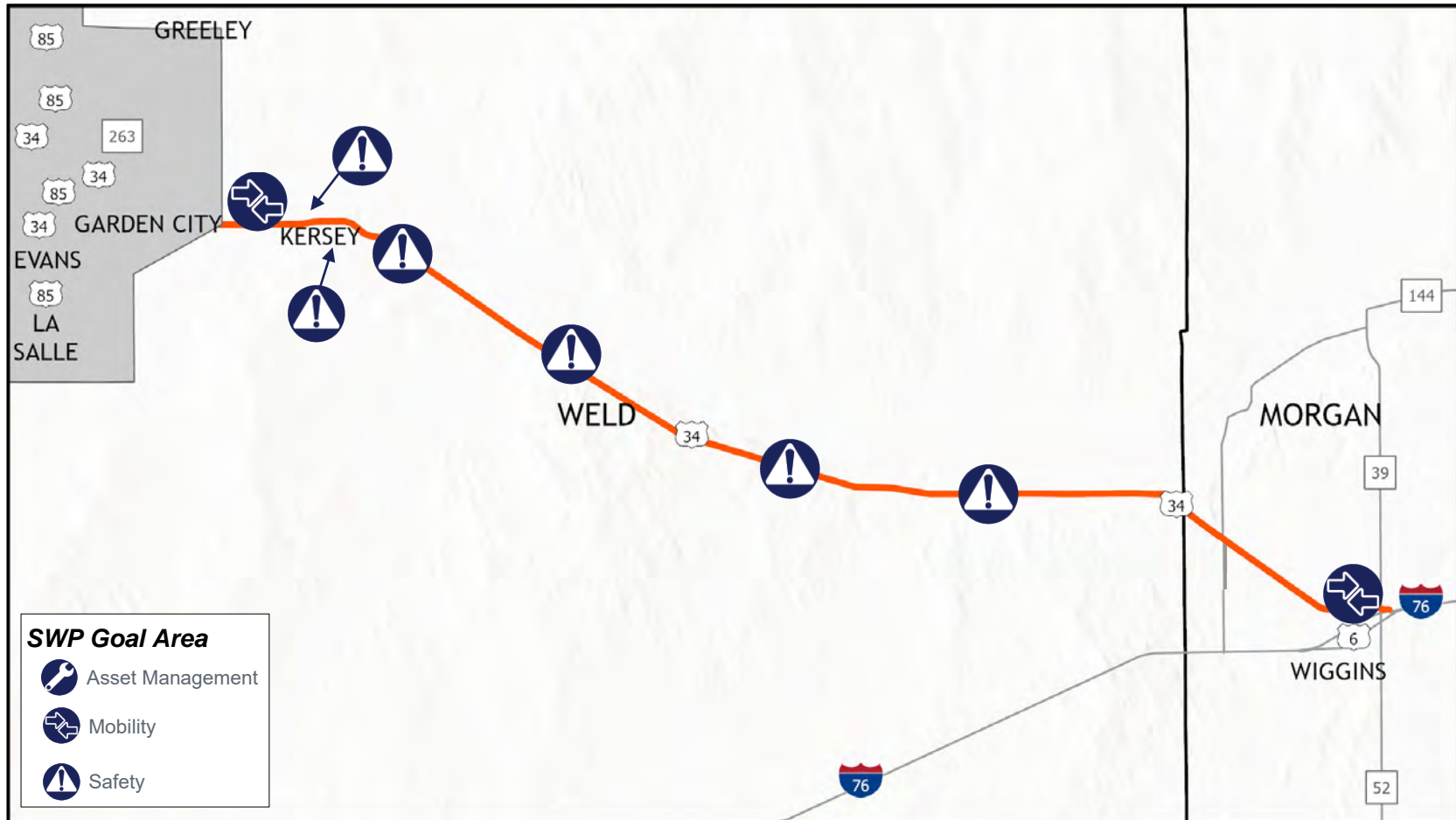
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 34 (Plains Section): Between US 85 bypass east of Greeley and I-76 in Wiggins (PUF7009)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service) US 34 east of Kersey
- Region 4 Truck Parking Study (UFR)

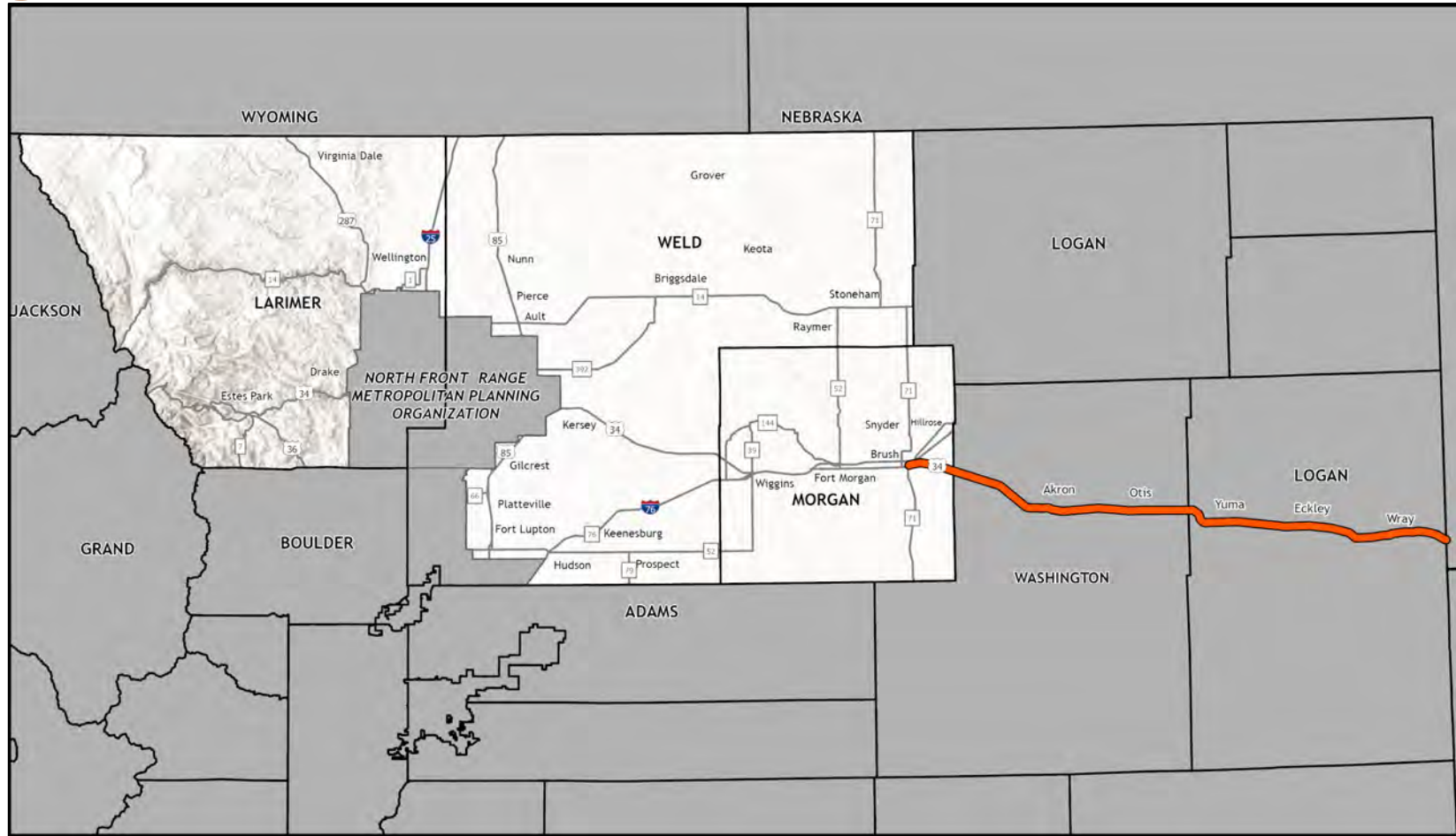


Safety

- US 34 and WCR 53 - Kersey
- US 34 and WCR 47 - Kersey
- US 34 and WCR 50
- US 34 and WCR 386
- US 34 east of Kersey
- Region 4 Shoulder Study (UFR)



US Highway 34 (Northeastern Plains Section): Between SH 71 in Brush to the Nebraska border (PUF7010)



Corridor Name

Corridor Description

Corridor Designations

What we heard about the Corridor

US Highway 34 (Northeastern Plains Section): Between SH 71 in Brush to the Nebraska border

This corridor makes east/west connections within eastern Morgan County. The surrounding area primarily depends on agriculture for economic activity and the corridor supports the movement of farm-to-market products.

- Colorado Freight Corridor

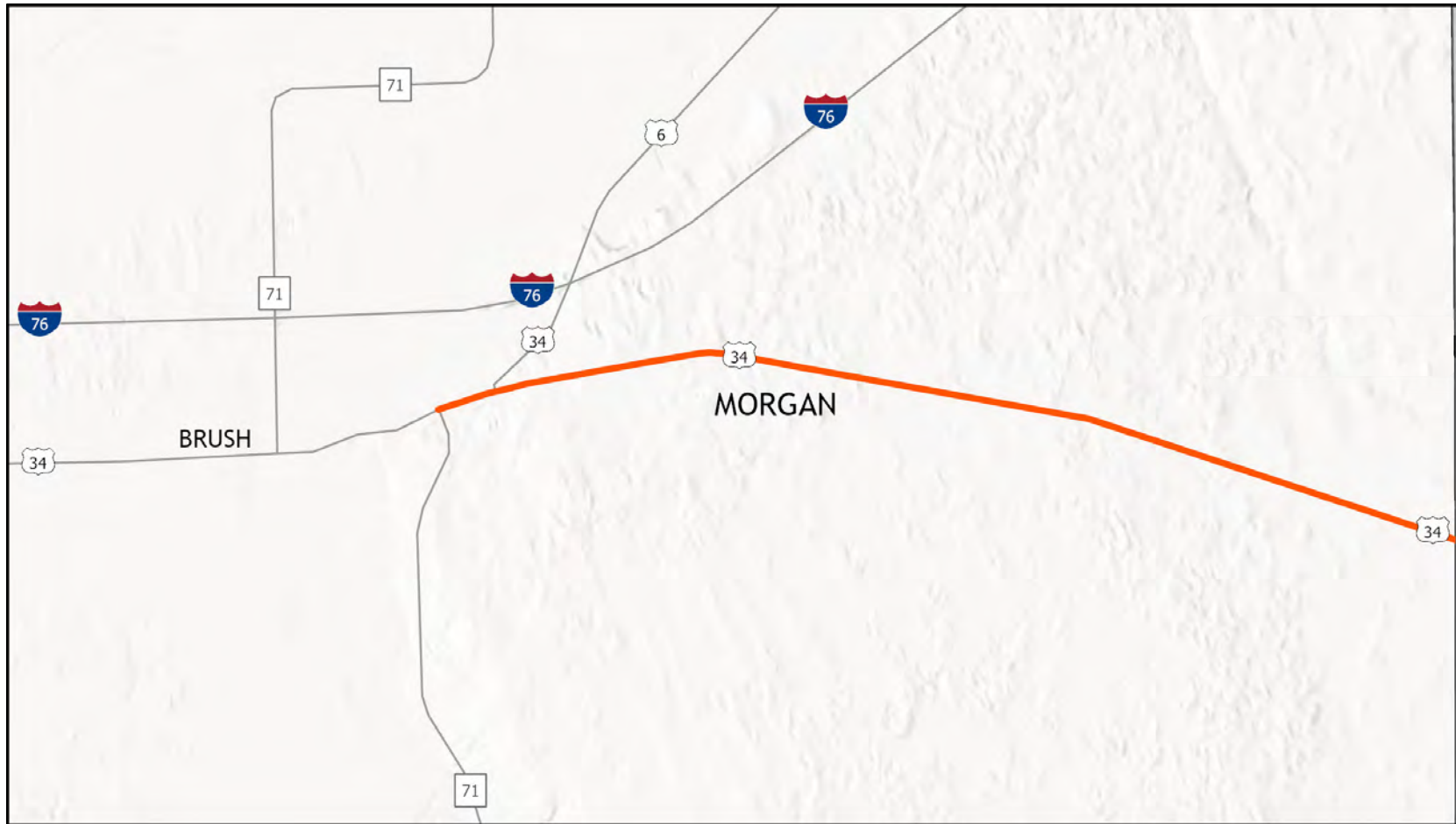
- 2 comment specifically about this corridor
- Improve mobility; increasing congestion

Corridor Vision

The vision for the US 34 Northeastern Plains corridor is primarily to maintain system quality as well as to improve safety.



Key Data Findings: US Highway 34 (Northeastern Plains Section): Between SH 71 in Brush to the Nebraska border (PUF7010)

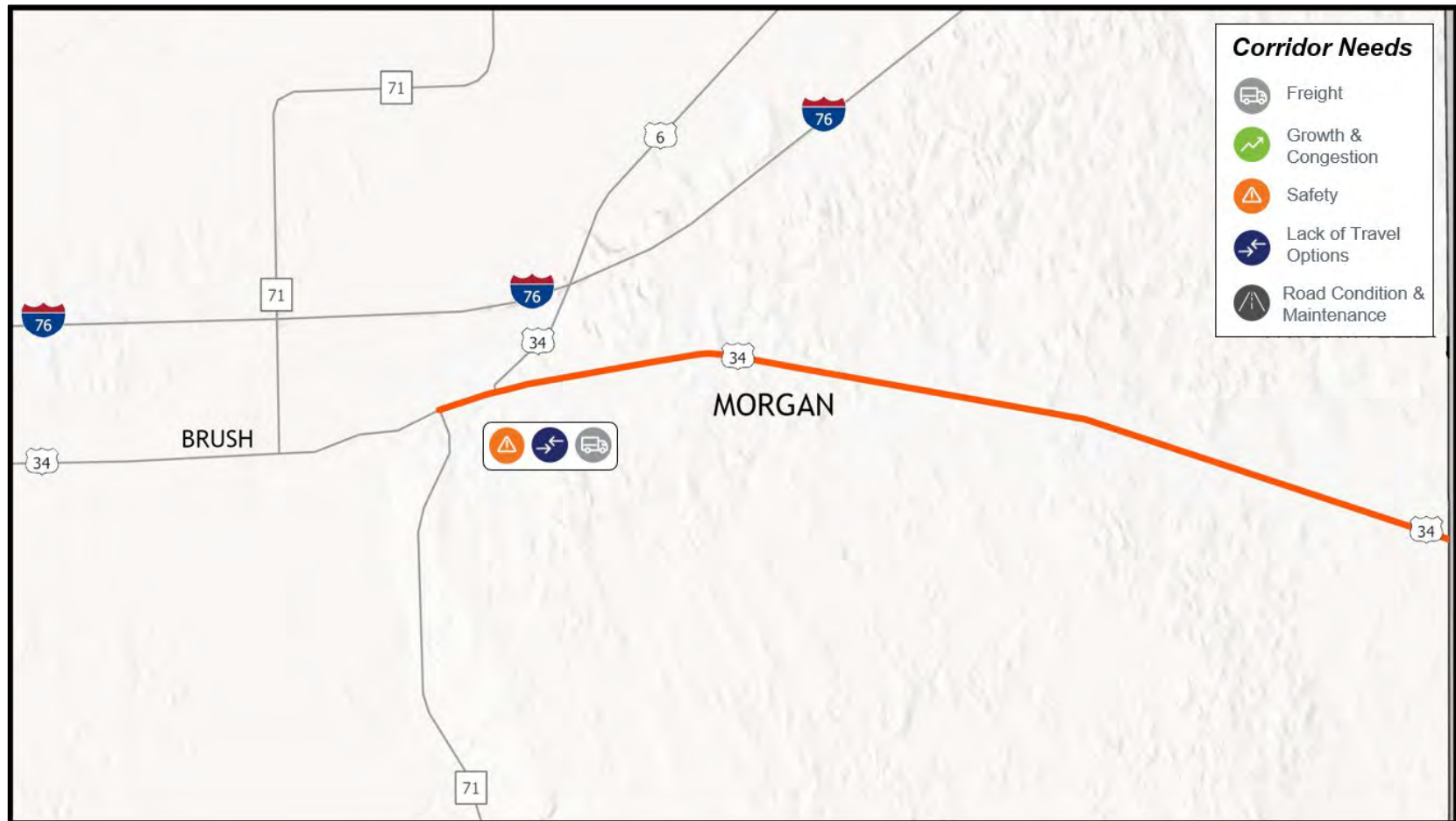


Key Data Findings:

<i>Safety Freight</i>	Hazmat route
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled populations.
<i>Freight</i>	High percentage of truck traffic
<i>Resiliency Freight</i>	High criticality



Corridor Needs: US Highway 34 (Northeastern Plains Section): Between SH 71 in Brush to the Nebraska border (PUF7010)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Accommodate travel needs of vulnerable populations
- Eliminate shoulder deficiencies
- Mitigate risk associated with natural disasters



Corridor Projects: US Highway 34 (Northeastern Plains Section): Between SH 71 in Brush to the Nebraska border (PUF7010)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444				-
Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	2445		-		-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

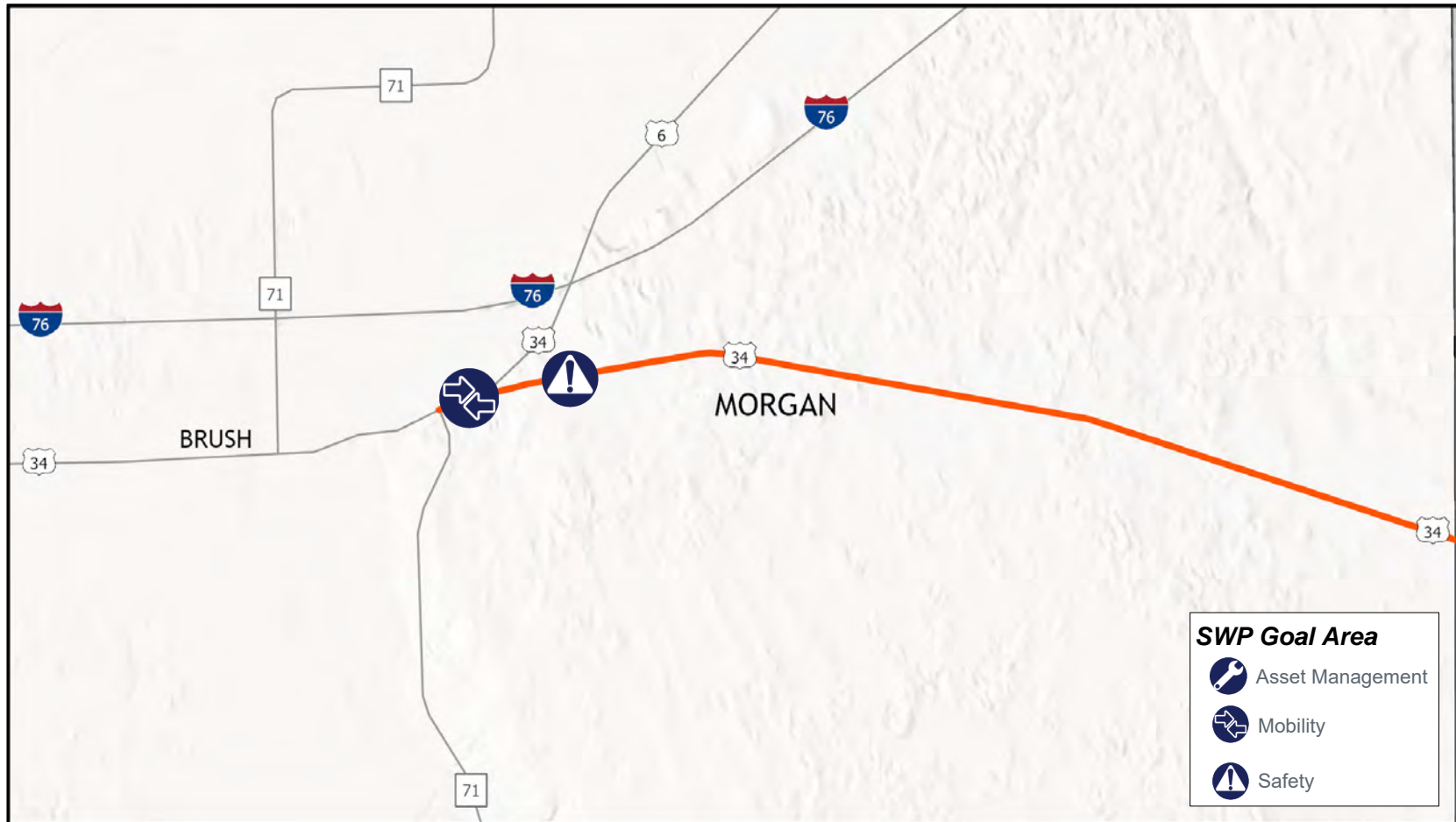
- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 34 (Northeastern Plains Section): Between SH 71 in Brush to the Nebraska border (PUF7010)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Region 4 Truck Parking Study (UFR)

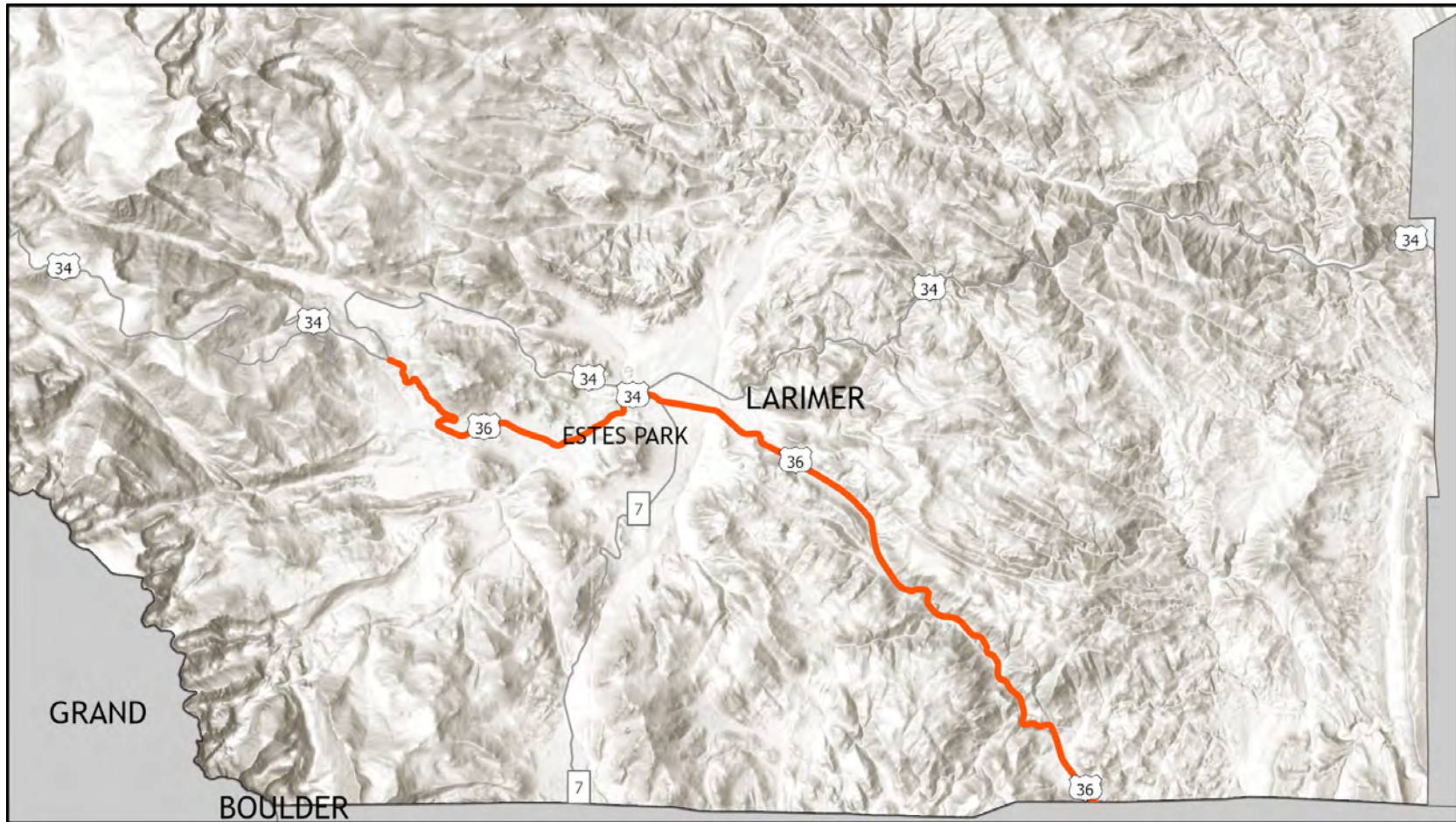


Safety

- Region 4 Shoulder Study (UFR)



Key Data Findings: US Highway 36 (Mountain Section): Between US 34 in Estes Park and SH 7 on the north side of Boulder (PUF7011)



Key Data Findings:

<i>Growth</i>	Moderate Congestion (2030, 2045)
<i>Safety</i>	Two segments with shoulders less than 2' One segment of elevated crash patterns (LOSS 3 or 4); Dense wildlife crashes
<i>Bicycling</i>	High stress for bicycling
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+ and disabled population.










<i>Transit Pedestrian</i>	Local transit operates on corridor in Estes Park
<i>Economics Pedestrian</i>	Main Street through Estes Park
<i>Economics</i>	High concentration of jobs in Estes Park
<i>Economics</i>	Provides access to recreational area
<i>Resiliency</i>	High criticality



Corridor Needs: US Highway 36 (Mountain Section): Between US 34 in Estes Park and SH 7 on the north side of Boulder (PUF7011)



Corridor Needs

-  Eliminate shoulder deficiencies
-  Address increasing congestion to improve access to jobs, tourist destinations and recreation
-  Mitigate elevated crash patterns (including wildlife crashes)
-  Accommodate travel needs of vulnerable populations
-  Provide additional travel options
-  Mitigate risk associated with natural disasters
-  Provide tourism amenities (signage, pull-offs)
-  Improve bicycle accommodation
-  Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)



Corridor Projects: US Highway 36 (Mountain Section): Between US 34 in Estes Park and SH 7 on the north side of Boulder (PUF7011) (Page 1/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullouts.	1407				\$8.00
US36 Lake Estes Causeway	Minor Widening	1408		-		\$4.00
US 36 Trail Project	Trail Project, improve ped./bike access along narrow road.	1409				\$2.00
US36 / Community Dr	Intersection Improvements (add WB left turn lane)	1410		-		\$1.50
US 36/Mary's Lake Road/High Drive	Intersection Improvements	1411		-		\$5.00
US 36 (Moraine Ave) Multimodal	Multimodal improvements from Davis St to Mary's Lake Road	1412				\$20.00
US 36 and Elm Road in Estes Park	Intersection improvements (roundabout)	1818				\$1.00
US 36 and 4th Street in Estes Park	Intersection improvements (add WB left turn lane)	1819				\$0.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 36 (Mountain Section): Between US 34 in Estes Park and SH 7 on the north side of Boulder (PUF7011) (Page 2/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 36 Community Drive to Mary's Lake Road	Digital signage and smart parking technology for congestion and air quality mitigation	1820				\$2.00
US 36 at parking garage	Intersection improvements (roundabout or signalization)	1821				\$1.00
US 36 and Spur 66 Intersection in Estes Park	Intersection improvements (roundabout)	1822				\$3.00
Bustang Service from Boulder-Lyons-Estes Park	Need operating details from CDODT - number of operational days per year, hours of service, ops costs and vehicle needs	1824				-
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444				-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 36 (Mountain Section): Between US 34 in Estes Park and SH 7 on the north side of Boulder (PUF7011) (Page 3/3)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Electric Trolley / Bus Barn	Install a charging station, and metal storage building, for the electric trolley that will be received in January 2020, with plans for adding another electric trolley in fall/winter 2020. Cost is based on 1,200 square foot addition to the Water Shop/New Fleet Shop building at \$200/square foot construction costs. This project also assumes that this building will go within the Town owned Elm Road property, with no land acquisition costs.	2525				\$0.32
Charging Station for Battery-Electric Trolley	The Town has received two FTA grants for Electric Trolley vehicles (via 5339b and 5339b funding), and the first trolley vehicle will be received in January 2020. As part of these grant proposals, the Town only asked for one charging station, however two will be needed to adequately charge the vehicles for service (as part of the Estes Transit fleet). The first charging station has been received and is the process of being installed. This request is for a second charging station to serve the second vehicle, which should be delivered in late 2020. Project costs include the charging station and cost for installation (via local electrician/contractor).	2526				\$0.01

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

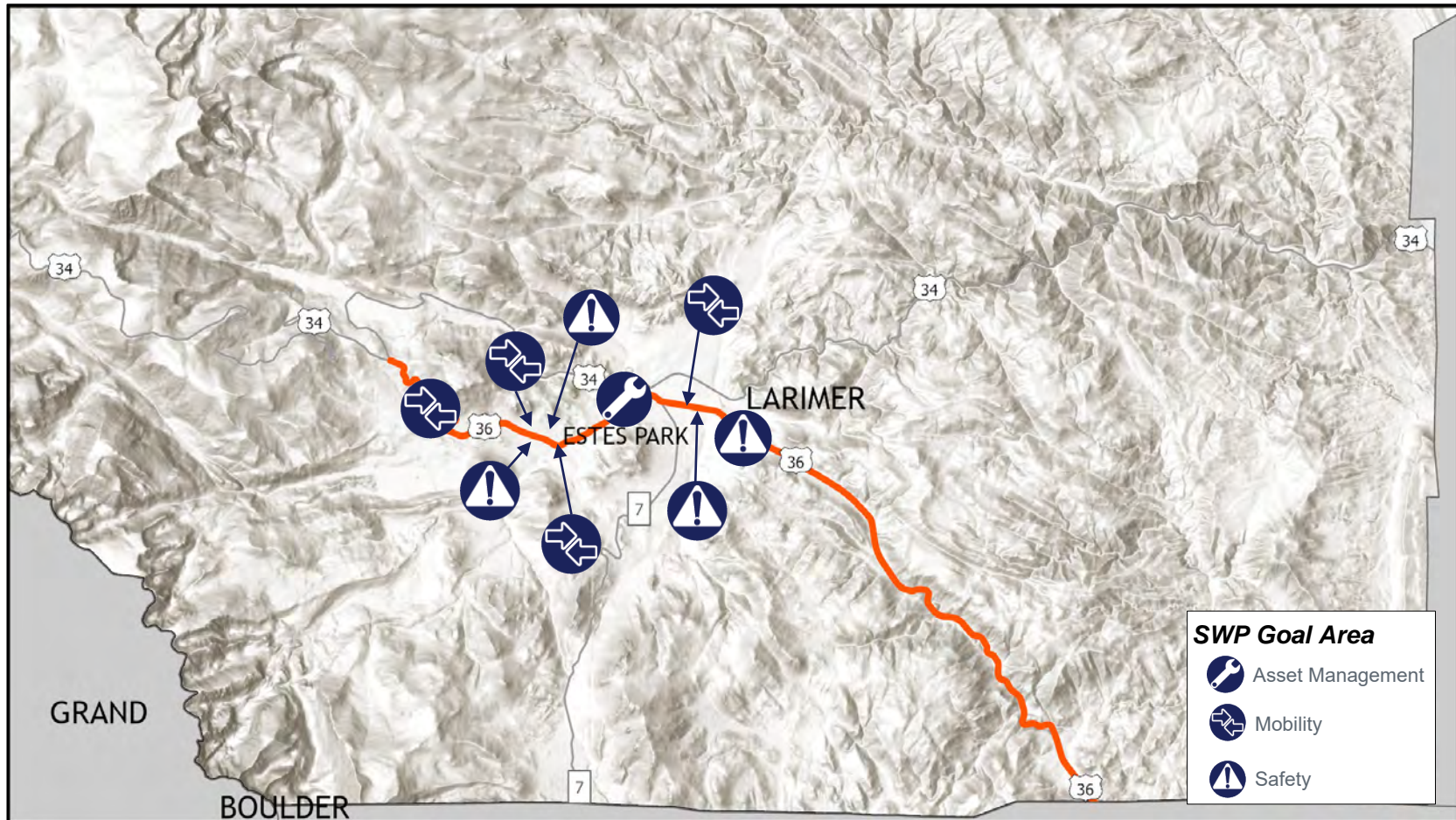
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 36 (Mountain Section): Between US Park and SH 7 on the north side of Boulder (PUF7011) (Page 1/2)



Asset Management

- Electric Trolley / Bus Barn



Mobility

- US 36: Estes Park to Boulder County Line
- US 36 Trail Project
- US 36 (Moraine Ave) Multimodal
- US 36 Community Drive to Mary's Lake Road

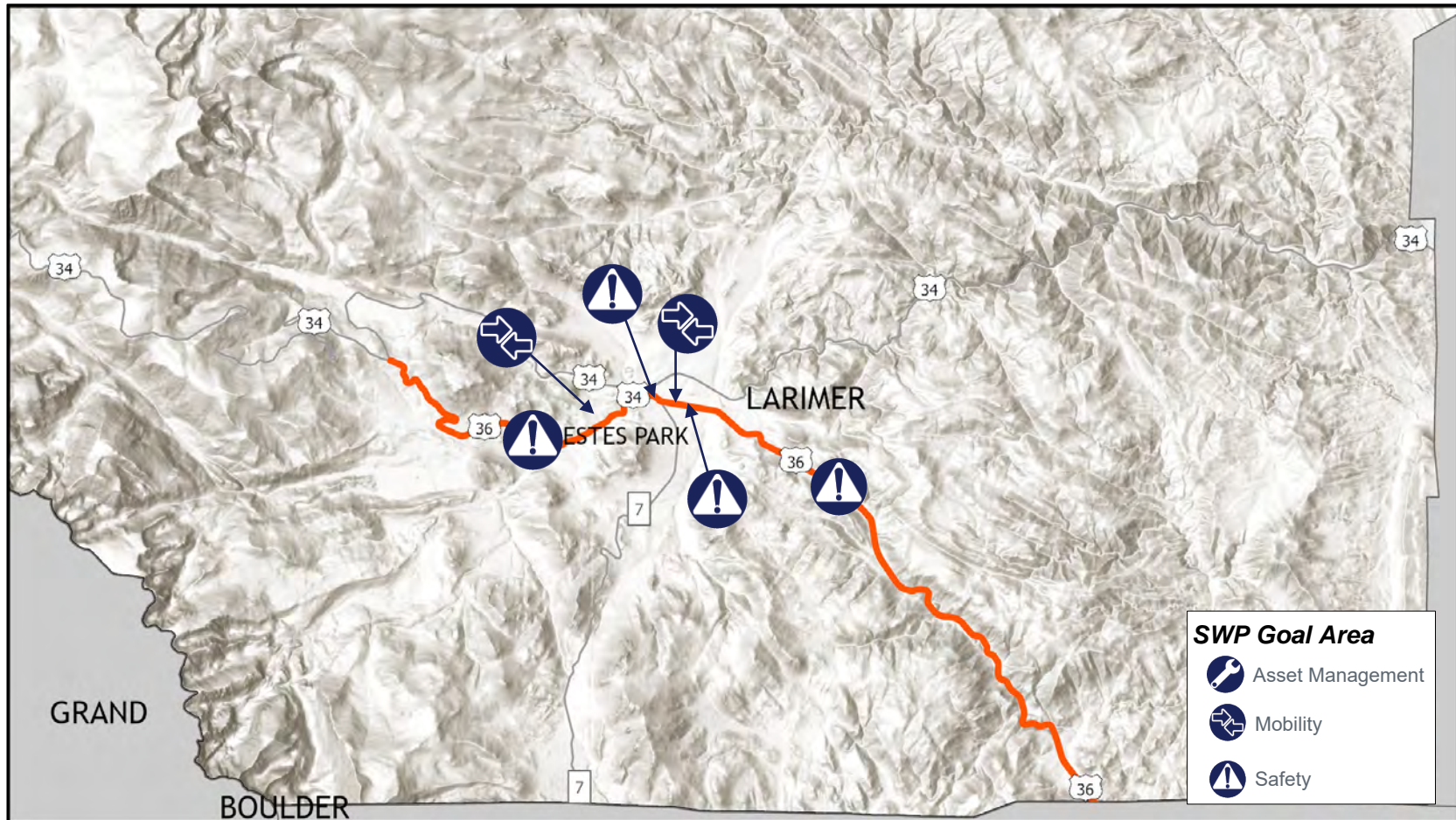


Safety

- US36 Lake Estes Causeway
- US36 / Community Dr
- US 36/Mary's Lake Road/High Drive
- US 36 and Elm Road in Estes Park



Project Based Strategies: US Highway 36 (Mountain Section): Between US Park and SH 7 on the north side of Boulder (PUF7011) (Page 2/2)



Asset Management

- See the previous page



Mobility

- Bustang Service from Boulder-Lyons-Estes Park
- Charging Station for Battery-Electric Trolley

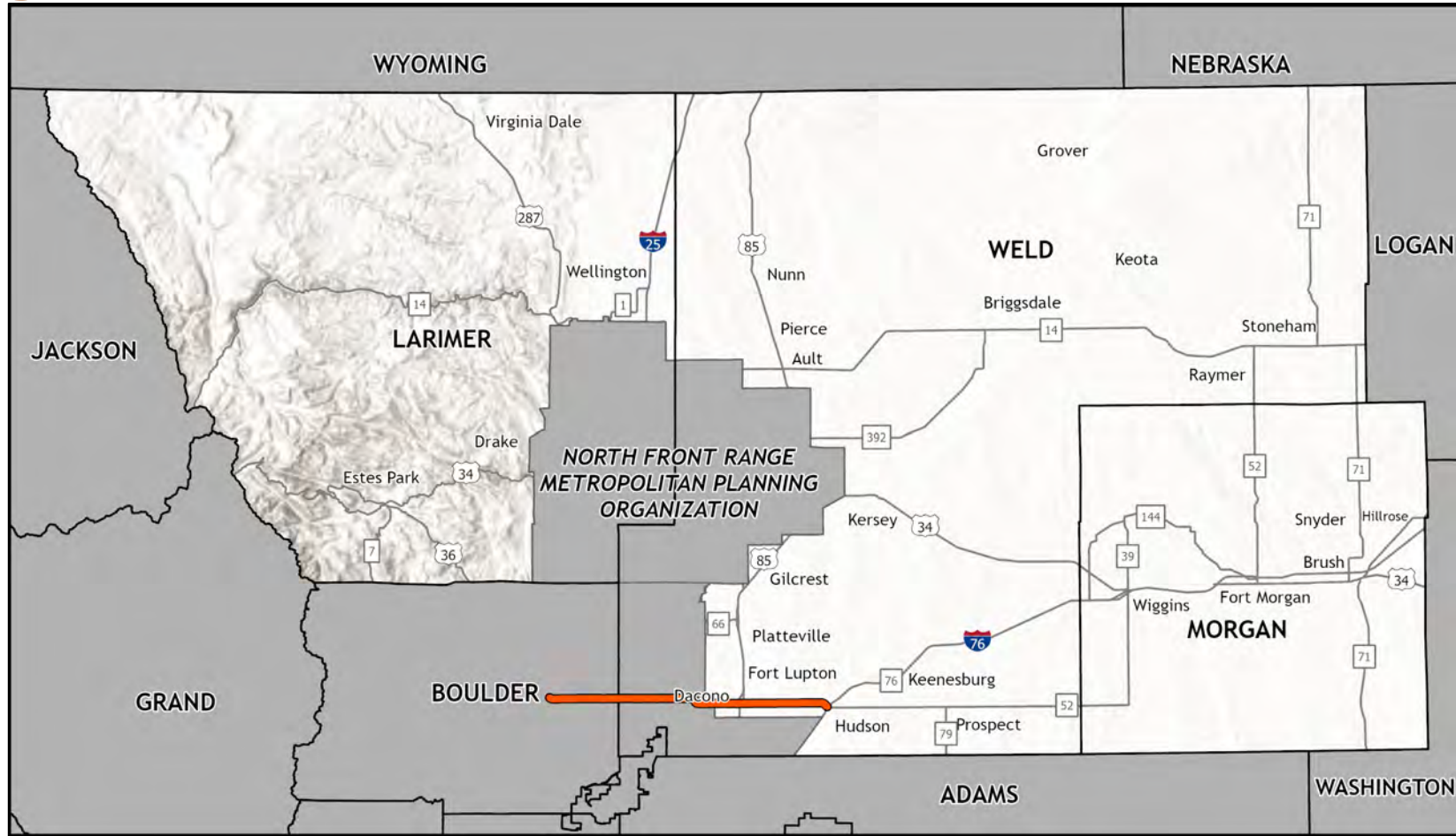


Safety

- US 36 and 4th Street in Estes Park
- US 36 at parking garage
- US 36 and Spur 66 Intersection in Estes Park
- Region 4 Shoulder Study (UFR)



State Highway 52 (Western Section): Between SH 119 (the Diagonal) and I-76 in Hudson (PUF7012)



Corridor Name

State Highway 52 (Western Section):
Between SH 119 (the Diagonal) and
I-76 in Hudson

Corridor Vision

The vision for the SH 52 (Western Section) corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

This corridor provides east-west connections within southwest Weld County. The surrounding area depends on manufacturing, high-tech, commercial activity, oil and gas, and residential development for economic activity. The area is transitioning from rural to urban, and the corridor must support the movement of both commuters and freight.

Corridor Designations

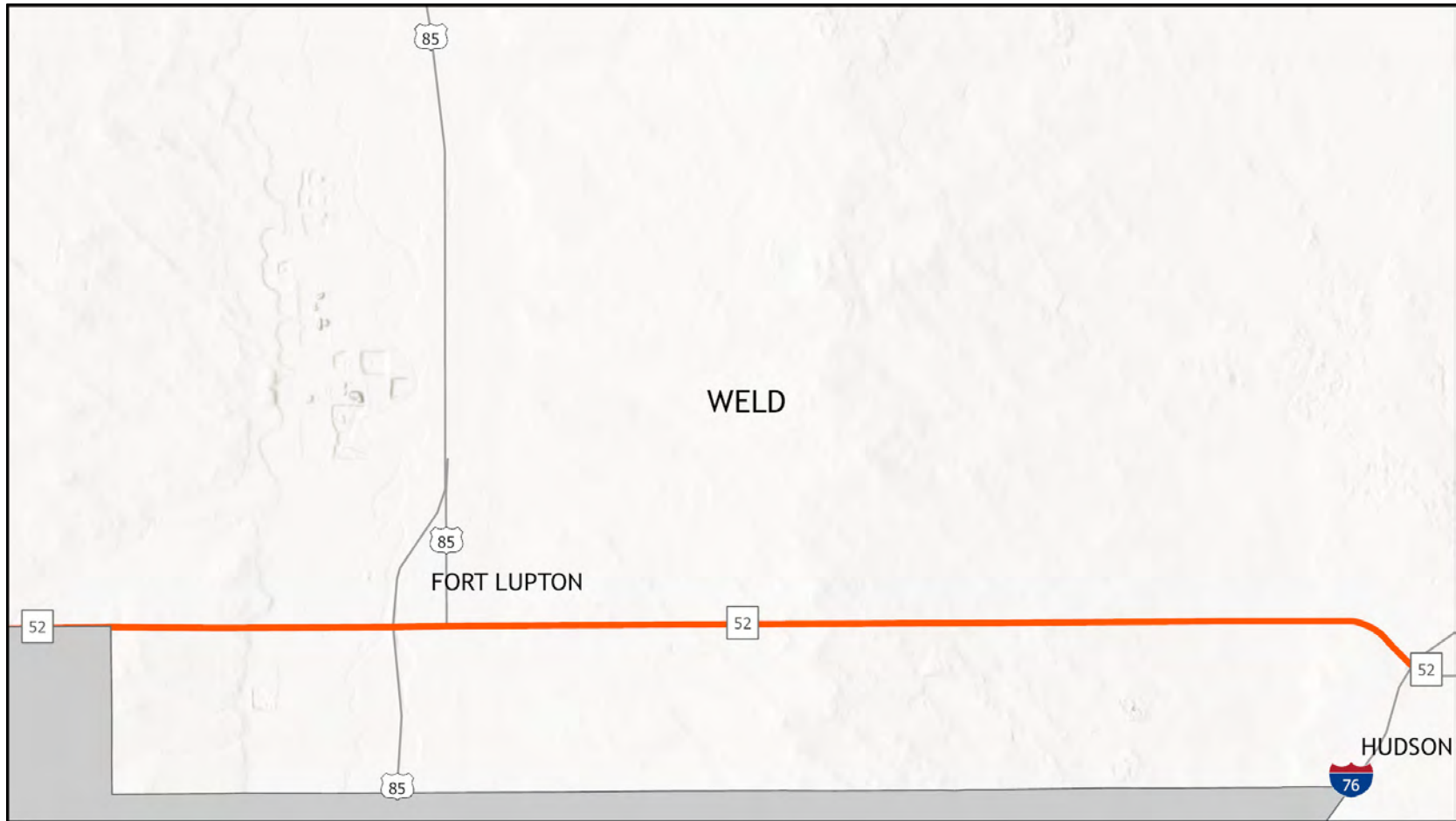
- Colorado Freight Corridor

What we heard about the Corridor

- 9 comments specifically about this corridor
- Safety concerns
- Traffic congestion and desire for widening
- Slow moving vehicles contribute to congestion; difficult/unsafe to pass



Key Data Findings: State Highway 52 (Western Section): Between SH 119 (the Diagonal) and I-76 in Hudson (PUF7012)



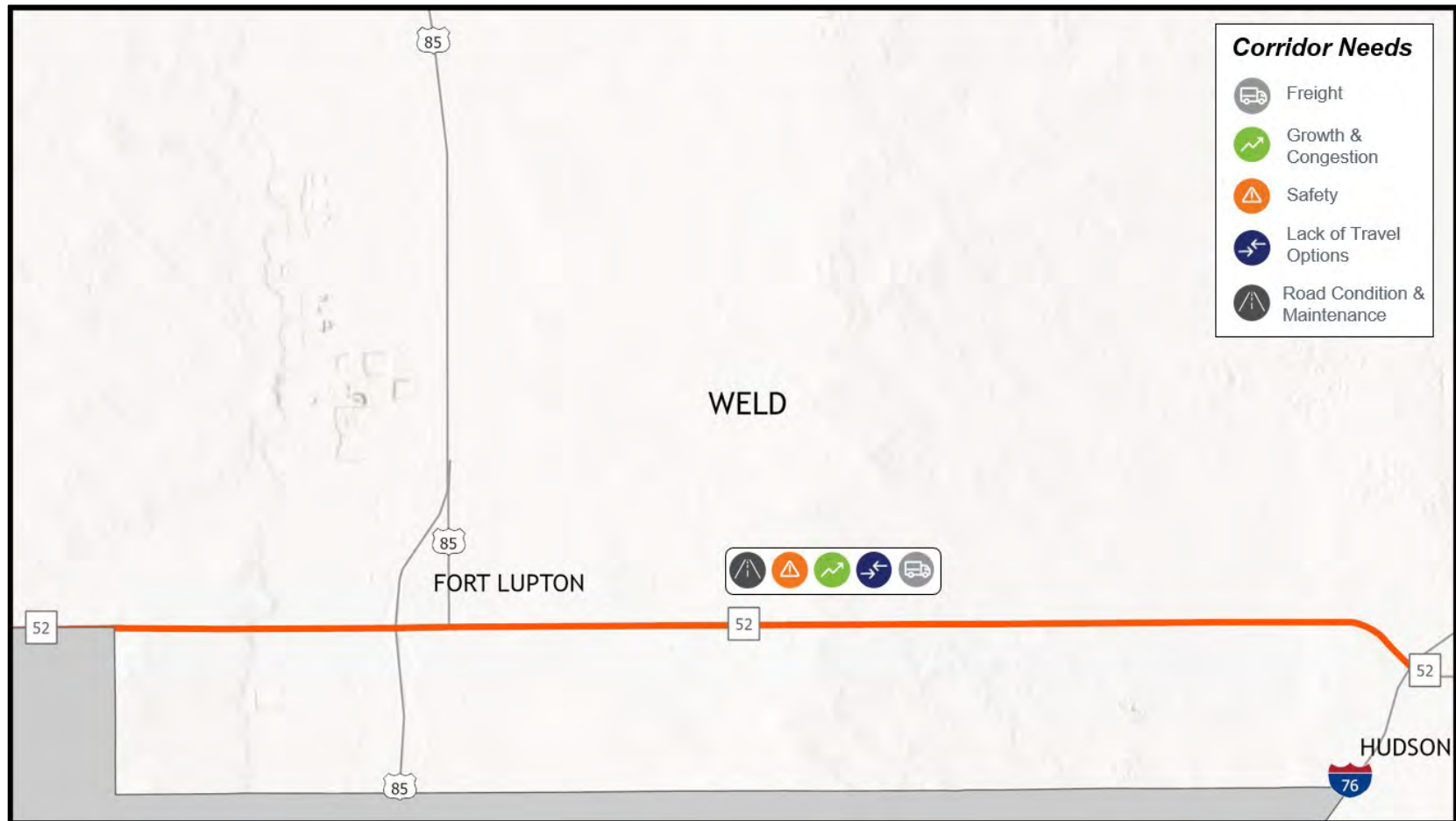
Key Data Findings:

<i>Growth</i>	Moderate to high congestion west of US 85 (2030, 2045)
<i>Safety Freight</i>	Hazmat Route; Majority of corridor has shoulders less than 2'
<i>Asset Management Freight</i>	Low drivability life for two short segments
<i>Demographics Transit</i>	Passes through census tract with higher percentage of disabled and minority populations

<i>Economics</i>	High concentration of jobs in Fort Lupton
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor
<i>Resiliency Freight</i>	High criticality; Crosses 100-year flood plain



Corridor Needs: State Highway 52 (Western Section): Between SH 119 (the Diagonal) and I-76 in Hudson (PUF7012)


































Corridor Needs

- Address pavement condition where drivability life is poor
- Improve travel conditions for trucks and heavy vehicles
- Eliminate shoulder deficiencies
- Address increasing congestion to improve access to jobs and improve reliability for freight movement
- Accommodate travel needs of vulnerable populations









Corridor Projects: State Highway 52 (Western Section): Between SH 119 (the Diagonal) and I-76 in Hudson (PUF7012)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 52 Access Control Plan	Access control plan	1061	 	-	 	\$0.20
SH 52: CR 21 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	1413	 	 	 	-
SH 52 and WCR 41	Intersection Improvement	1414	 	 	 	\$0.60
SH 52 and WCR 37	Intersection Improvement	1416	 	 	 	\$3.00
SH 52 north of Fort Morgan (MP 92-100) strategic shoulder and super elevation improvements	Super elevation correction or high friction surface treatment and wider shoulders on the outside of curves to correct the pattern of run off road crashes	1829	 	 	  	\$2.00
Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	2445		-		-







Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian




Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian

SWP Goal Area

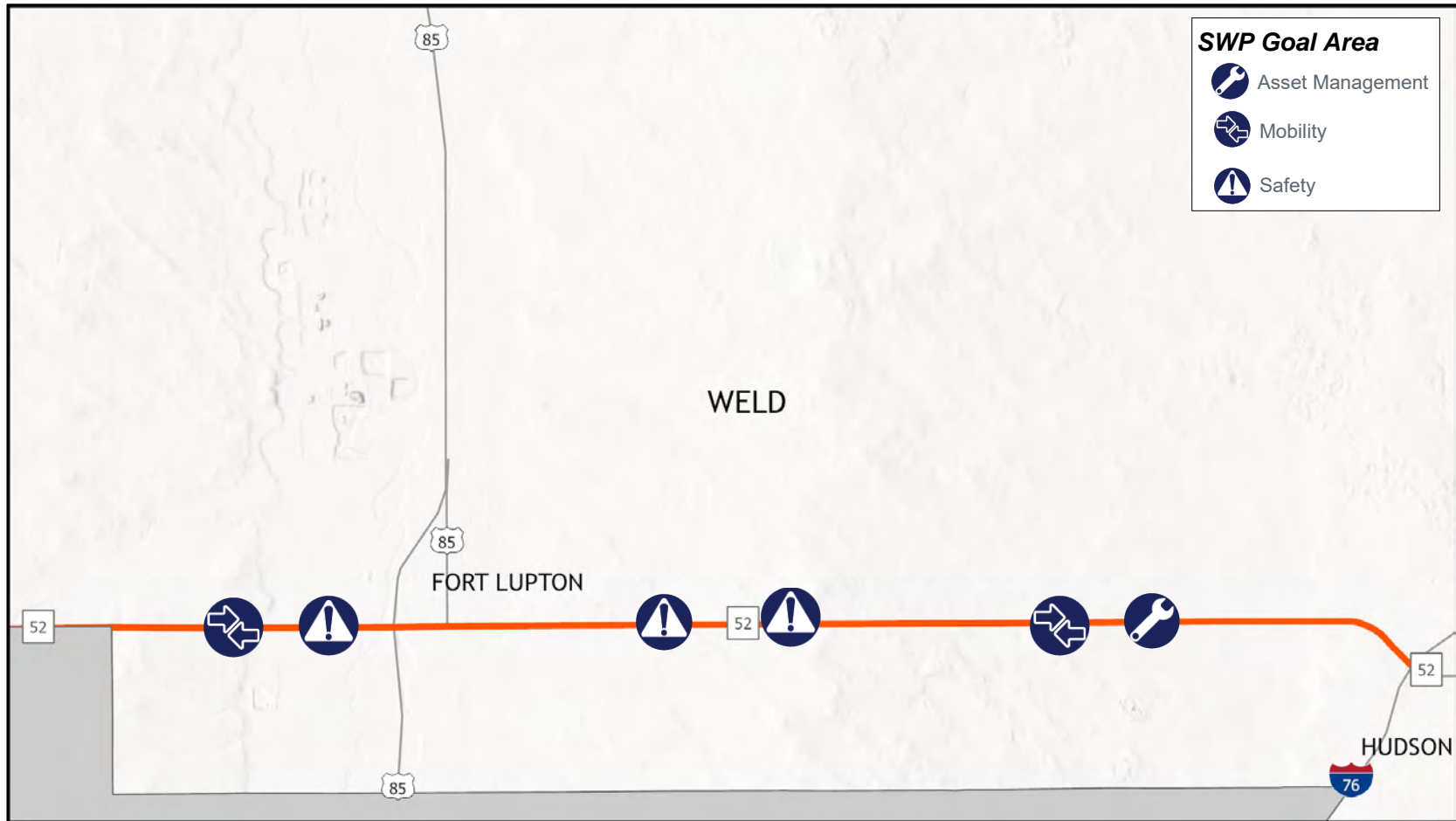
-  Mobility Options
-  Safety
-  Asset Management
-  Aviation
-  Freight
-  Transit

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 52 (Western Section): Between SH 119 (the Diagonal) and I-76 in Hudson (PUF7012)



Asset Management

- SH 52 north of Fort Morgan (MP 92-100) strategic shoulder and super elevation improvements



Mobility

- SH 52 Access Control Plan
- Region 4 Truck Parking Study (UFR)

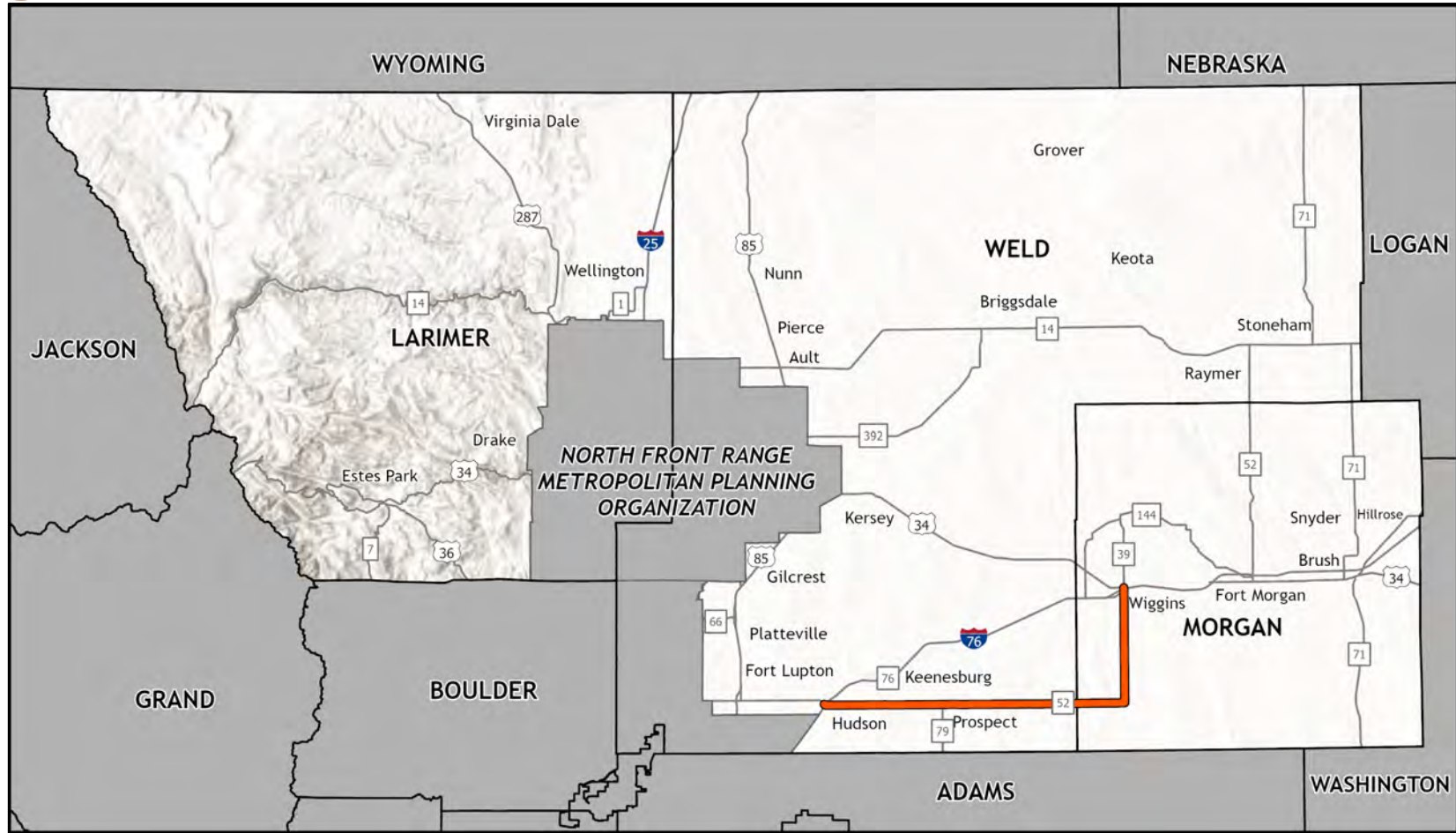


Safety

- SH 52: CR 21 to US 85 Corridor Improvements
- SH 52 and WCR 41
- SH 52 and WCR 37



State Highway 52 (Middle Section): Between I-76 in Hudson and US 34 in Wiggins (PUF7013)



Corridor Name

State Highway 52 (Middle Section):
Between I-76 in Hudson and US 34 in
Wiggins

Corridor Vision

The vision for the SH 52 (Middle Section) corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor serves as a local facility, providing local access and making east-west connections within the southeast Weld County and southwest Morgan County area. The surrounding area depends on agriculture and oil and gas for economic activity, and the corridor supports the movement of freight and farm-to-market products.

Corridor Designations

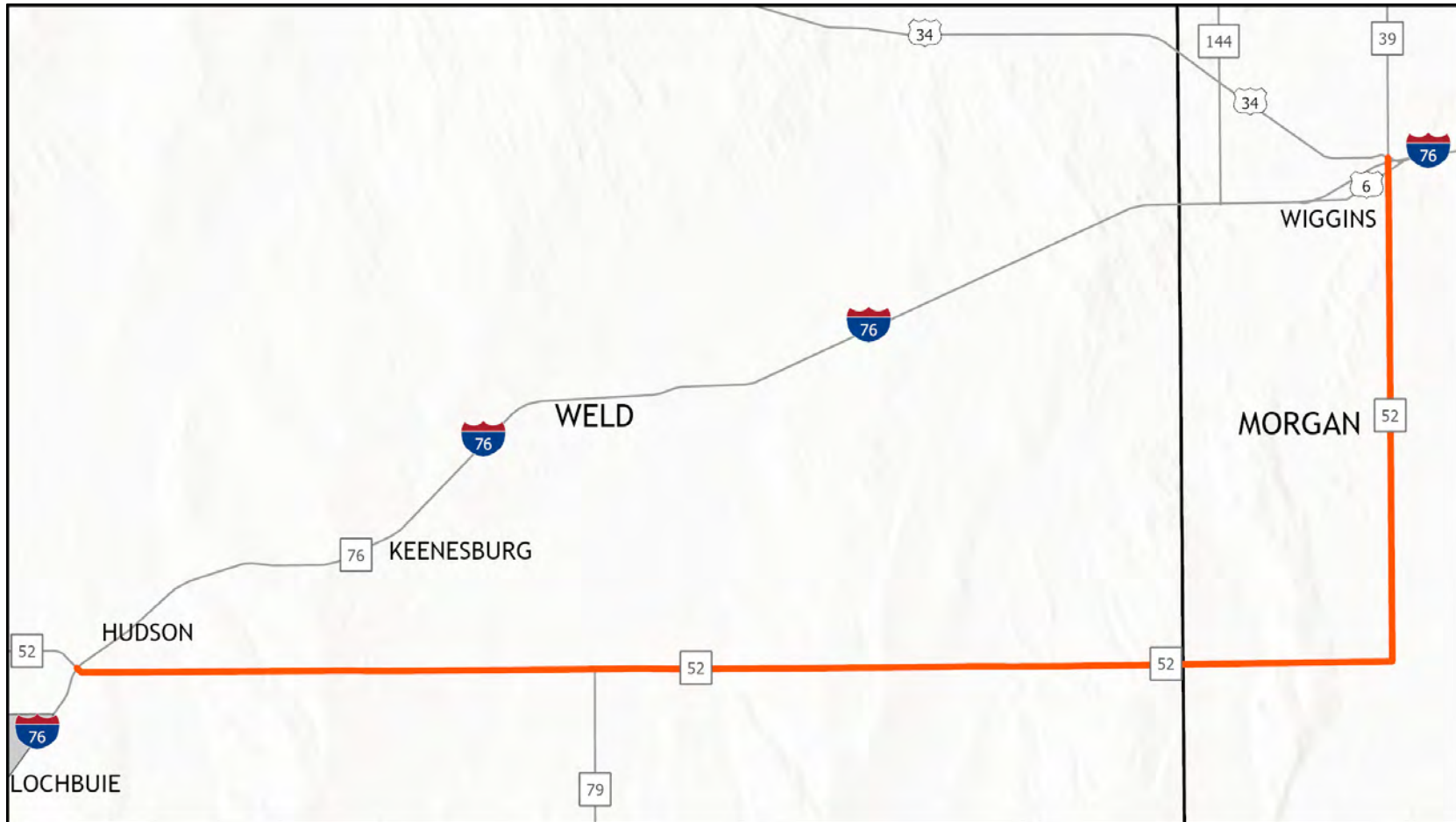
- High Demand Bicycle Corridor (R4-11)

What we heard about the Corridor

- 7 comments specifically about this corridor
- Suggestion to limit oversized loads during peak hours
- Desire for corridor upgrades for use as a bypass of Denver area
- Desire for shoulder improvements and repaving



Key Data Findings: State Highway 52 (Middle Section): Between I-76 in Hudson and US 34 in Wiggins (PUF7013)

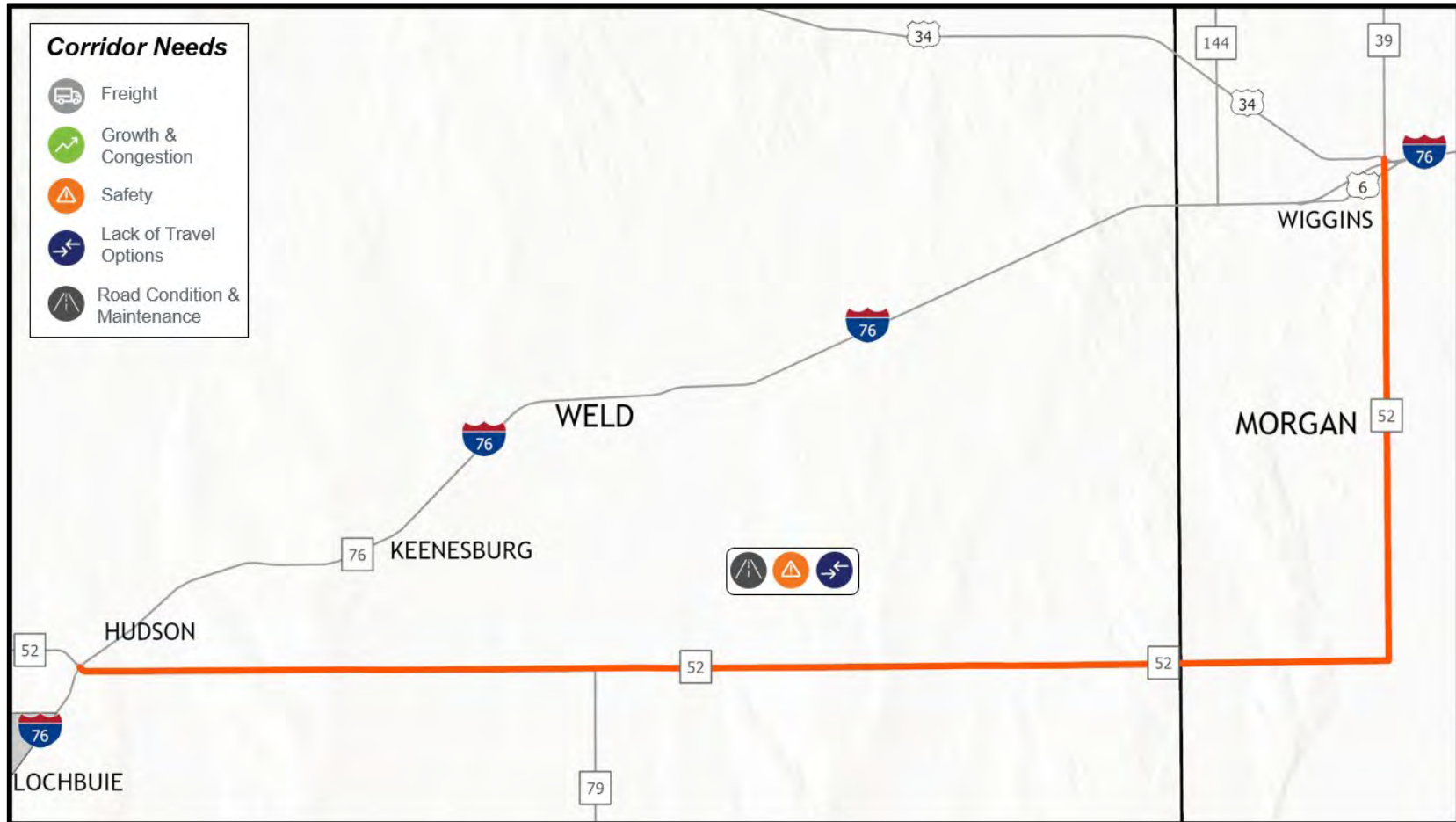


Key Data Findings:

Safety Freight	Hazmat Route (I-76 to SH 79) Nearly all of corridor has shoulders less than 2'	Economics Freight	Concentration of oil and gas wells Agricultural corridor
Asset Management Freight	Low drivability life for most of the corridor	Demographics Transit	Passes through census tract with higher percentage of 65+ and lower income populations
Bicycling	Very high bicycle activity (Prospect Valley to Wiggins); High stress for bicycling	Freight	High percentage of truck traffic
Pedestrian Economics	Main street through Hudson		



Corridor Needs: State Highway 52 (Middle Section): Between I-76 in Hudson and US 34 in Wiggins (PUF7013)


























Corridor Needs

- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies for safety, freight, and bicyclists
- Accommodate travel needs of vulnerable populations








Corridor Projects: State Highway 52 (Middle Section): Between I-76 in Hudson and US 34 in Wiggins (PUF7013)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 52 Access Control Plan	Access control plan	1061	 	-	 	\$0.20
SH 52 from NS split to Wiggins	Safety widening and shoulders	1417	 	   	 	\$12.00
SH52 & US6, Wiggins	Intersection Improvements	1418	 	-	 	\$0.60
SH 52 and WCR 59, Keenesburg	Intersection Improvement (Turn lanes)	1833	 	-	 	\$2.00
Prospect Valley from MP 54.58 to MP 60.753	Rural Road Surface Treatment	67				\$5.10




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

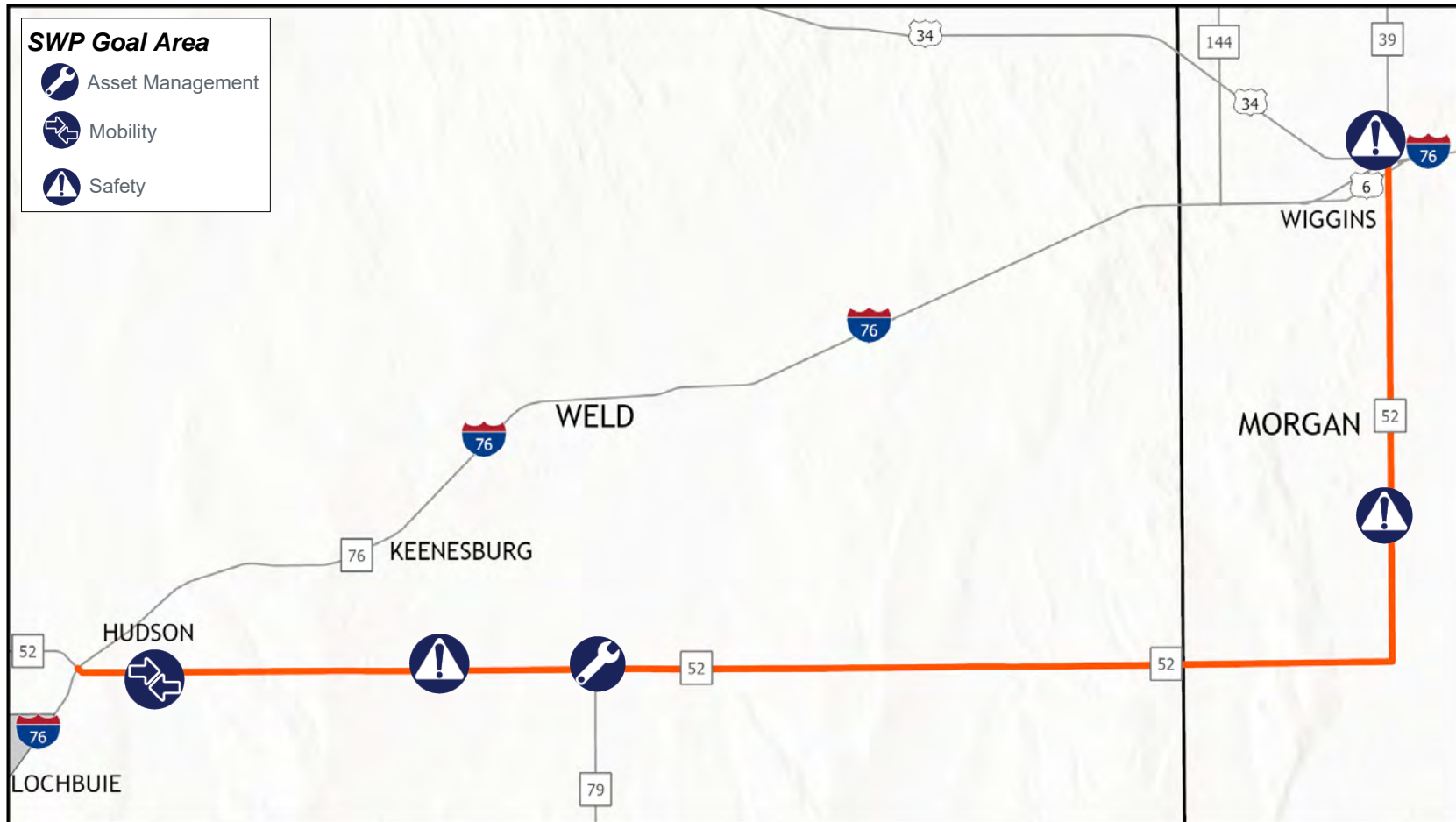
-  Economic Vitality
-  Quality of Life
-  Mobility Options
-  Safety
-  Public Health
-  Bicycle
-  Asset Management
-  Aviation
-  Tourism
-  Resilience
-  Freight
-  Transit
-  Environmental
-  Pedestrian

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 52 (Middle Section): Between I-76 in Hudson and US 34 in Wiggins (PUF7013)



Asset Management

- Prospect Valley from MP 54.58 to MP 60.753



Mobility

- SH 52 Access Control Plan

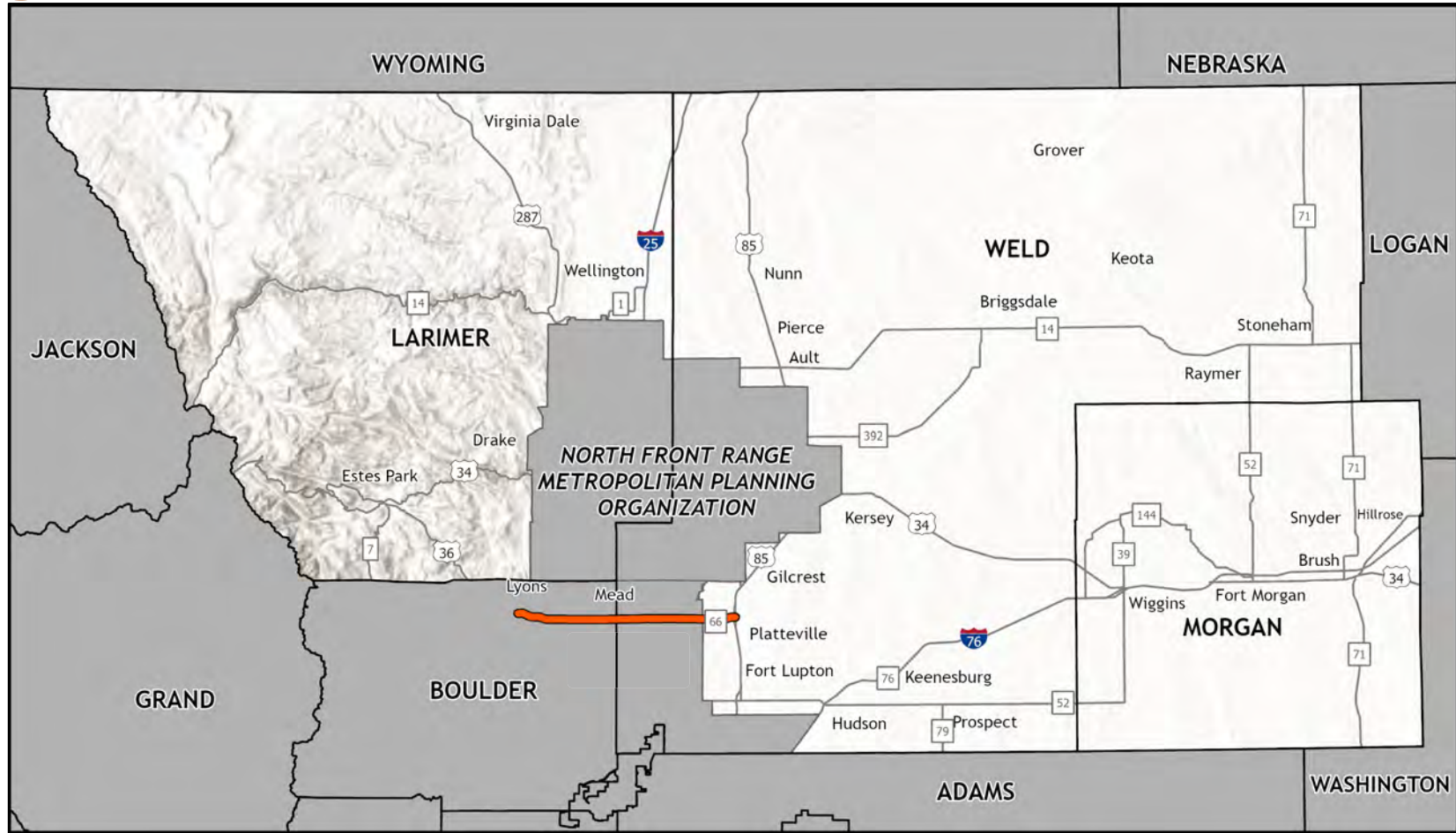


Safety

- SH 52 from NS split to Wiggins
- SH52 & US6, Wiggins
- SH 52 and WCR 59, Keenesburg



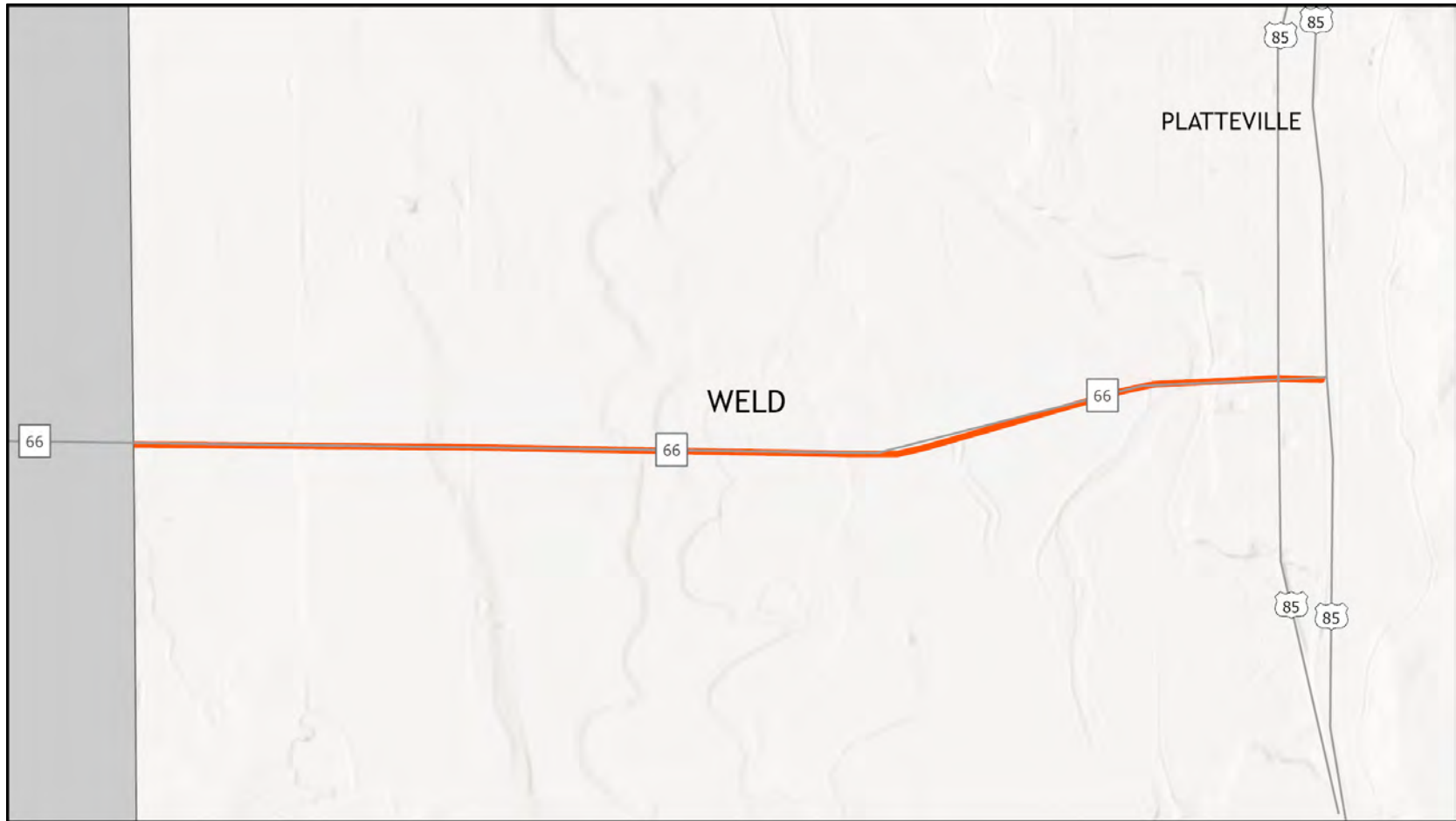
State Highway 66: Between US 36 in Lyons and US 85 in Platteville (PUF7014)



Corridor Name	Corridor Description	Corridor Designations	What we heard about the Corridor
<p>State Highway 66: Between US 36 in Lyons and US 85 in Platteville</p>	<p>This corridor serves as a multimodal local facility, providing local access and making east-west connections within the southwest Weld County area including access to St. Vrain State Park. The surrounding areas depend on manufacturing, high-tech, and commercial activity for economic activity. The area is transitioning from rural to urban, and the corridor must support the movement of commuters and freight.</p>	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • 1 comment specifically about this corridor • Separate cars from bicyclists and pedestrians to make it safer
Corridor Vision			
<p>The vision for the SH 66 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.</p>			



Key Data Findings: State Highway 66: Between US 36 in Lyons and US 85 in Platteville (PUF7014)



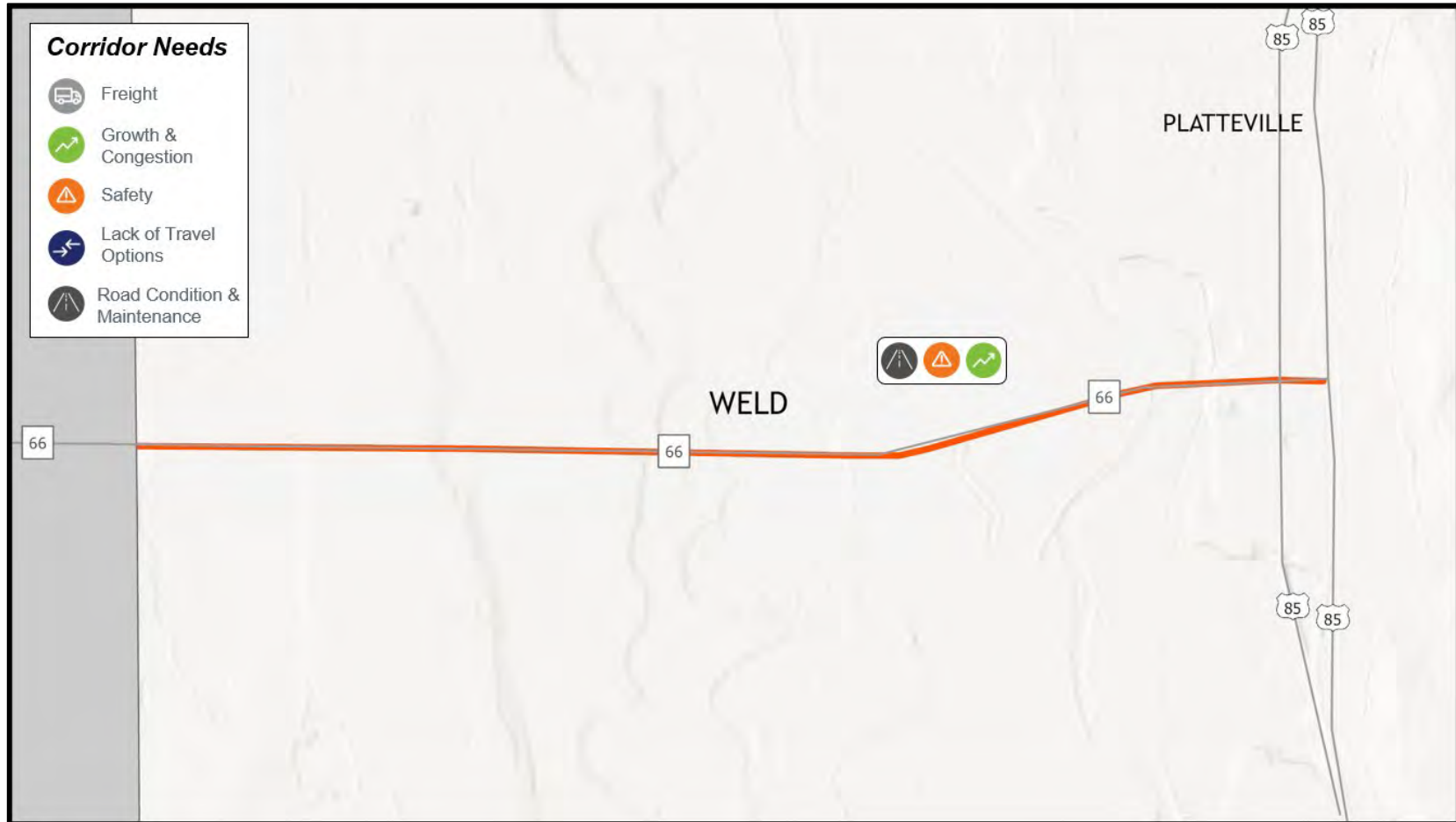
Key Data Findings:

<i>Growth</i>	High congestion (2030, 2045)
<i>Safety</i>	Dense wildlife crashes
<i>Freight Asset Management</i>	Low drivability life
<i>Economics</i>	High concentration of jobs in Platteville

<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor
<i>Resiliency</i>	High criticality; Crosses 100-year flood plain



Corridor Needs: State Highway 66: Between US 36 in Lyons and US 85 in Platteville (PUF7014)







Corridor Needs

- Address pavement condition where drivability life is poor
- Mitigate risk associated with natural disasters (floodplain)
- Address increasing congestion to improve access to jobs
- Eliminate shoulder deficiencies





Corridor Projects: State Highway 66: Between US 36 in Lyons and US 85 in Platteville (PUF7014)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 66 and WCR 21	Intersection Improvement	1421	 	-	 	\$1.80




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

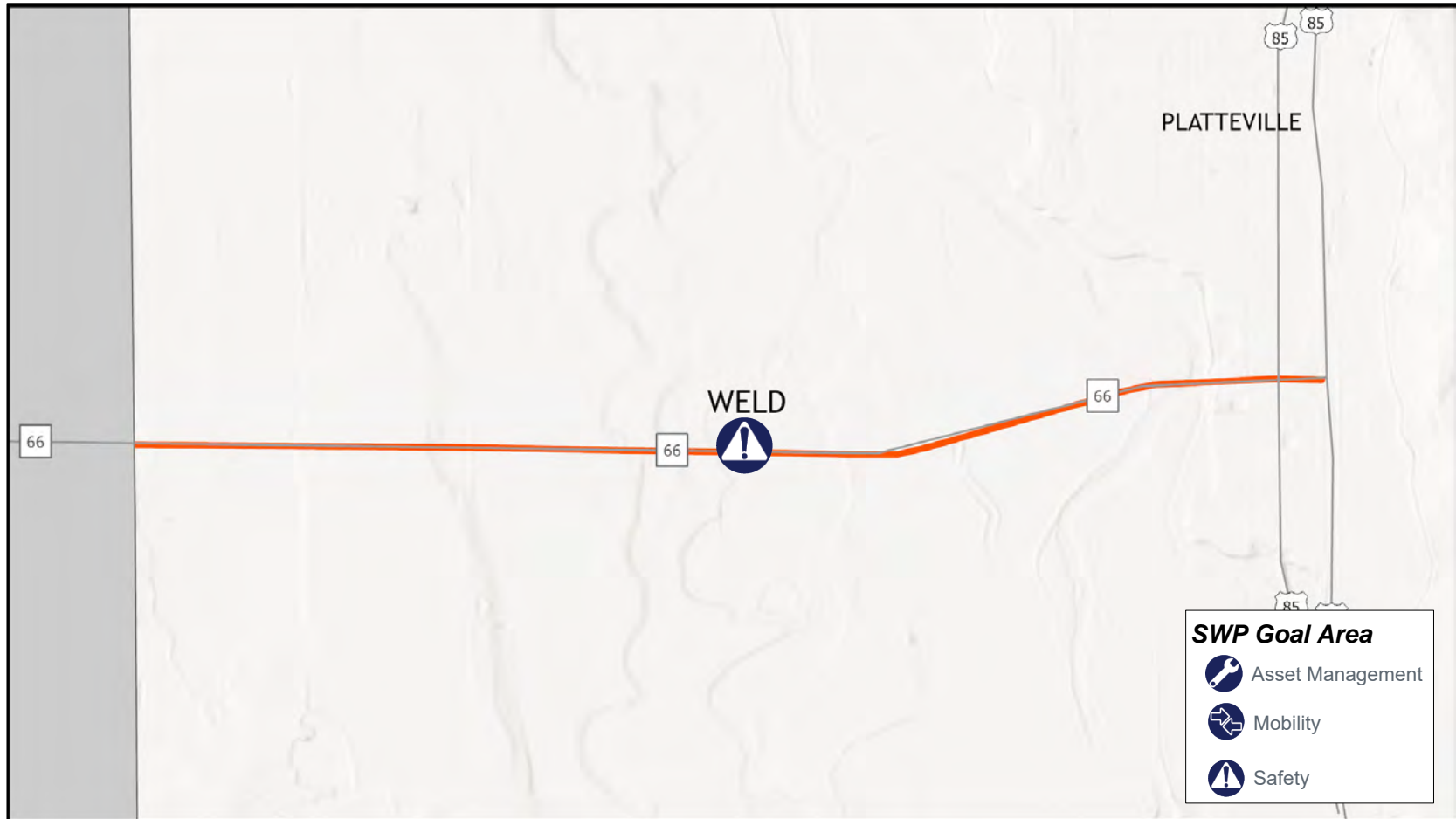
-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian
-  Mobility Options
-  Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Project Based Strategies: State Highway 66: Between US 36 in Lyons and US 85 in Platteville (PUF7014)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- See project: SH 66 and WCR 21

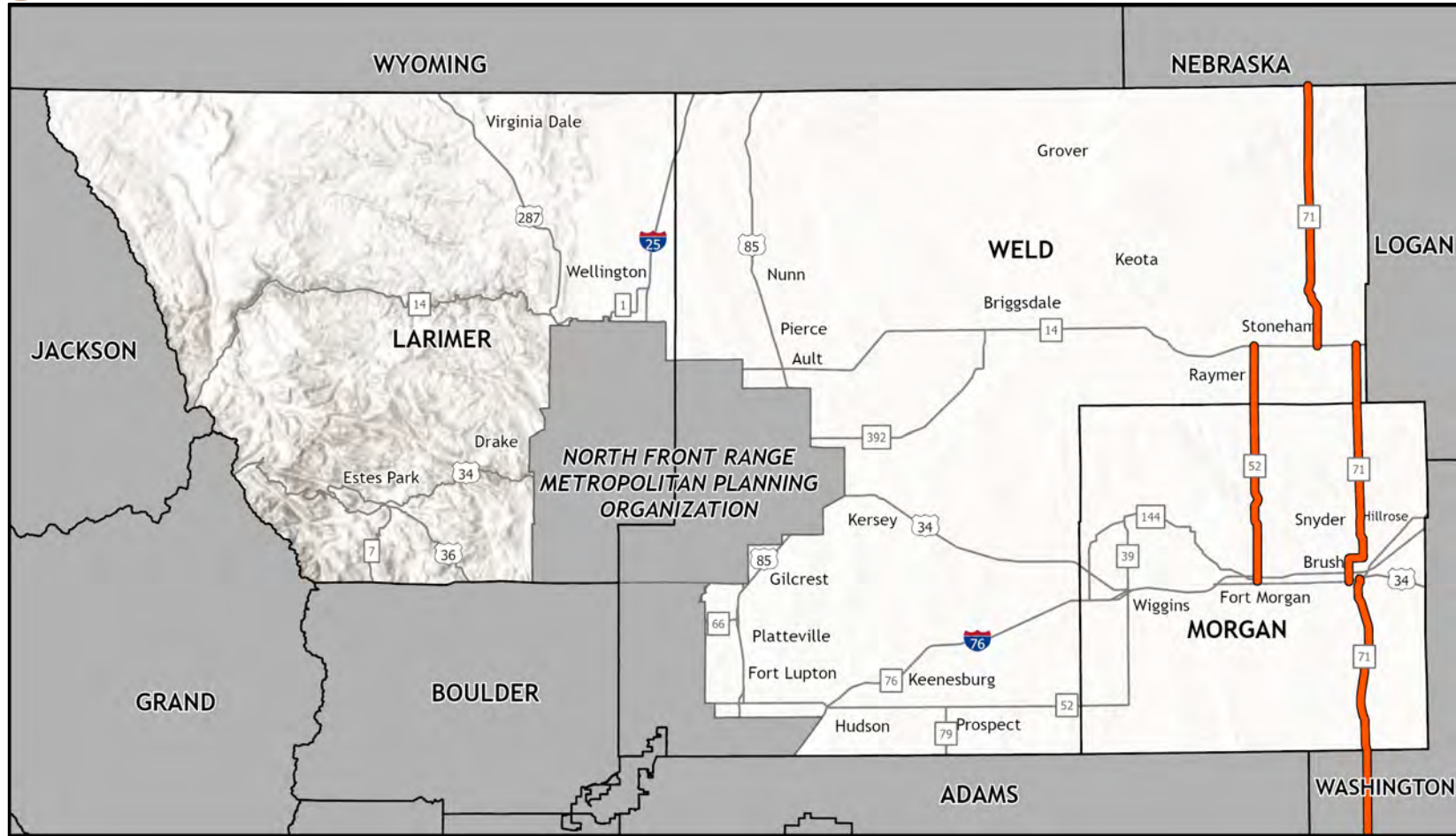


Safety

- SH 66 and WCR 21



State Highway 71 (Northeastern Plains Section): Between I-70 in Limon to the Nebraska border; includes SH 52 between I-76 and SH 14 (PUF7015)



Corridor Name

Corridor Description

Corridor Designations

What we heard about the Corridor

State Highway 71 (Northeastern Plains Section): Between I-70 in Limon to the Nebraska border; includes SH 52 between I-76 and SH 14

This corridor includes SH 71, which is on the National Highway System, and a portion of SH 52, which is designated as a local highway. The Pawnee Pioneer Trails Scenic/Historic Byway extends along the SH 52 portion of the corridor. Together, they comprise a corridor that provides north-south continuity throughout eastern Morgan and Weld Counties, supporting the agricultural character through movement of farm-to-market products.

- On National Highway System
- Colorado Freight Corridor
- Scenic Byway (Pawnee Pioneer Trails, SH 52 between I-76 and SH 14)

- 26 comments specifically about this corridor
- Concern about poor pavement condition
- Desire for highway widening to accommodate trucks
- Safety concerns
- Desire for shoulder improvements

Corridor Vision

The vision for the SH 71 Northeastern Plains corridor is primarily to increase mobility as well as to maintain system quality and to increase safety.

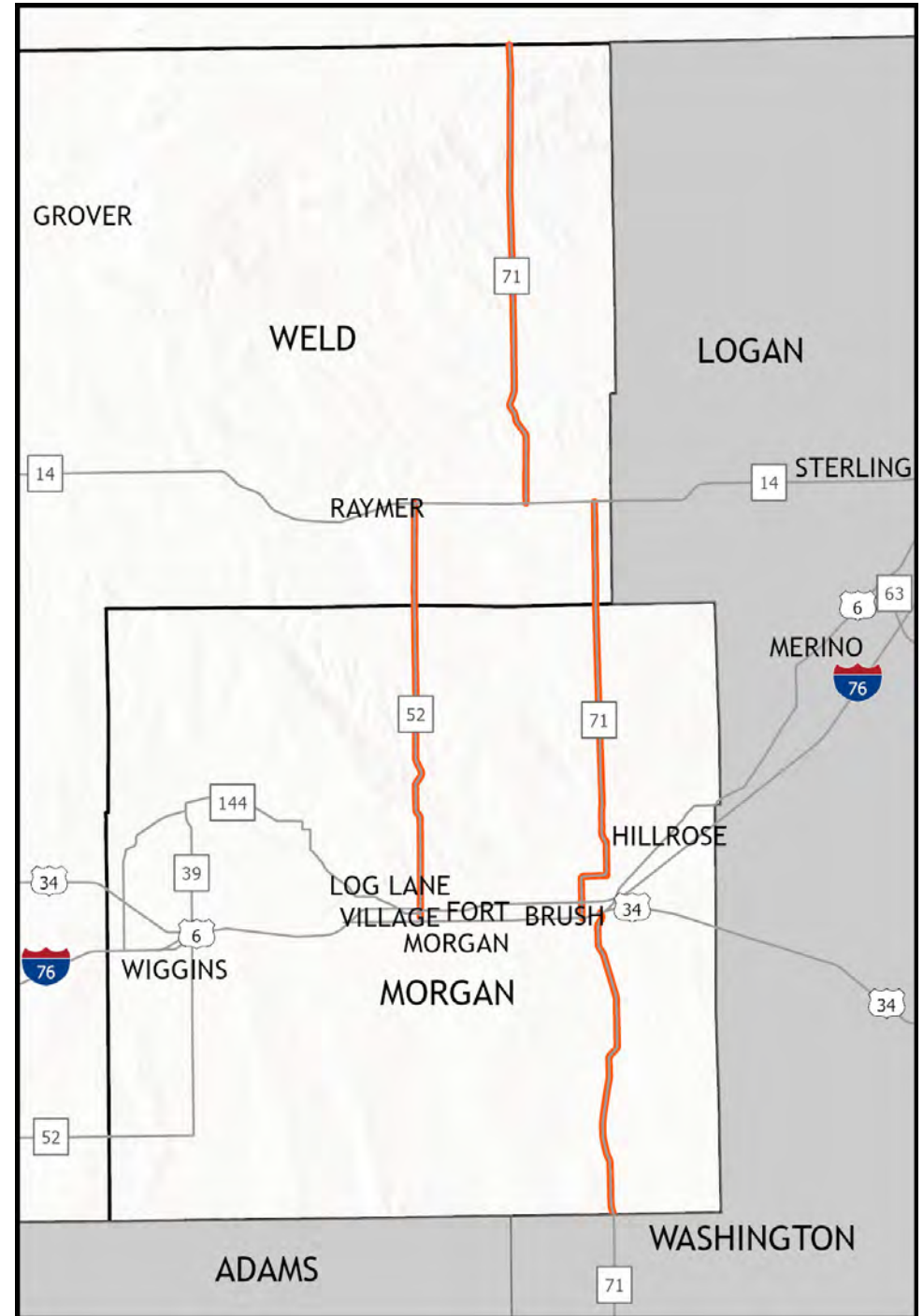


Key Data Findings: State Highway 71 (Northeastern Plains Section): Between I-70 in Limon to the Nebraska border; includes SH 52 between I-76 and SH 14 (PUF7015)



Key Data Findings:

<i>Growth</i>	Moderate Congestion on short section of SH 52 north of I-76 (2045)
<i>Safety Freight</i>	Hazmat Route; Nearly all of corridor has shoulders less than 2'; One segment with elevated crash pattern (LOSS 3 or 4)
<i>Asset Management Freight</i>	Low drivability life for most of the corridor
<i>Pedestrian Economics</i>	Main street through Brush (DOLA designated Main Street)
<i>Demographics Transit</i>	Passes through census tract with higher percentage of 65+, disabled and minority populations
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor
<i>Economics</i>	Provides access to recreational area
<i>Freight</i>	High percentage of truck traffic
<i>Resiliency</i>	Crosses 100-year flood plain

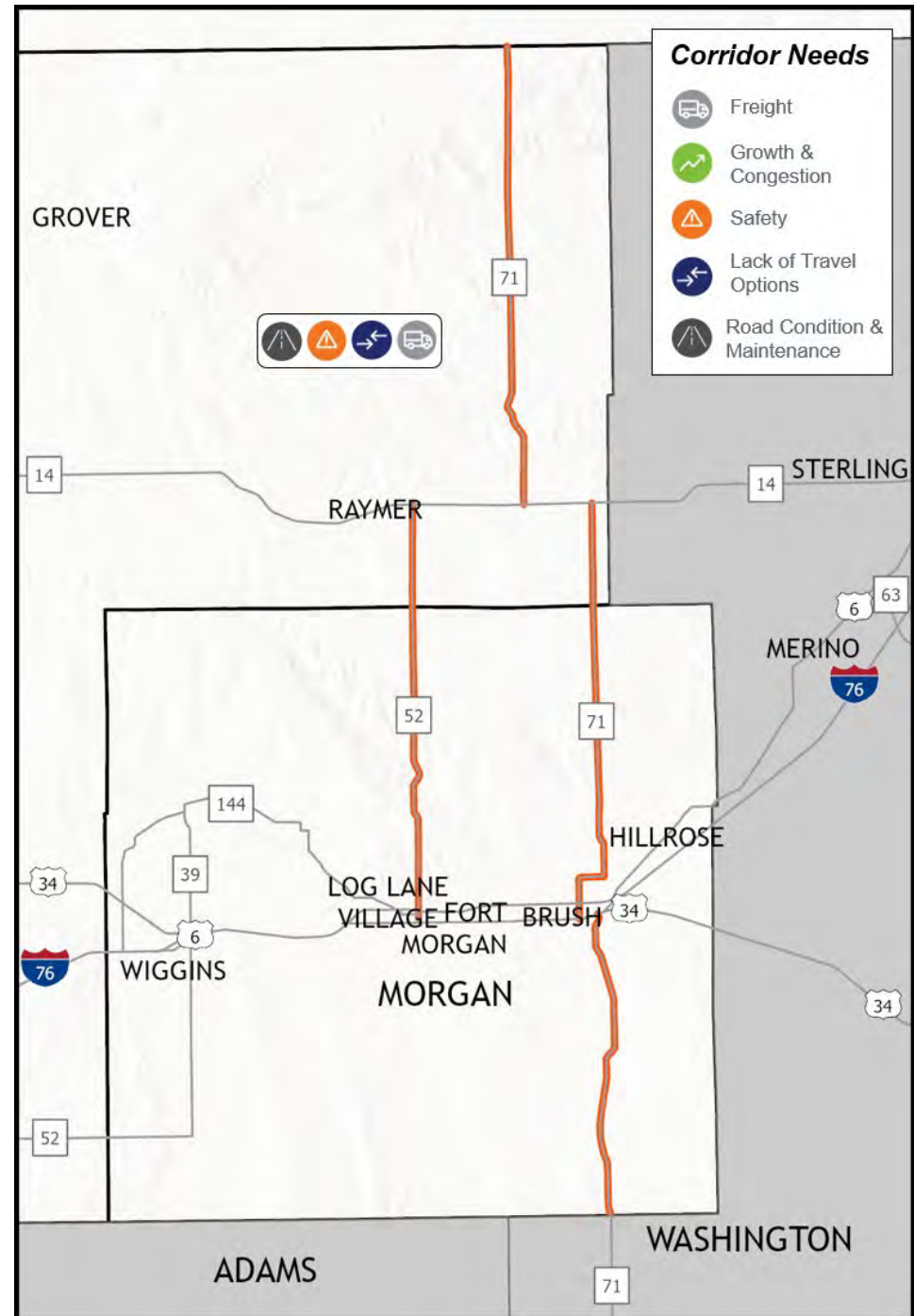




Corridor Needs: State Highway 71 (Northeastern Plains Section): Between I-70 in Limon to the Nebraska border; includes SH 52 between I-76 and SH 14 (PUF7015)

Corridor Needs































- Improve travel conditions for trucks and heavy vehicles
- Address pavement condition where drivability life is poor
- Eliminate shoulder deficiencies
- Address increasing congestion to improve reliability for freight movement
- Mitigate elevated crash patterns
- Mitigate risk associated with natural disasters (floodplain)
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas)




Corridor Projects: State Highway 71 (Northeastern Plains Section): Between I-70 in Limon to the Nebraska border; includes SH 52 between I-76 and SH 14 (PUF7015)

(Page 1/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 71 Super 2	Reconstruction of corridor, safety, operational and Intelligent Transportation Systems components to Super 2 configuration from Limon to Nebraska state line.	1023	 	  	  	\$200.00
Dynamic Curve Warning	Curve Speed Warning	1422		 	 	-
US 34 – I76, Fort Morgan	ADA/PED Improvements	1423		   	 	\$2.00
North of South Platte River, North side of Rainbow Bridge Park Entrance, Trail, Fort Morgan	Parking Improvements, Beautification Landscaping	1425		-		\$1.00
I76 to CR V, Fort Morgan	Ped/Safety Improvements	1424		  	 	\$1.50
SH 71 Stoneham to Kimball (Nebraska) Truck Parking	No spaces exist on the southern portion of this segment. Parking could be added through private investment in Kimball.	1837		-		\$0.41




Project Types

-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian
-  Mobility Options
-  Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety

Corridor Projects: State Highway 71 (Northeastern Plains Section): Between I-70 in Limon to the Nebraska border; includes SH 52 between I-76 and SH 14 (PUF7015)

(Page 2/2)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Big Beaver Creek	Bridge structure	2681				\$4.78
SH71- Stoneham	Bridge BMPs	2682				\$0.14
SH71- SH14 South	Major Pavement Rehabilitation	2688				\$24.13
SH71- Brush North	Minor Pavement Rehabilitation	2689				\$3.48

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Safety
- Safety

Project Based Strategies: State Highway 71 (Northeastern Plains Section): Between I-70 in Limon to the Nebraska border; includes SH 52 between I-76 and SH 14 (PUF7015)



Asset Management

- North of South Platte River, North side of Rainbow Bridge Park Entrance, Trail, Fort Morgan
- Big Beaver Creek
- SH71- Stoneham
- SH71- SH14 South
- SH71- Brush North



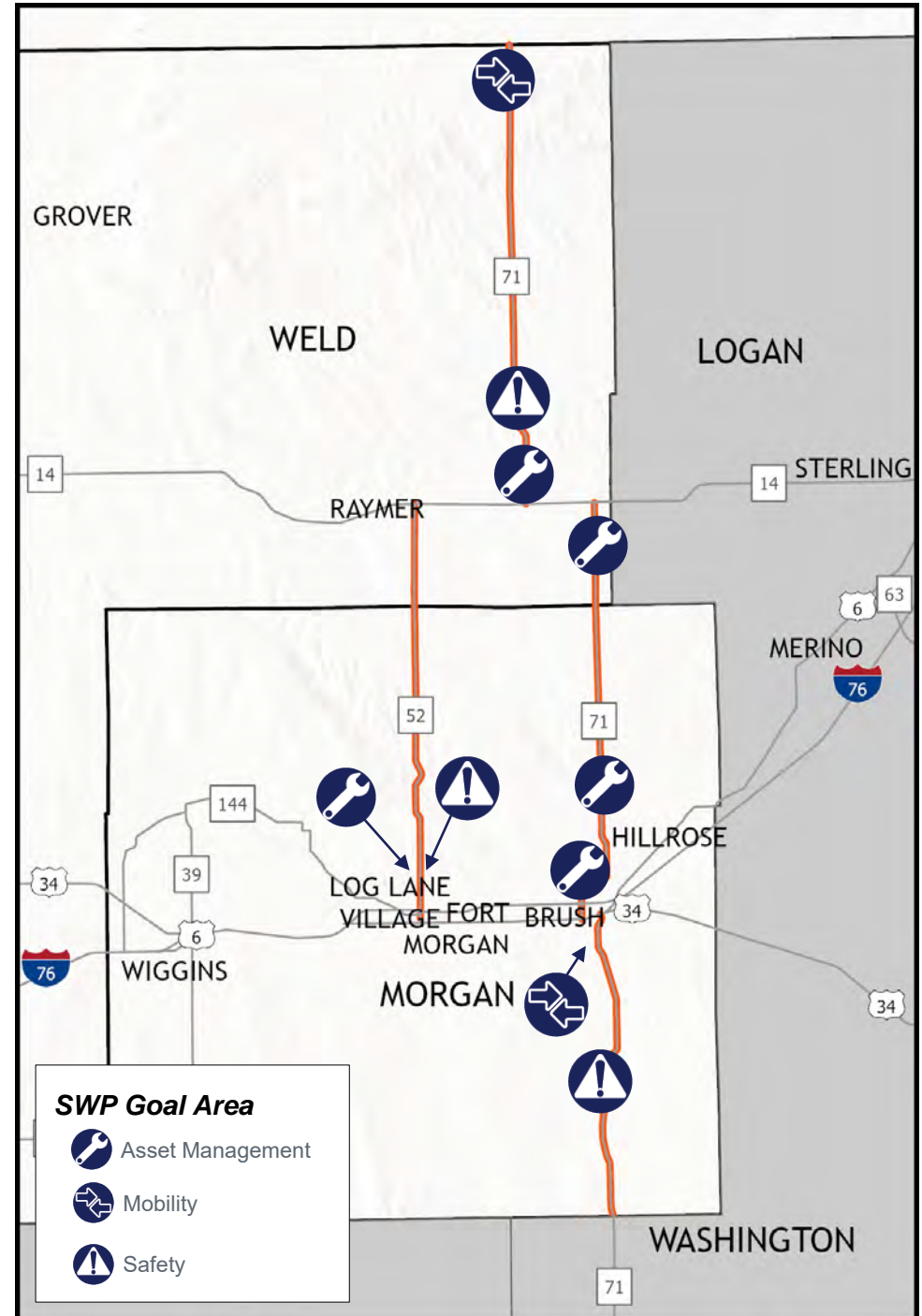
Mobility

- US 34 – I76, Fort Morgan
- SH 71 Stoneham to Kimball (Nebraska) Truck Parking



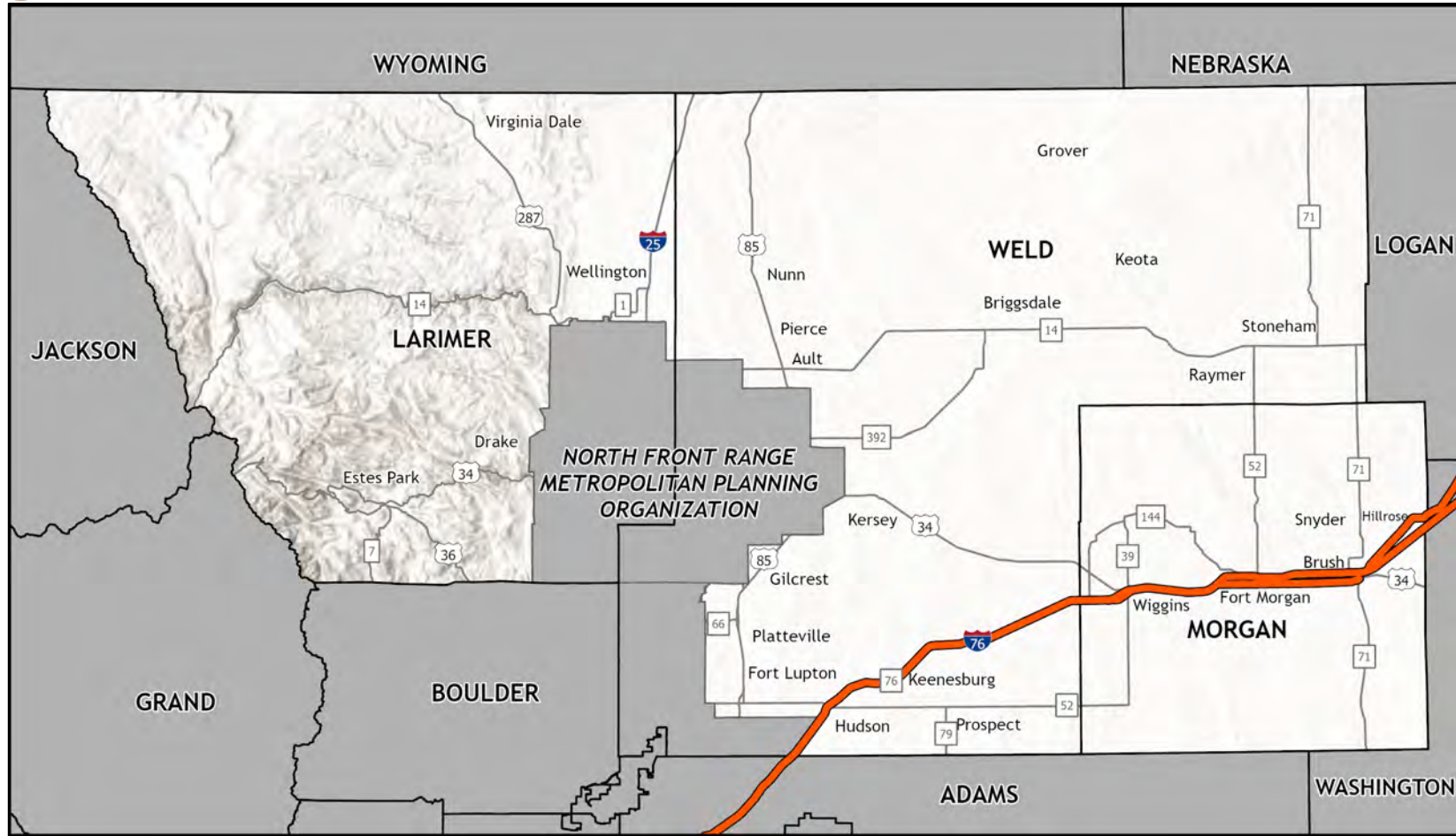
Safety

- SH 71 Super 2
- Dynamic Curve Warning
- I76 to CR V, Fort Morgan





Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016)



Corridor Name

Interstate 76 (Denver East Section):
Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush

Corridor Vision

The vision for the I-76, Denver East corridor is primarily to maintain system quality as well as to improve safety and to increase mobility.

Corridor Description

This corridor includes I-76, an interstate facility on the National Highway System through southeast Weld County and central Morgan County, and parts of US 6, and US 34 that parallel I-76 in Morgan County. The BNSF Railroad runs parallel to I-76 through the corridor and provides both freight and passenger rail movement. The corridor must support the movement of freight and commuters, while also providing for long distance travel.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor
- Tier 1 CNG and EV Corridor
- High Demand Bicycle Corridor (R4-18) between Fort Morgan and Brush

What we heard about the Corridor

- 76 comments specifically about this corridor
- Pavement condition is poor
- Desire for transit service; Amtrak is not reliable/frequent enough; aging population needs to get to medical appointments
- Safety concerns
- Speeding is a problem on both I-76 and US 34
- Important to address resiliency at river crossings
- Want more walking and biking opportunities (on US 34 through Fort Morgan and Brush)
- Increasing truck traffic; desire for truck parking/rest areas



Key Data Findings: Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016)



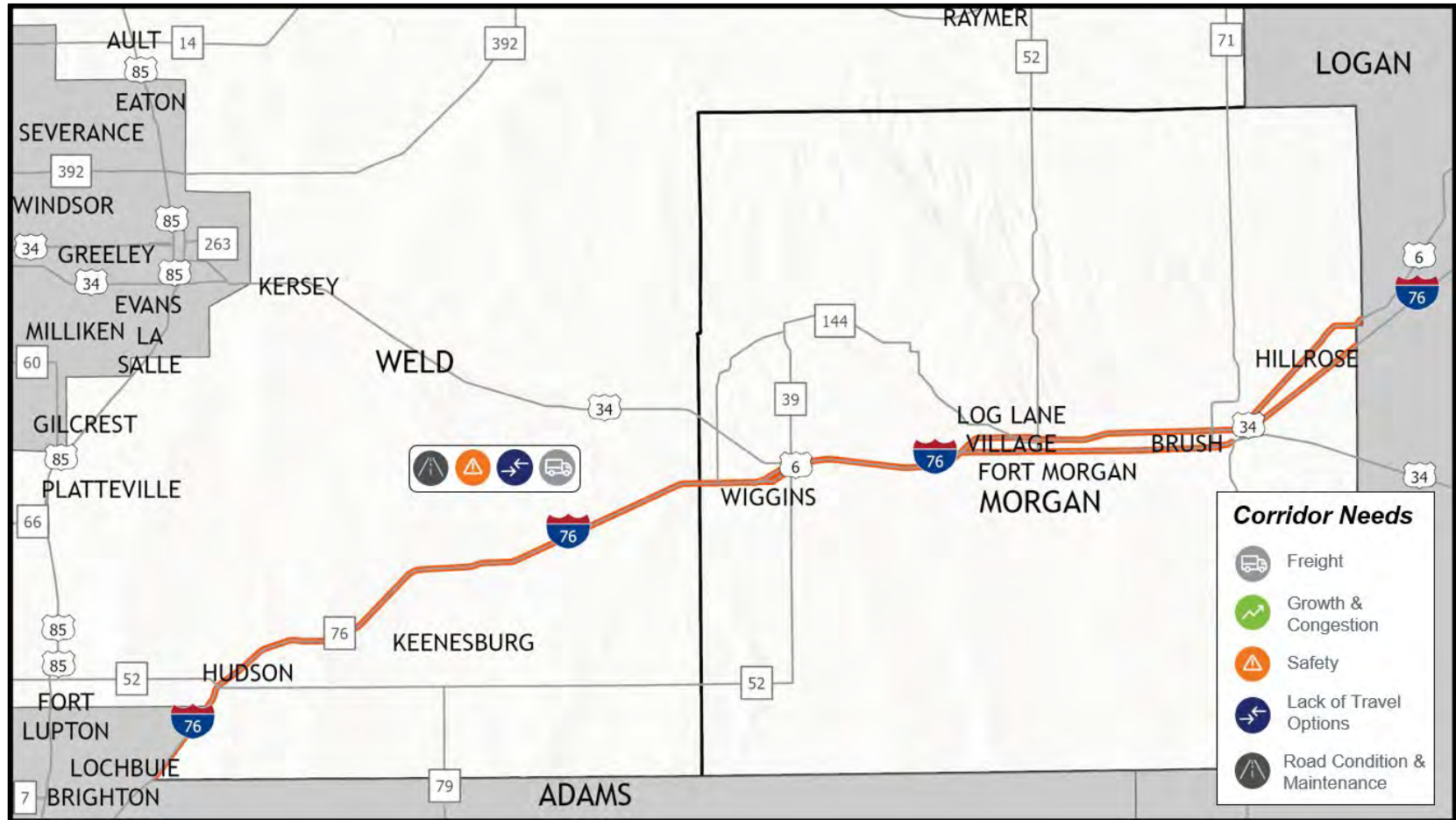
Key Data Findings:

Safety Freight	Hazmat Route; Two segments with elevated crash patterns (LOSS 3 or 4); Dense wildlife crashes
Asset Management Freight	Low drivability for a short segment of I-76 and on US 6 northeast of Brush; One bridge in poor condition in Roggen
Transit Mobility Hub Pedestrian	Burlington Trailways and Black Hills Stage Lines operate on corridor; intercity bus stations in Fort Morgan and Brush
Bicycling	High to very high bicycle activity between Fort Morgan and Brush; High stress for bicycling

Pedestrian Economics	Main Street (US 34) through Fort Morgan and Brush (DOLA designated Main Street)
Demographics Transit	Passes through census tract with higher percentage of 65+, disabled, low income, and minority populations
Economics	High concentration of jobs in Fort Morgan and Brush
Economics Freight	Concentration of oil and gas wells Agricultural corridor
Freight	High percentage and volume of truck traffic
Resiliency Freight	High criticality Crosses 100-year flood plain



Corridor Needs: Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016)



Corridor Needs

- Improve travel conditions for trucks and heavy vehicles, rest areas/truck parking
- Address pavement condition where drivability life is poor
- Address bridge in poor condition
- Mitigate elevated crash patterns (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Mitigate risk associated with natural disasters (floodplain)
- Increase connectivity and improve reliability to intermodal facility (mobility hub)
- Provide additional travel options
- Enhance walkability in areas with high pedestrian demand (bus stops, downtown areas - US 34)
- Eliminate shoulder deficiencies for safety and bicyclists (US 34 Fort Morgan to Brush)

Corridor Projects: Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016)

(Page 1/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)	Outrider bus service between Sterling-Fort Morgan-Greeley. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on \$4.20 per mile.	1019				\$2.24
I-76 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Hudson and State Line	1021				\$40.00
New Local Fixed Route Service in Fort Morgan	Shuttle Fixed Route within Ft. Morgan; two vehicles; 6 days/week, 6:30-6:30pm	1426				\$1.55
New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)	Shuttle, Fixed Route / Brush Ft. Morgan, Log Lane, Wiggins, Snyder; 8-5pm, 5 days/week; one vehicle	1427				\$2.06
I-76: Brush to Morgan/Washington County Line	Reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.	1428				\$41.20

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Safety
- Asset Management
- Aviation
- Freight
- Transit

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016)

(Page 3/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Through Fort Morgan	Ped Crossings (x6)	1437				\$0.20
Turner Street to Hospital Road in Fort Morgan	Bike/Pedestrian – Study for US34 Corridor	1438				\$0.30
US34 & Mosley Road, Fort Morgan	Intersection Improvements – Signals	1439				\$1.00
US34 & Saunders Road, Fort Morgan	Intersection Improvements and Signal	1440				\$1.00
US34 Through Fort Morgan	Restriping and Signage to Control Package	1442				-
I-76 Truck Parking	Increase Truck Parking between Denver and Keenesburg. A new facility in Brighton requires additional spaces. The closed Pilot Center could be an adequate location.	1849				\$0.63

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety

Corridor Projects: Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016)

(Page 4/4)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
I-76 at WCR 386	Interchange improvements	1852				\$4.00
Essential Bus Service between Sterling and Denver (Proposed Outrider Service)	Outrider bus service between Denver and Sterling. Assumes one roundtrip 5 days per week 52 weeks per year. Purchase of 2 vehicles. Cost based on \$4.20 per mile.	2465				\$3.62
Outrider Stop/Shelter Improvements	Stops and shelter improvements at 4 locations; Brush!, Fort Morgan, Lochbuie, and Hudson	2490				\$0.30
NECALG Facilities Needs Study	Determine needs, site location and identify alternatives for bus storage and admin facility for NECALG transit.	2543				\$0.05
NECALG Bus Storage and Admin Building (Design and Construction)	Based on outcome of facility needs planning study, design and construct bus storage and admin building to support NECALG transit operations.	2544				\$5.00
SH 144 West, Westbound Diamond Grind & Slabs MP 55.1 to MP 61.9	Rural Road Surface Treatment	69				\$8.00
US 34 East, Slabs and Diamond Grind Both Directions from MP 66 to MP 73.9	Rural Road Surface Treatment	70				\$11.50

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

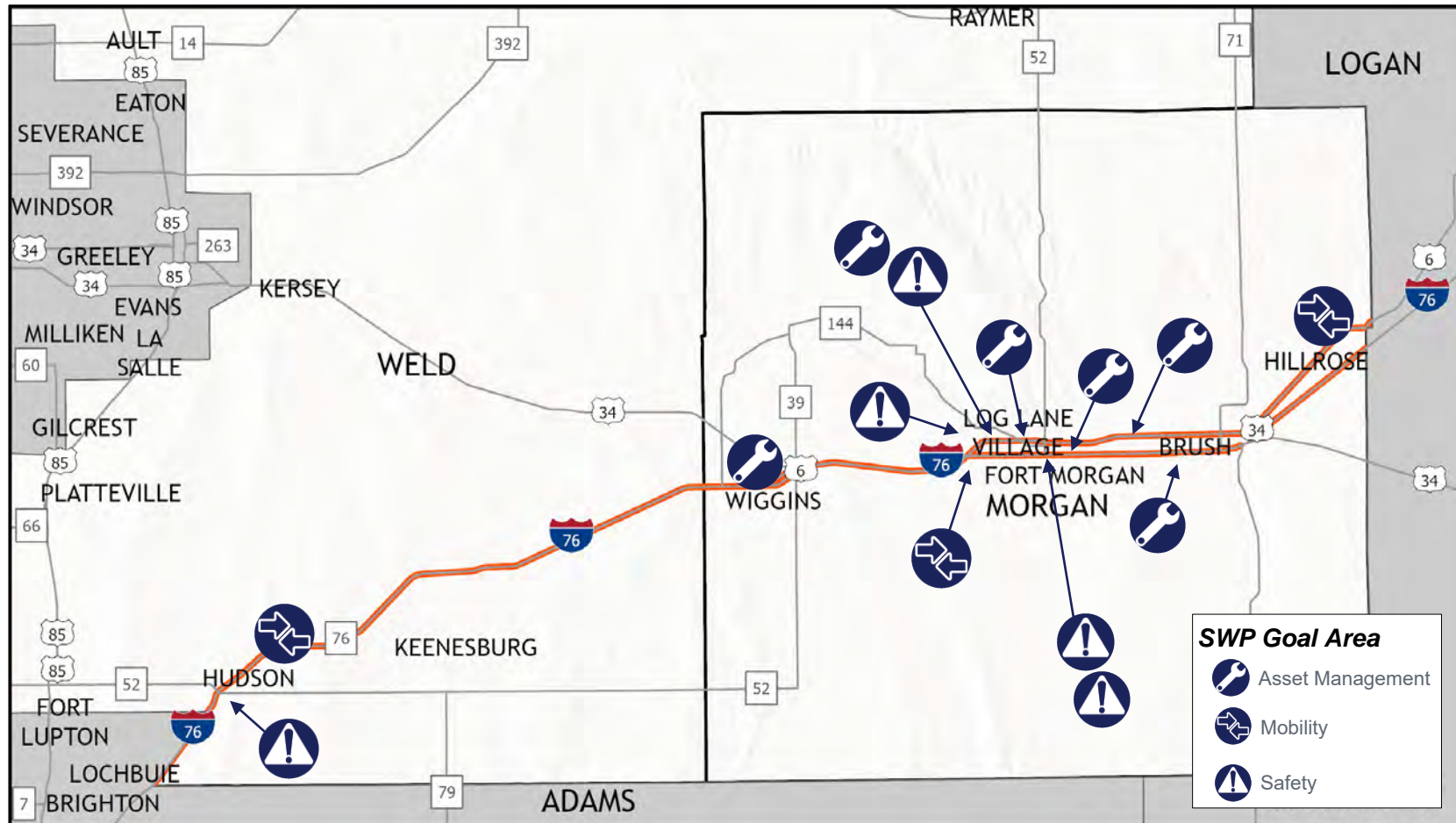
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016) (Page 1/2)



Asset Management

- I-76: Brush to Morgan/Washington County Line
- Exit 80, Fort Morgan
- Exit 82, Fort Morgan
- I-76: Fort Morgan to Brush
- SH 144 West, Westbound Diamond Grind & Slabs MP 55.1 to MP 61.9
- US 34 East, Slabs and Diamond Grind Both Directions from MP 66 to MP 73.9



Mobility

- Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)
- I-76 Intelligent Transportation Systems Infrastructure
- New Local Fixed Route Service in Fort Morgan



Safety

- US 34 and CR 16, Morgan County
- US 34 and CR 24
- I-76 at WCR 49
- Through Fort Morgan
- I-76 and WCR 8 Interchange



Project Based Strategies: Interstate 76 (Denver East Section): Between US 85 in Commerce City and the Nebraska border; includes US 34 between Fort Morgan and Brush (PUF7016) (Page 2/2)



SWP Goal Area

- Asset Management
- Mobility
- Safety

Asset Management

- NECALG Facilities Needs Study
- NECALG Bus Storage and Admin Building (Design and Construction)

Mobility

- New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)
- I-76 Truck Parking
- I-76 at WCR 386
- Essential Bus Service between Sterling and Denver (Proposed Outrider Service)
- Outrider Stop/Shelter Improvements

Safety

- Turner Street to Hospital Road in Fort Morgan
- US34 & Mosley Road, Fort Morgan
- US34 & Saunders Road, Fort Morgan
- US34 Through Fort Morgan



US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017)



Corridor Name

US Highway 85 (Urban Section):
Between I-76 and SH 14 in Ault

Corridor Vision

The vision for the US 85 Urban corridor is primarily to increase mobility as well as to improve safety and to maintain system quality.

Corridor Description

This corridor is on the National Highway System and provides north-south connections within the central Weld County area. The Union Pacific Railroad runs parallel to US 85 through the corridor. The surrounding area depends on manufacturing, agriculture, commercial activity, residential development, and oil and gas for economic activity. The area is transitioning from an agricultural area to a more urban area, and the corridor must support the movement of commuters, freight, and farm-to-market products.

Corridor Designations

- On National Highway System (US 34 South)
- Colorado Freight Corridor
- Tier 1 CNG Corridor

What we heard about the Corridor

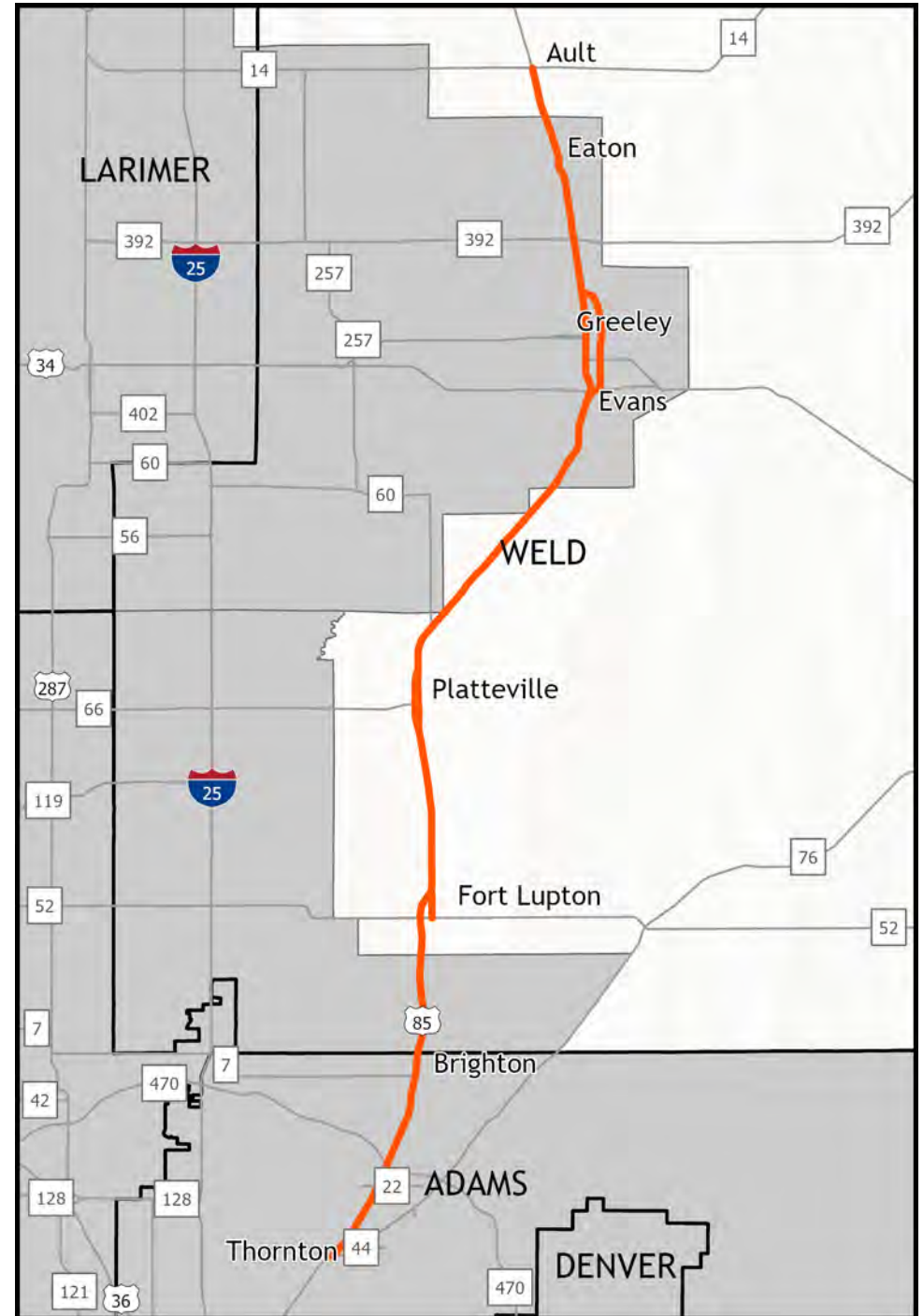
- 28 comments specifically about this corridor
- Concern about combination of heavy truck traffic and high speeds
- Desire for transit service along corridor
- Desire for safety improvements at intersections
- Consideration for upgrade to freeway



Key Data Findings: US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017)

Key Data Findings:

<i>Growth</i>	Moderate Congestion (2030) and high congestion (2045)
<i>Safety Freight</i>	Hazmat Route; Several sections with shoulders less than 2'; Two segments with elevated crash patterns (LOSS 3 or 4); Dense wildlife crashes
<i>Transit</i>	Black Hills Stage Lines operates on corridor
<i>Demographics Transit</i>	Passes through census tract with higher percentage of disabled and minority populations
<i>Economics</i>	High concentration of jobs in Fort Lupton and Platteville
<i>Economics Freight</i>	Concentration of oil and gas wells Agricultural corridor
<i>Freight</i>	High volume of truck traffic
<i>Resiliency Freight</i>	High criticality; Parallels 100-year flood plains

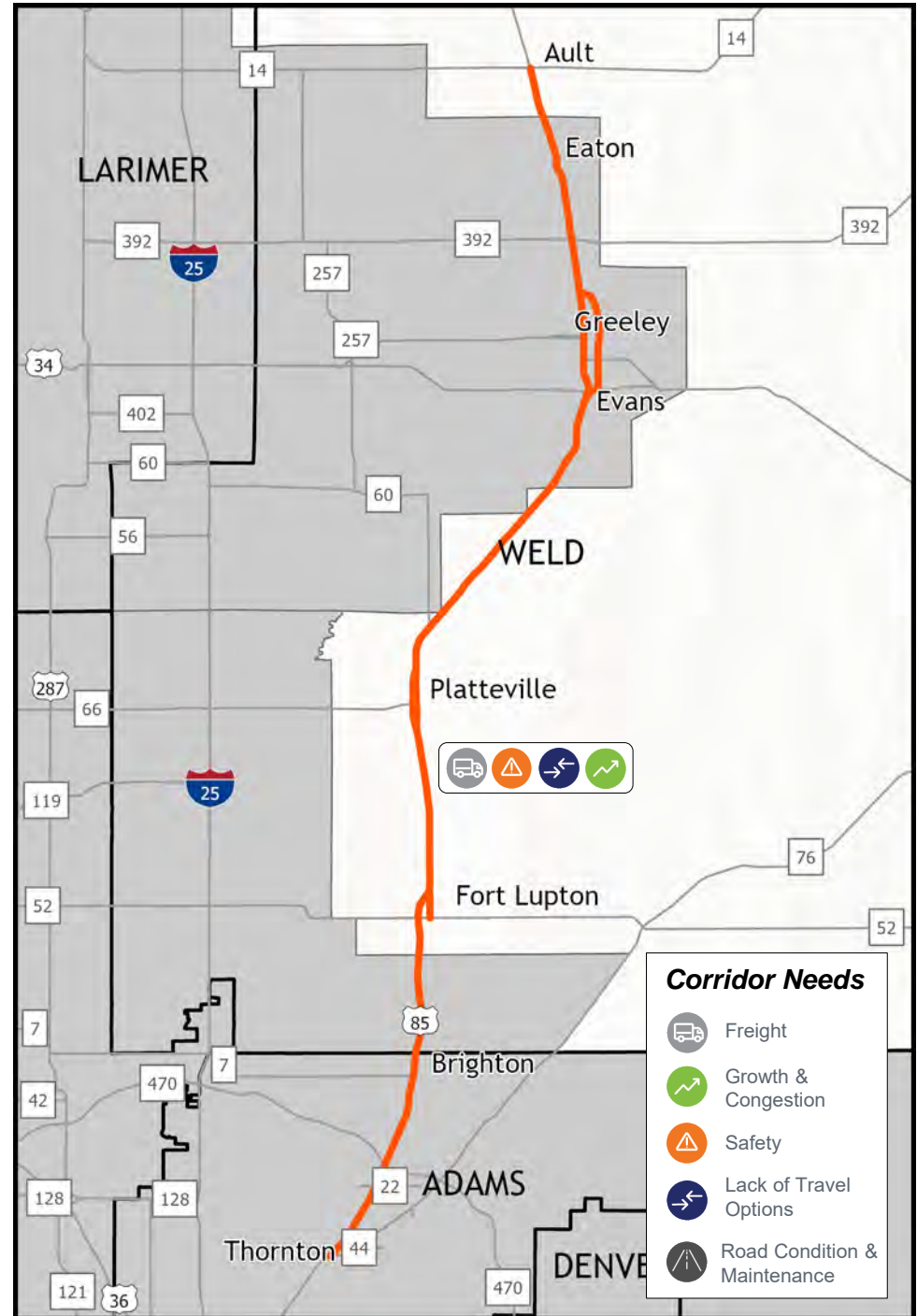




Corridor Needs: US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017)

Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Address increasing congestion to improve access to jobs and improve reliability for freight movement
- Eliminate shoulder deficiencies
- Mitigate elevated crash patterns (including wildlife crashes)
- Accommodate travel needs of vulnerable populations
- Provide additional travel options
- Mitigate risk associated with natural disasters (floodplain)





Corridor Projects: US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017) (Page 1/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 85 Freight Mobility Commercial Vehicle Signal Priority (CVSP)	Implementing Commercial Vehicle Signal Priority (CVSP) at 21 intersections along U.S. Highway 85 (US 85) from I-76 to Weld County Road 100 to improve transportation safety, efficiency, and mobility/reliability by detecting and prioritizing commercial vehicles	1063				\$1.50
US 85 Frontage Road	Relocation/realignment improvements in Platteville and Gilcrest	1443				\$10.00
US 85 and SH 60	Diamond Interchange	1444				\$38.50
US 85 and WCR 16	Intersection Improvement	1445				\$0.60
US 85 and WCR 28	Intersection Improvements (SPUI)	1446				\$27.50
US 85 and WCR 36	Intersection Improvements/Realignment	1447				\$1.10

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation








































SWP Goal Area

- Asset Management
- Mobility
- Safety











Corridor Projects: US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017) (Page 2/5)









Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 85 and WCR 38	Intersection Improvements/Realignment	1448	 	 	 	\$1.50
US 85 and WCR 40	Intersection Improvements (Frontage Road Realignment)	1449	 	 	 	\$1.20
US 85 and WCR 80	Intersection Improvements	1450	 	 	 	\$0.70
Bustang Bus Service between Greeley and Denver	Bustang bus service between Greeley (GET Transit Center) and Denver (Union Station). Assumes 10 roundtrips per weekday and 2 roundtrips on weekends and major holidays, purchase of 4 vehicles.	1461		  		\$16.99
US 85 and WCR 14.5/14th Street, Fort Lupton	New parallel roads	1858		  	 	\$36.60
Roads parallel to US 85	Right-in/right-out	1859	 	-	 	\$0.20
US 85 and WCR 20	Intersection Improvement (Diamond Interchange)	1860	 	 	 	\$32.00

Project Types


-  Safety
-  Capacity
-  Freight
-  Transit
-  Operations
-  Asset Management
-  Bicycle
-  Pedestrian

Project Benefits

-  Economic Vitality
-  Quality of Life
-  Public Health
-  Bicycle
-  Tourism
-  Resilience
-  Environmental
-  Pedestrian

-  Mobility Options
-  Safety
-  Asset Management
-  Aviation
-  Freight
-  Transit

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Corridor Projects: US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017) (Page 3/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 85 and WCR 22	Right-in/right-out (west side) and closure (east)	1861				\$0.40
US 85 and WCR 24.5	Right-in/right-out	1862				\$0.80
US 85 and WCR 26	Intersection Improvement (SPUI)	1863				\$37.90
US 85 and WCR 30, Platteville	Closure with new parallel road connecting to WCR 32	1864				\$3.00
US 85 and SH 66, Platteville	Intersection Improvement (Channelized-T w/ SB grade separation)	1865				\$16.50
US 85 and Marion Ave., Platteville	3/4 movement	1866				\$0.20
US 85 and WCR 32, Platteville	Close frontage roads and add auxiliary lanes as needed	1867				\$0.40
US 85 and WCR 34, Platteville	Intersection Improvement (Diamond Interchange) - Includes closing WCR 36.	1868				\$38.70

Project Types

- Safety
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation
- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017) (Page 4/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 85 and WCR 40, Gilcrest	Frontage road realignment	1869				\$1.20
US 85 and Elm, Gilcrest	3/4 movement, close frontage road	1870				\$0.30
US 85 and Main, Gilcrest	Channelized-T	1871				\$0.80
US 85 and WCR 33/44 (Interim)	Intersection Improvement (Interim improvements)	1872				\$4.20
US 85 and WCR 33/44 (Ultimate)	Intersection Improvement (TUDI)	1873				\$30.60
US 85 and WCR 35/46	Intersection Improvement (Channelized-T)	1874				\$1.40
US 85 and SH 52, Fort Lupton	Pedestrian improvements	1875				\$0.20

Project Types

- Safety
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit

- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Corridor Projects: US Highway 85 (Urban Section): Between I-76 and SH 14 in Ault (PUF7017) (Page 5/5)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	2445		-		-
US 85E Fort Lupton Devolution	Devolution of US 85E (Denver Avenue) through Fort Lupton	2698		-		-
US 85F Platteville Devolution	Devolution of US 85F (Main Street) through Platteville	2699		-		-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Asset Management

- US 85E Fort Lupton Devolution
- US 85F Platteville Devolution



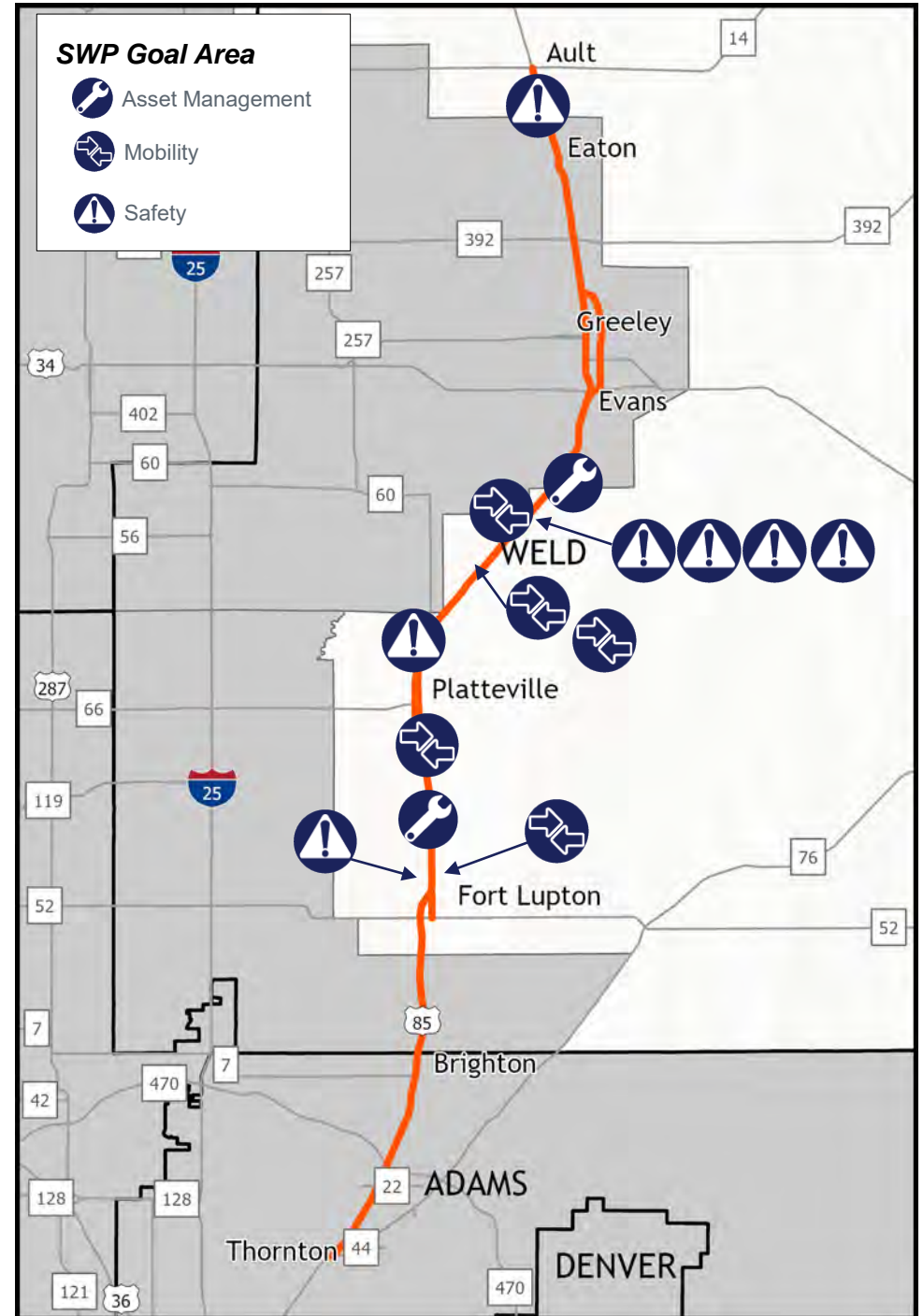
Mobility

- US 85 Freight Mobility Commercial Vehicle Signal Priority (CVSP)
- US 85 and SH 60
- Bustang Bus Service between Greeley and Denver
- US 85 and WCR 14.5/14th Street, Fort Lupton
- Roads parallel to US 85



Safety

- US 85 Frontage Road
- US 85 and WCR 16
- US 85 and WCR 28
- US 85 and WCR 36
- US 85 and WCR 38
- US 85 and WCR 40
- US 85 and WCR 80





Asset Management

- See the previous page



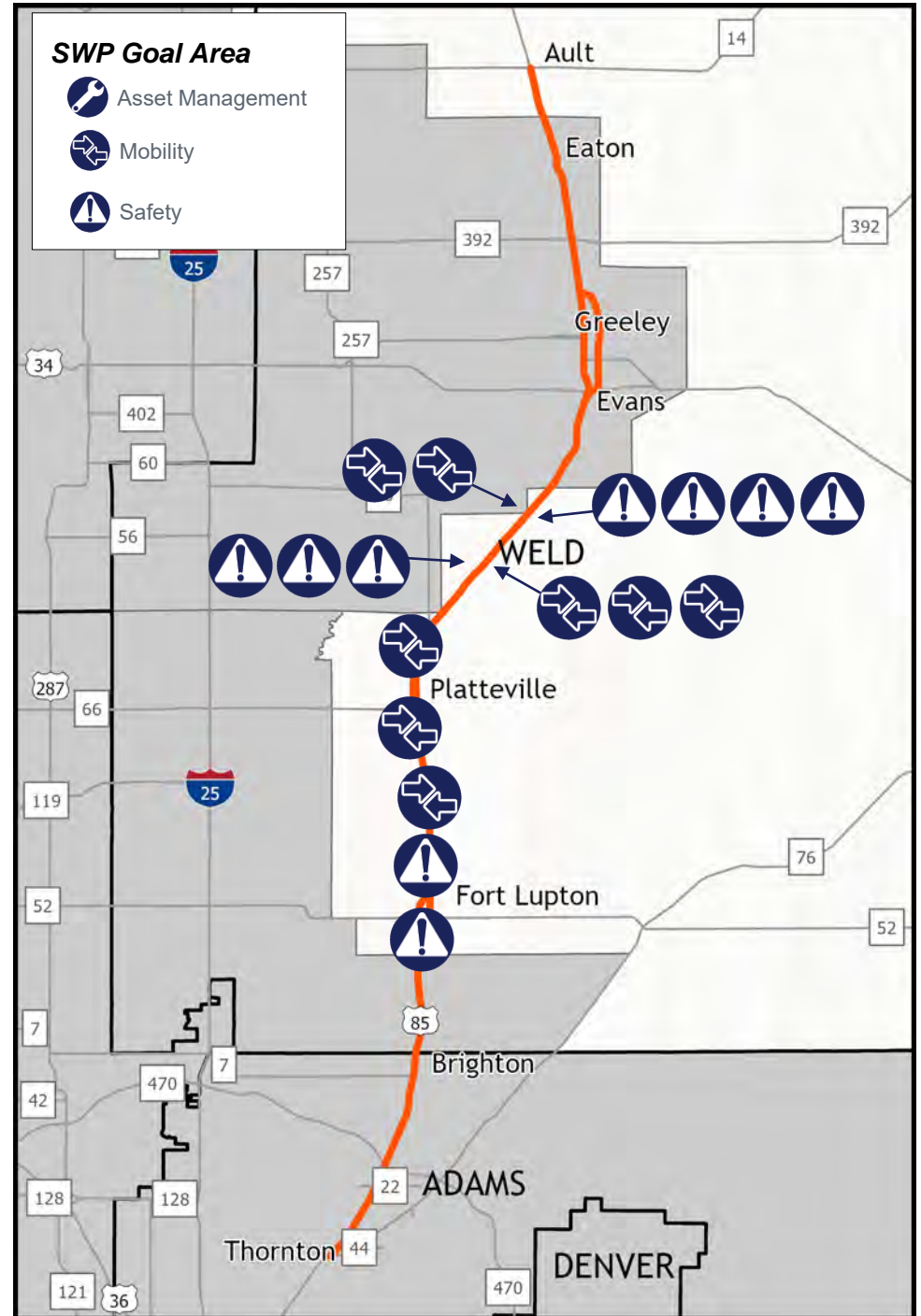
Mobility

- US 85 and WCR 22
- US 85 and WCR 24.5
- US 85 and WCR 30, Platteville
- US 85 and Marion Ave., Platteville
- US 85 and WCR 32, Platteville
- US 85 and Elm, Gilcrest
- US 85 and Main, Gilcrest
- Region 4 Truck Parking Study (UFR)



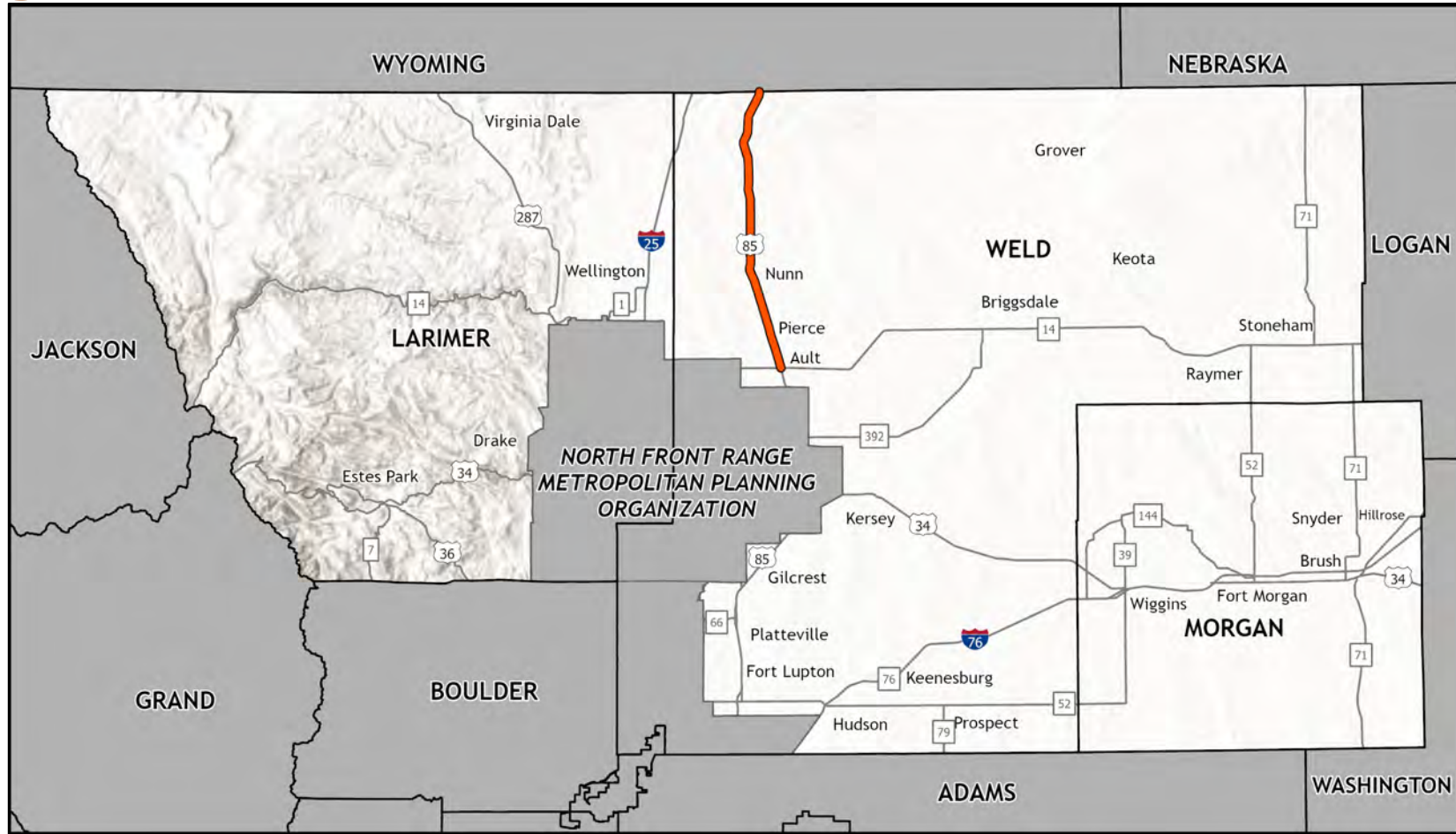
Safety

- US 85 and WCR 20
- US 85 and WCR 26
- US 85 and SH 66, Platteville
- US 85 and WCR 34, Platteville
- US 85 and WCR 40, Gilcrest
- US 85 and WCR 33/44 (Interim)
- US 85 and WCR 33/44 (Ultimate)
- US 85 and WCR 35/46
- US 85 and SH 52, Fort Lupton





US Highway 85 (Rural Section): Between SH 14 in Ault and the Wyoming border (PUF7018)



Corridor Name

US Highway 85 (Rural Section):
Between SH 14 in Ault and the
Wyoming border

Corridor Vision

The vision for the US 85 Rural
corridor is primarily to improve safety
as well as to maintain system quality
and to increase mobility.

Corridor Description

This corridor makes north-south
connections through northern Weld
County. The Union Pacific Railroad runs
parallel to US 85 through the corridor.
The surrounding area depends on
manufacturing, agriculture, and
commercial activity for economic
activity. The corridor must support the
agricultural character of the area by
facilitating the movement of freight and
farm-to-market products.

Corridor Designations

- Colorado Freight Corridor
- Tier 1 CNG Corridor

What we heard about the Corridor

- 6 comments specifically about this
corridor
- Pavement in poor condition
- Desire for transit service
- Desire for off-street trail

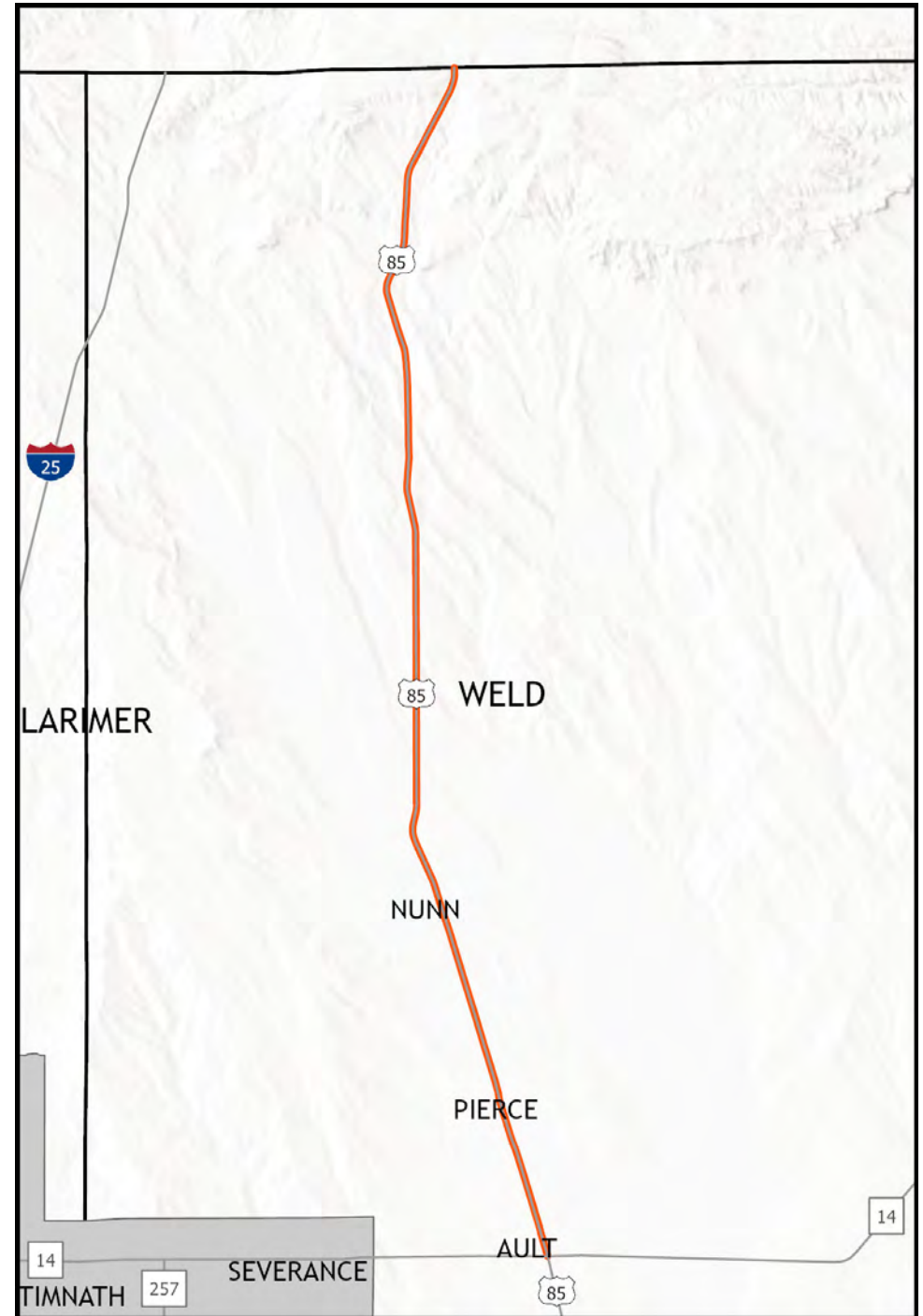


Key Data Findings: US Highway 85 (Rural Section): Between SH 14 in Ault and the Wyoming border (PUF7018)



Key Data Findings:

Safety Freight	Hazmat Route; Two sections with shoulders less than 2'; Two segments with elevated crash patterns (LOSS 3 or 4)
Transit	Black Hills Stage Lines operates on corridor
Economics Freight	Agricultural corridor Provides access to recreational area
Freight	High percentage and volume of truck traffic
Resiliency Freight	High criticality

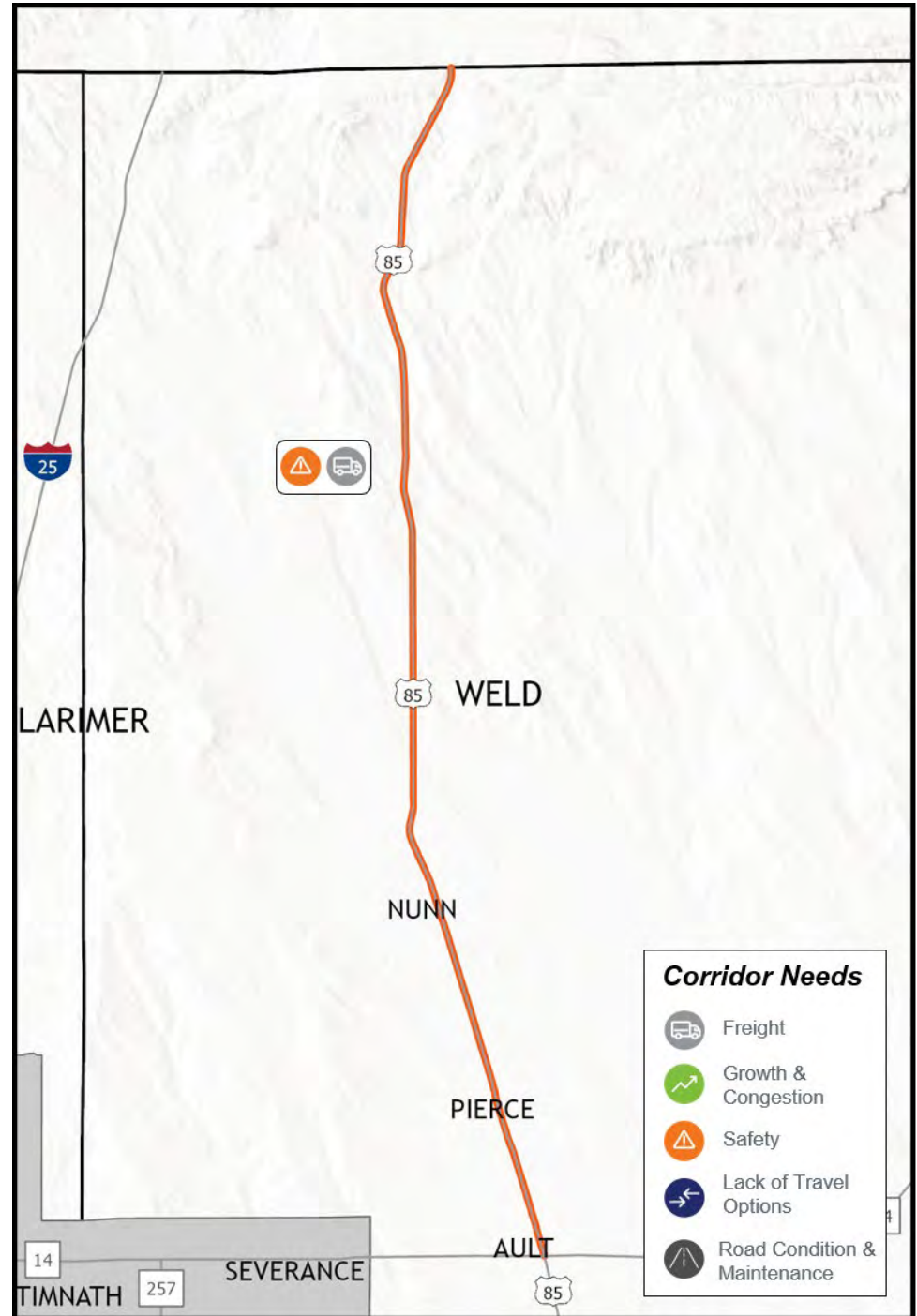




Corridor Needs: US Highway 85 (Rural Section): Between SH 14 in Ault and the Wyoming border (PUF7018)

Corridor Needs

- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns
- Eliminate shoulder deficiencies
- Mitigate risk associated with natural disasters





Corridor Projects: US Highway 85 (Rural Section): Between SH 14 in Ault and the Wyoming border (PUF7018)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 85 Freight Mobility Commercial Vehicle Signal Priority (CVSP)	Implementing Commercial Vehicle Signal Priority (CVSP) at 21 intersections along U.S. Highway 85 (US 85) from I-76 to Weld County Road 100 to improve transportation safety, efficiency, and mobility/reliability by detecting and prioritizing commercial vehicles	1063				\$1.50
US 85 and Main Street/WCR 90, Pierce	Intersection Improvement (Traffic Signal)	1878				\$0.50
US 85 and Main Street/WCR 100, Nunn	Intersection Improvement (Traffic Signal) - Includes closing east side.	1879				\$0.40
Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	2445		-		-

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian

SWP Goal Area

- Safety
- Aviation
- Mobility Options
- Asset Management
- Freight
- Transit

SWP Goal Area

- Safety
- Asset Management
- Mobility



Project Based Strategies: US Highway 85 (Rural Section): Between SH 14 in Ault and the Wyoming border (PUF7018)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- US 85 Freight Mobility Commercial Vehicle Signal Priority (CVSP)
- Region 4 Truck Parking Study (UFR)



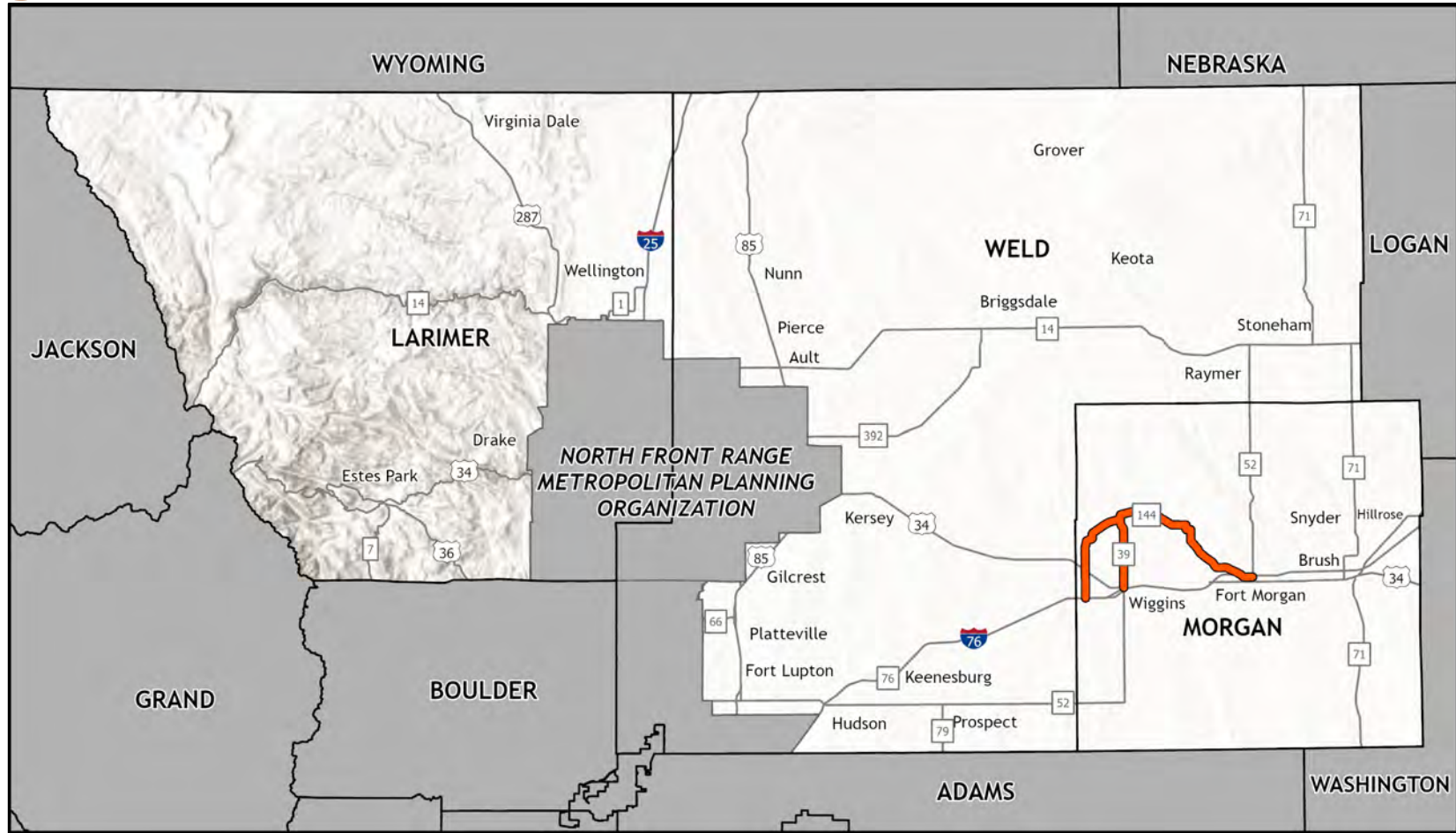
Safety

- US 85 and Main Street/WCR 90, Pierce
- US 85 and Main Street/WCR 100, Nunn





State Highway 144 (Plains Section): Between I-76 west of Wiggins and SH 52 in Fort Morgan and SH 39 from I-76 to SH 144 (PUF7019)



Corridor Name

State Highway 144 (Plains Section):
Between I-76 west of Wiggins and SH 52 in Fort Morgan and SH 39 from I-76 to SH 144

Corridor Vision

The vision for the SH 144 Plains corridor is primarily to maintain system quality as well as to improve safety.

Corridor Description

This corridor serves as a local facility, providing local access and making connections within west-central Morgan County. The surrounding area depends on agriculture for economic activity. The corridor must preserve the agricultural character of the area by facilitating the movement of farm-to-market products.

Corridor Designations

- High Demand Bicycle Corridor (R4-17) between Fort Morgan and Weldona

What we heard about the Corridor

- 4 comments specifically about this corridor
- Need safer places for kids to walk and bike
- Farm to market road; difficult for agricultural vehicles
- Pavement and structures are in poor condition



Key Data Findings: State Highway 144 (Plains Section): Between I-76 west of Wiggins and SH 52 in Fort Morgan and SH 39 from I-76 to SH 144 (PUF7019)



Key Data Findings:

Safety Freight	Nearly all of corridor has shoulders less than 2'
Asset Management Freight	Low drivability life for most of the corridor
Bicycling	Very high bicycle activity High stress for bicycling
Pedestrian Economics	Main street through Weldona




Economics Freight	Concentration of oil and gas wells Agricultural corridor
Demographics Transit	Passes through census tract with higher percentage of 65+ and minority populations
Freight	Sections of high percentage of truck traffic
Resiliency	Parallels 100-year flood plain



Corridor Needs: State Highway 144 (Plains Section): Between I-76 west of Wiggins and SH 52 in Fort Morgan and SH 39 from I-76 to SH 144 (PUF7019)



Corridor Needs

-  Eliminate shoulder deficiencies for safety and bicyclists
-  Address pavement condition where drivability life is poor
-  Mitigate risk associated with natural disasters (floodplain)
-  Enhance walkability in areas with high pedestrian demand (downtown areas)



Corridor Projects: State Highway 144 (Plains Section): Between I-76 west of Wiggins and SH 52 in Fort Morgan and SH 39 from I-76 to SH 144 (PUF7019)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
SH 39 north of Wiggins	Safety widening and shoulders	1451				\$7.00
Hwy 144/Hwy 52 , Fort Morgan	Intersection Improvements – ADA Updates	1453				\$0.60

Project Types

- Safety
- Freight
- Operations
- Bicycle
- Capacity
- Transit
- Asset Management
- Pedestrian

Project Benefits

- Economic Vitality
- Public Health
- Tourism
- Environmental
- Quality of Life
- Bicycle
- Resilience
- Pedestrian
- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: State Highway 144 (Plains Section): Between I-76 west of Wiggins and SH 52 in Fort Morgan and SH 39 from I-76 to SH 144 (PUF7019)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



Mobility

- Hwy 144/Hwy 52 , Fort Morgan

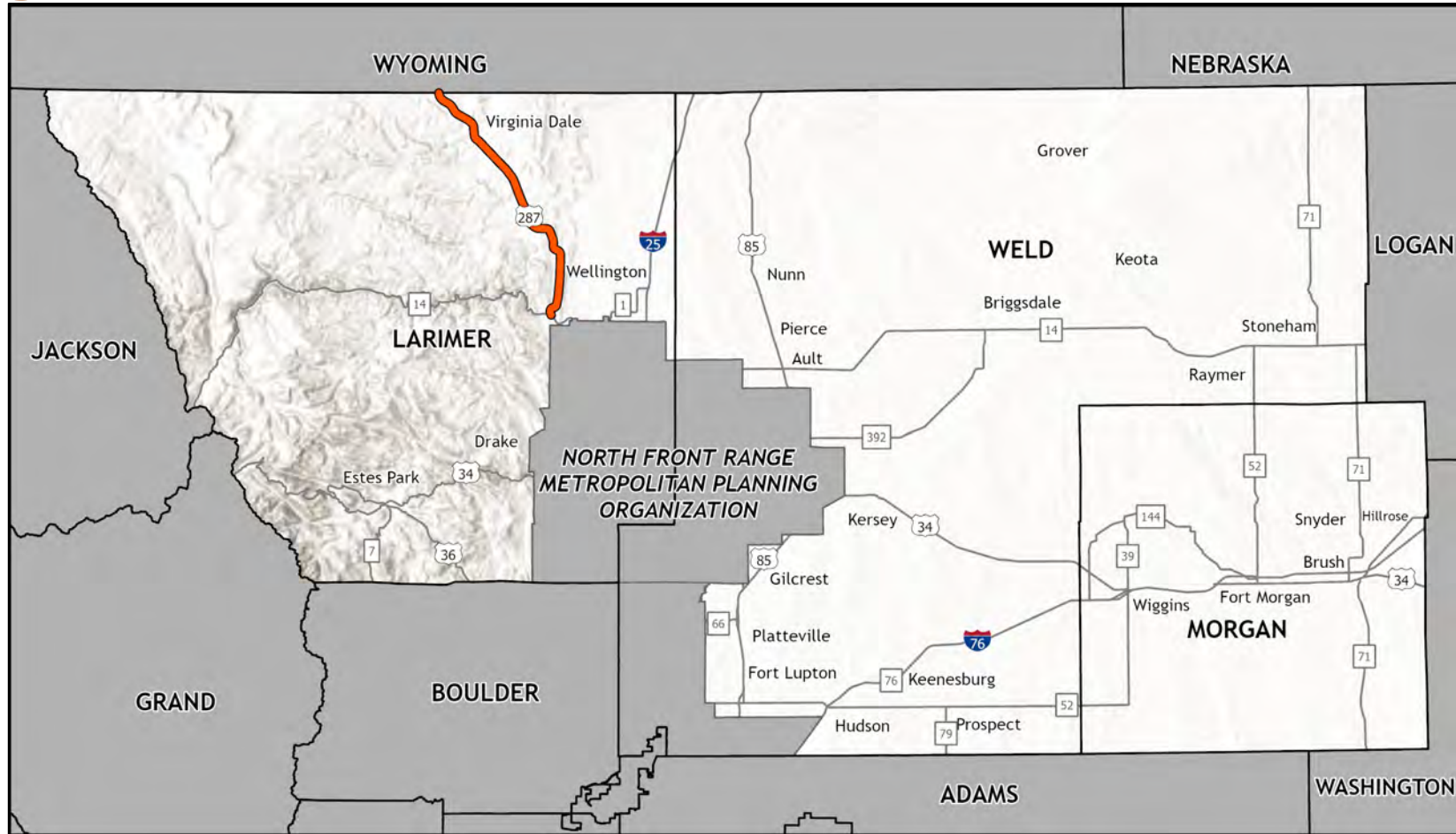


Safety

- SH 39 north of Wiggins



US Highway 287 (North Rural Section): Between SH 14 (Ted's Place) to Laramie, Wyoming (PUF7020)



Corridor Name

US Highway 287 (North Rural Section): Between SH 14 (Ted's Place) to Laramie, Wyoming

Corridor Vision

The vision for the US 287 North Rural corridor is primarily to improve safety as well as to maintain system quality.

Corridor Description

This corridor is on the National Highway System and provides a north-south connection between Fort Collins and Laramie, Wyoming. The surrounding area is rural, and the corridor must support the movement of both freight and tourists.

Corridor Designations

- On National Highway System
- Colorado Freight Corridor

What we heard about the Corridor

- 19 comments specifically about this corridor
- Desire for safety improvements for cars and trucks
- Desire for a truck bypass of Fort Collins
- Desire for longer passing lanes and shoulders
- Better messaging about what safety warnings mean

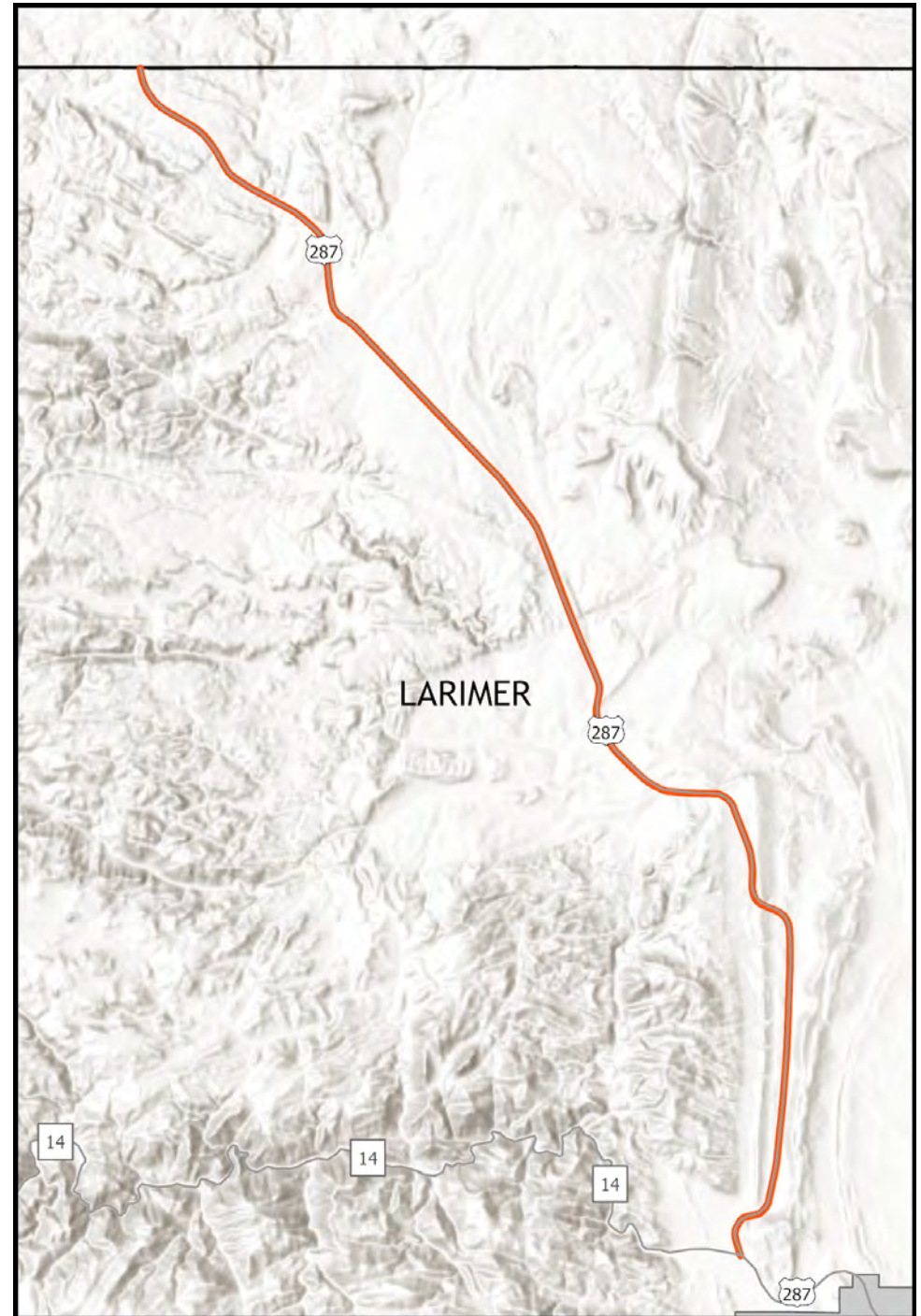


Key Data Findings: US Highway 287 (North Rural Section): Between SH 14 (Ted's Place) to Laramie, Wyoming (PUF7020)



Key Data Findings:

Safety Freight	One segment with elevated crash pattern (LOSS 3 or 4); Dense wildlife crashes
Bicycling	Very high bicycle activity (Poudre Park to Livermore); Medium high stress for bicycling
Demographics Transit	Passes through census tract with higher percentage of 65+ and disabled population.
Freight	High percentage of truck traffic
Resiliency Freight	High criticality

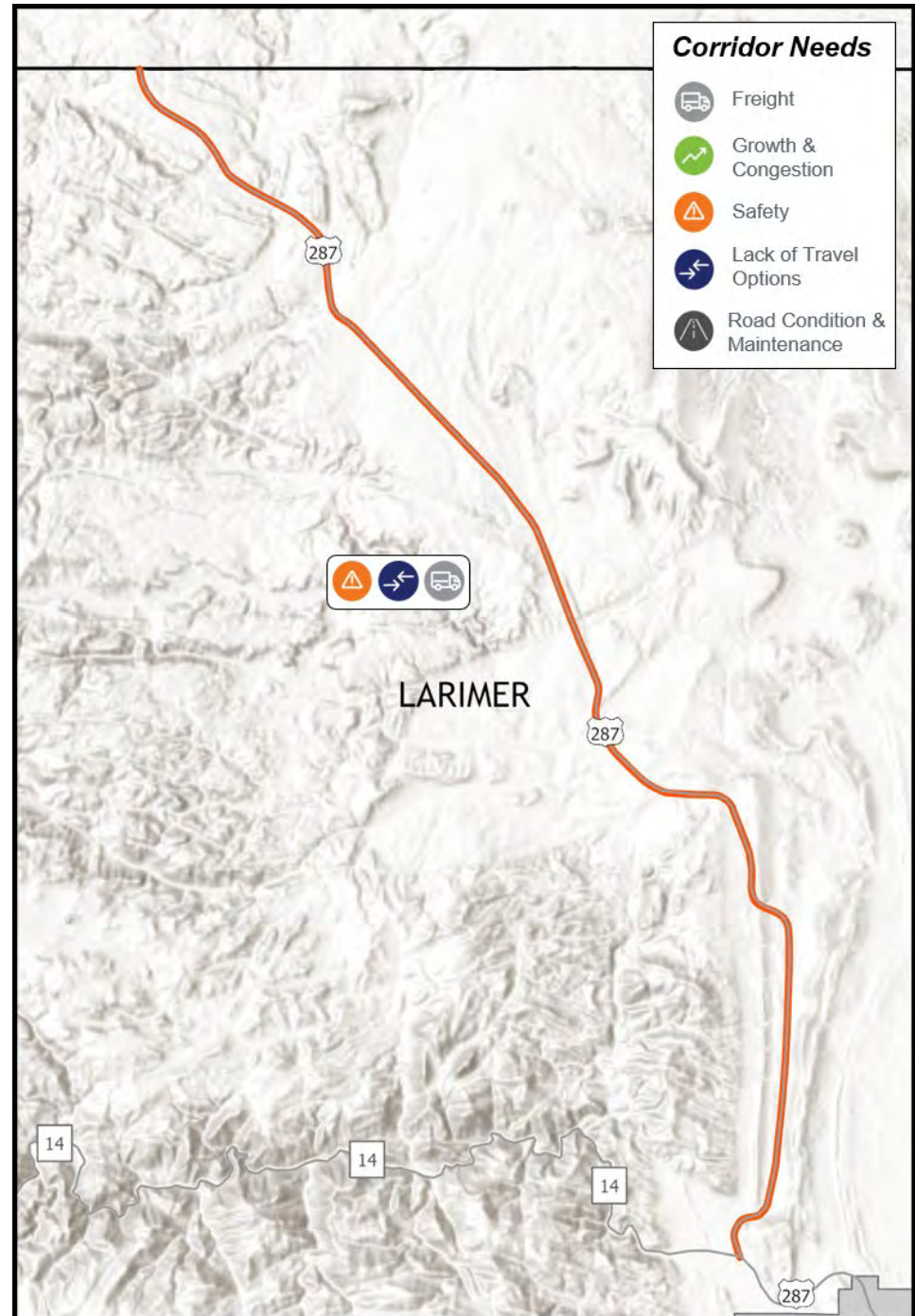




Corridor Needs: US Highway 287 (North Rural Section): Between SH 14 (Ted's Place) to Laramie, Wyoming (PUF7020)

Corridor Needs

- Accommodate travel needs of vulnerable populations
- Improve travel conditions for trucks and heavy vehicles
- Mitigate elevated crash patterns (including wildlife crashes)
- Improve bicycle accommodation
- Mitigate risk associated with natural disasters





Corridor Projects: US Highway 287 (North Rural Section): Between SH 14 (Ted's Place) to Laramie, Wyoming (PUF7020)



Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
US 287: CR 72 (Owl Canyon Road)	Intersection improvements.	1454				\$2.00
US 287: LCR 80C (West)	Intersection improvements.	1455				\$0.60
US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety improvements.	1456				\$20.00
US 287 & LCR 80 (East)	Intersection Improvements (Aux turn lanes on 287)	1457				\$0.60
US 287, extend climbing lane west bound LaPorte Bypass	Widening	1458				\$10.00
US 287 at CR 37	Intersection Improvements	1459				\$0.60
Region 4 Shoulder Study (UFR)	Region will identify the best locations for limited shouldering funds.	2444				-
Region 4 Truck Parking Study (UFR)	Assess the feasibility of additional truck parking	2445		-		-

Project Types

- Safety
- Capacity
- Freight
- Transit
- Operations
- Asset Management
- Bicycle
- Pedestrian

Project Benefits

- Economic Vitality
- Quality of Life
- Public Health
- Bicycle
- Tourism
- Resilience
- Environmental
- Pedestrian

- Mobility Options
- Asset Management
- Freight
- Transit
- Safety
- Aviation

SWP Goal Area

- Asset Management
- Mobility
- Safety



Project Based Strategies: US Highway 287 (North Rural Section): Between SH 14 (Ted's Place) to Laramie, Wyoming (PUF7020)



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process



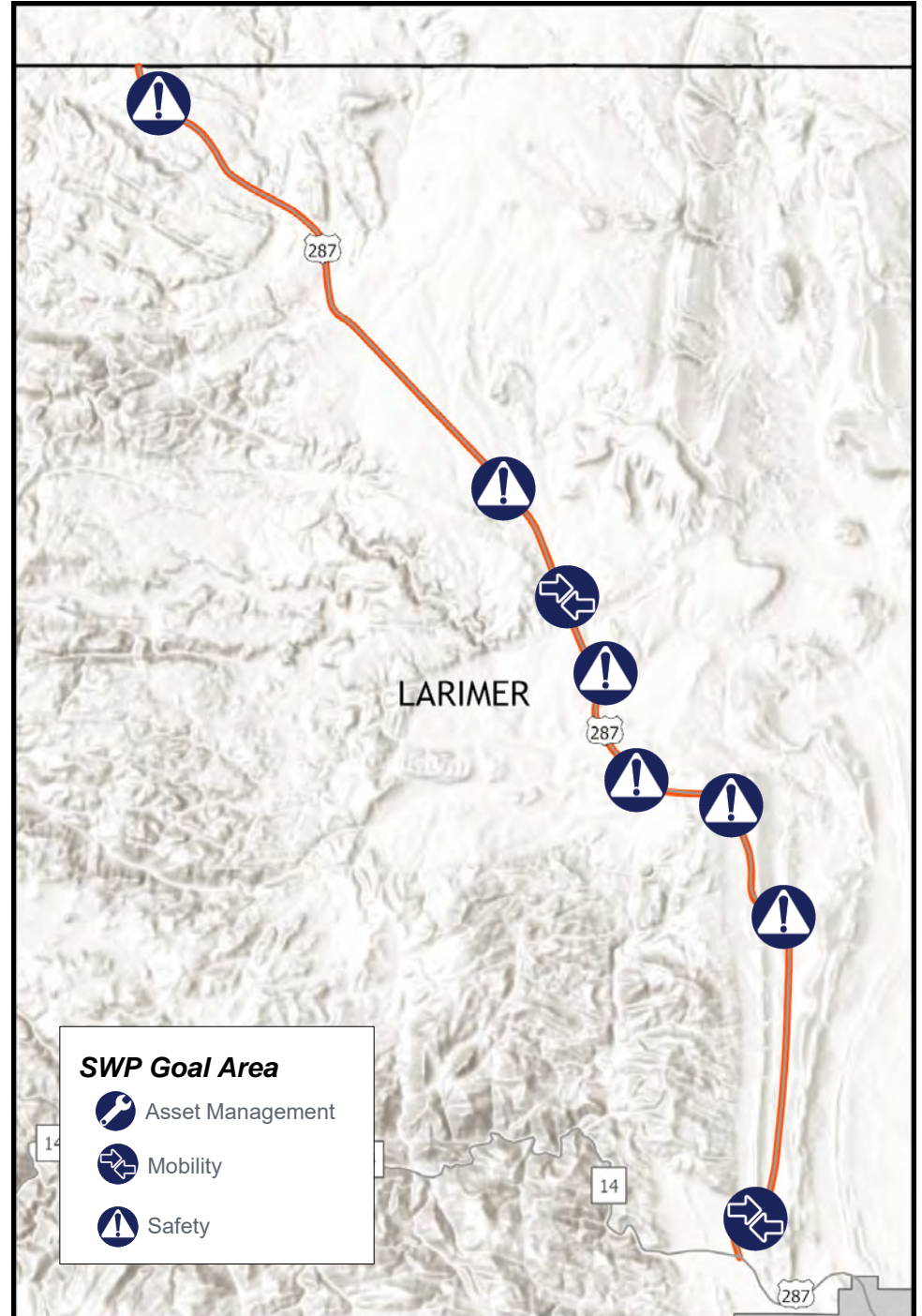
Mobility

- US 287, extend climbing lane west bound LaPorte Bypass
- Region 4 Truck Parking Study (UFR)


















Safety

- US 287: CR 72 (Owl Canyon Road)
- US 287: LCR 80C (West)
- US 287: Ted's Place to Wyoming Border
- US 287 & LCR 80 (East)
- US 287 at CR 37
- Region 4 Shoulder Study (UFR)









Corridor Projects: Non-Corridor Specific

Name	Description	Planning Project ID	Primary Project Types	Additional Project Benefits	SWP Goal Areas	Project Cost (In millions)
Signal improvements and dilemma zone det.	-	2274	 		 	\$0.50
One Call/One Click Center	Operate a call center in Larimer and Weld counties at the North Front Range MPO coordinating rides for human service and transit agencies, provide local and technical assistance for the purchase of vehicles and expansion of services, and provide staff support for increased partnerships and relationships through local coordinating councils	2700		  		\$4.73
Expansion of NECALG's County Express Demand Response to Connect to Outrider	Additional operating dollars and vehicles to expand County Express Demand Reposes service to provider "first and last mile" connections to Outrider (project costs include annual operating at \$20,000/year and 2 cutaway vehicles at \$80,000 each)	1460		  		\$0.36







Project Types

-  Safety
-  Freight
-  Operations
-  Bicycle
-  Capacity
-  Transit
-  Asset Management
-  Pedestrian



Project Benefits

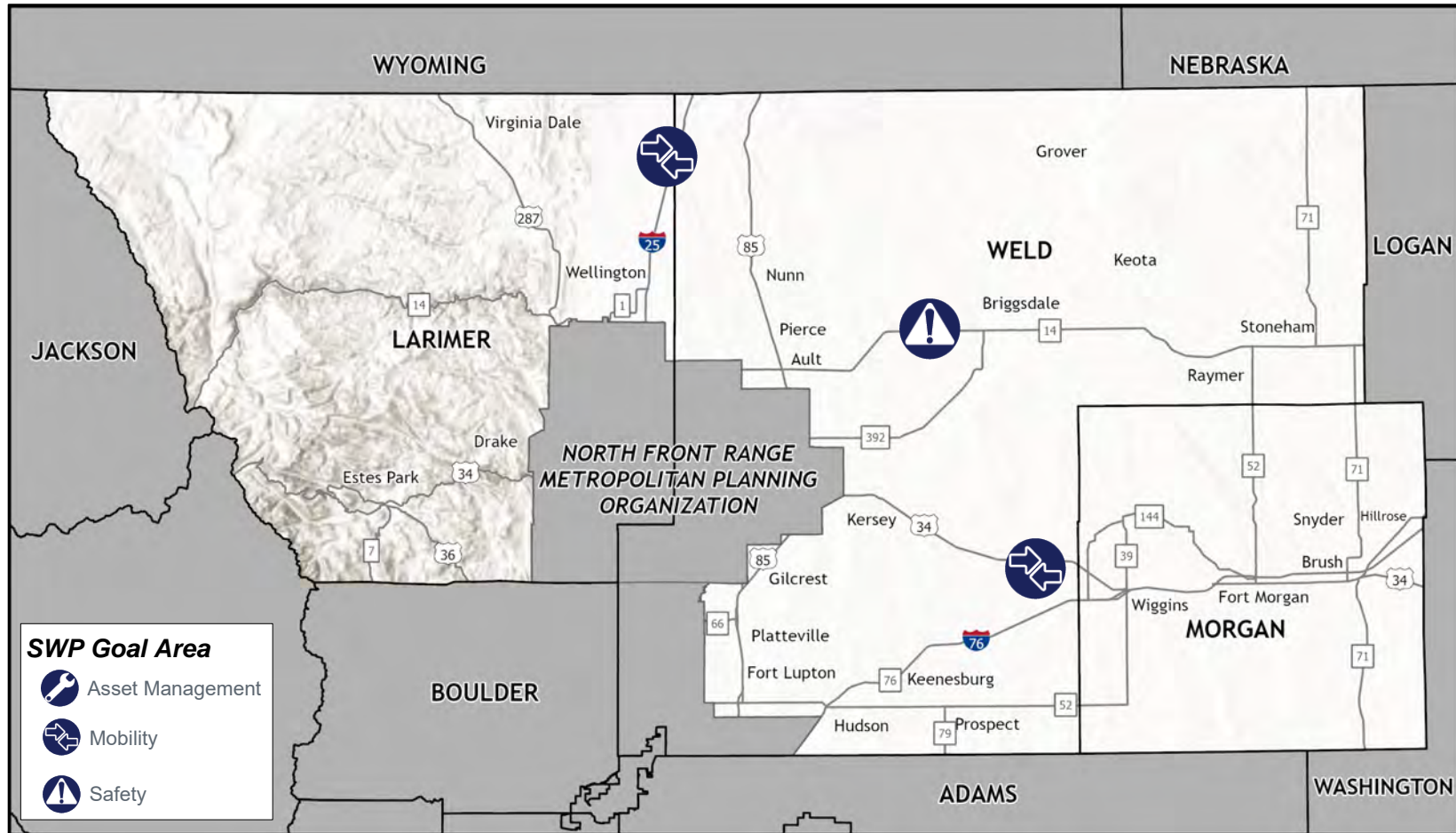
-  Economic Vitality
-  Public Health
-  Tourism
-  Environmental
-  Quality of Life
-  Bicycle
-  Resilience
-  Pedestrian

SWP Goal Area

-  Mobility Options
-  Asset Management
-  Freight
-  Transit
-  Safety
-  Aviation

SWP Goal Area

-  Asset Management
-  Mobility
-  Safety



Asset Management

- While no major asset management projects were identified for this goal area during the long-range planning process, CDOT routinely identifies asset treatments through a separate data-driven asset management process

Mobility

- One Call/One Click Center
- Expansion of NECALG's County Express Demand Response to Connect to Outrider

Safety

- Signal improvements and dilemma zone det.