

SOUTHWEST 2040 REGIONAL TRANSPORTATION PLAN  
CORRIDOR PROFILES

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**Corridor:** SH 3 (PSW7001)

**Map ID:** 1

**Description:** US 160 to 8th Street in Durango. Beginning Mile Post 0, Ending Mile Post 1.27

The Vision for the SH 3, Jct. US 160 to 8th Street in Durango corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor no longer functions as a state highway and serves as a local connection from US 160 to south Durango. The route serves as a bypass for US 550, which runs parallel to SH 3. Users have recommended the addition of bike lanes and intersection improvements at several locations. Future travel modes include passenger vehicle and local transit service. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. However, traffic volumes are not expected to increase to the point of requiring capacity improvements.

**Goals**

- Support commuter travel
- Maintain or improve pavement to optimal condition
- Maintain responsible water quality procedures
- Coordinate transportation and land use decisions

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Consolidate & limit access & develop access management plans
	Improve rock fall mitigation
Transit	Provide local transit
System Preservation	Add surface treatment/overlays

**Corridor:** SH 41 (PSW7002)

**Map ID:** 2

**Description:** Utah Border to Intersection with US 160. Beginning Mile Post 0, Ending Mile Post 9.5

The Vision for the SH 41 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is located within Ute Mountain Ute tribal lands and provides local access, as well as connections to Utah. The transportation system in the area 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. Users have requested additional shoulder and shoulder widening in various locations. The Ute Mountain Ute Tribe uses vans for transit along the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to approximately double by 2035, the volumes are not predicted to be at the point requiring capacity improvements. Future travel modes include passenger vehicles, bicycles, and transit. The communities along the corridor value system preservation. They depend on tourism and freight movements for economic activity in the area. Oil and gas development in the region are also expected to impact future uses of the corridor. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and freight in and through the corridor and recognizing the environmental, economic, social, and cultural needs of the surrounding area.

**Goals**

- Maintain or improve pavement to optimal condition
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Reduce fatalities, injuries and property damage crash rate
- Improve transit options

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Add/improve shoulders
Operations	Post informational signs
Transit	Provide transit service
System Preservation	Add surface treatment/overlays

**Corridor:** SH 84 (PSW7003)

**Map ID:** 3

**Description:** New Mexico state line to Pagosa Springs, Beginning Mile Post 0 Ending Mile Post 27.92

The Vision for the SH 84 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor provides commuter access, and makes north-south connections within the eastern portion of the Southwest TPR. The corridor also serves as an alternative route for Wolf Creek Pass. Users have recommended the addition and widening of shoulders, as well intersection improvements at US 160. Future travel modes include passenger vehicle, freight, and traffic related to increased energy development. The transportation system in the area primarily serves destinations outside the corridor. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase, the volumes are not predicted to be at the level requiring capacity improvements. The communities along the corridor value safety and system preservation. They depend on tourism and freight movements for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Support recreation travel
- Improve access to public lands
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Add passing lanes
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Improve hot spots
Operations	Add signage at accesses to public lands
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings

**Corridor:** SH 110 (PSW7004)

**Map ID:** 4

**Description:** US 550 On/Off Ramp to Silverton Beginning Mile Post 0 Ending Mile Post 0.14

The Vision for the SH 110, US 550 to on/off ramp to Silverton corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor provides local access, transportation of goods and services, as well as connections for tourists to the Town of Silverton, the Alpine Loop, and ski areas. Future travel modes include passenger vehicle. The transportation system in the area serves destinations within and outside the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2035, the volumes are not predicted to be at the level requiring capacity improvements. The communities along the corridor value system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and local access in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Eliminate shoulder deficiencies
- Improve intersection with US 550
- Maintain or improve pavement to optimal condition
- Improve bicycle and pedestrian paths with lighting and signage
- Improve access to Visitor’s Center
- Employ context sensitive design practices

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Add/improve shoulders
Capacity	Improve intersections
System Preservation	Add surface treatment/overlays

**Corridor:** SH 140 (PSW7005)

**Map ID:** 5

**Description:** North/South Roadway from New Mexico State Line to West of Durango at Hesperus  
Beginning Mile Post 0 Ending Mile Post 23.43

The Vision for the SH 140 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections from New Mexico to the west of Durango area. Portions of this corridor are located within Southern Ute and Ute Mountain Ute tribal lands. Users have recommended shoulder widening, surface treatments, and bike lanes. Future travel modes include passenger vehicle, commuter transit service, and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2035, the volumes are not predicted to be at the level requiring capacity improvements. Recreation traffic is expected to increase in the future once Lake Nighthorse is opened to the public. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Provide for recreation travel
- Provide for commuter travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Add passing lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Investigate need for commuter transit service or vanpools
	Provide auxiliary lanes at intersections
System Preservation	Add surface treatment/overlays
	Widen bridges

**Corridor:** SH 141 (PSW7006)

**Map ID:** 6

**Description:** West of Dove Creek and North to the Southern Boundary of the Gunnison Valley TPR (at the San Miguel County line) Beginning Mile Post 0 Ending Mile Post 7.349

The Vision for the SH 141 corridor is primarily to maintain safety as well as to improve system quality and to increase mobility. This corridor serves as a multimodal local facility, provides local access, and makes north-south connections within area the northwest of Dove Creek to southern areas and Miguel County, near Egnar. Future travel modes include passenger vehicle. The transportation system in the area serves towns, cities, and destinations within the corridor, as well as north-south connections for travelers along the central-western perimeter of the state. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to approximately double by 2035, the volumes are not predicted to be at the level requiring capacity improvements. The highway is located within BLM lands, and vehicles commonly pull off the road in undesignated areas along the switchbacks into Disappointment Valley, causing a potentially unsafe situation and leaving trash. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and energy for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Improve geometrics
	Improve hot spots
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Operations	Add signage regarding historical information
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings
	Promote environmental responsibility

**Corridor:** SH 145 (PSW7007)

**Map ID:** 7

**Description:** State Highway from East of Cortez to the Dolores/San Miguel County Line Beginning Mile Post 0 Ending Mile Post 59.45

The Vision for the SH 145 corridor is primarily to maintain safety as well as to improve system quality and to increase mobility. This corridor serves as a multimodal local facility, connects to places outside the region, and makes north-south connections within 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 also been designated an All-American Road. Cortez to Dolores is part of the Trail of the Ancients. Users have requested surface treatment from Rico to Lizard Head Pass Summit. Future travel modes include passenger vehicle, regional bus transit and bicycles. The transportation system in the area serves destinations both inside and outside of the corridor. Bicycling and other forms of recreation are increasing. Trails are an important component of the Town of Rico’s regional master plan. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, recreation, energy and freight movements for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Increase travel reliability and improve mobility
- Support recreation travel, and enhance the traveling experience
- Eliminate shoulder deficiencies to improve bicycle conditions
- Support commuter travel
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

**Solutions**

Benefits	Strategy
Safety	Add passing lanes
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
	Improve hot spots
	Add passing lanes
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct intersection/interchange improvements
Operations	Provide auxiliary lanes and signs at access points to public lands
Transit	Provide commuter transit service to Telluride
Environment	Improve wildlife crossings
	Retain natural, cultural resources, and view sheds
	Improve rock fall mitigation

**Corridor:** SH 151 (PSW7008)

**Map ID:** 8

**Description:** From Ignacio to US 160 West of Pagosa Springs Beginning Mile Post 0 Ending Mile Post 33.96

The Vision for the SH 151 corridor is primarily to improve safety as well as to maintain system quality and increase mobility. This corridor is located almost entirely within the outer boundaries of tribal lands and provides local access and makes east-west connections from Ignacio to U.S. 160, west of Pagosa Springs. It also provides access to local attractions such as Chimney Rock National Monument, Navajo State Park, and Capote Lake. Users have recommended shoulder widening and the addition of turn lanes. Future travel modes include passenger vehicle, bus transit (intercity and regional) and truck freight. The transportation system in the area primarily serves towns and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Although passenger and truck freight traffic volumes are predicted to increase by 2040, the volumes are not predicted to be at the level requiring capacity improvements. The communities along the corridor value safety and system preservation. They depend on tourism and energy for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coal bed methane (CBM) gas exploration and production.

**Goals**

- Reduce fatalities, injuries and property damage crash rate
- Preserve and maintain the existing transportation system
- Plan for increased oil and gas production impacts to the road system
- Recognize and plan for the potential impact of tribal projects (casinos, roadside businesses) to the road system
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors
- Support recreation travel

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
	Improve visibility/sight lines
	Provide rest areas
Operational	Provide auxiliary lanes and signs at access points to public lands
Transit	Expand Transit Service
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

**Corridor:** U.S. 160 (PSW7009)

**Map ID:** 9

**Description:** Four Corners to the Archuleta/Mineral County Line, MP 0.0 to MP 155.09

The Vision for the U.S. 160 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. Portions of the highway are located within Southern Ute and Ute Mountain Ute tribal lands. Portions of highway are within the San Juan Skyway, also designated as an All American Road, and Trail of the Ancients Scenic and Historic Byway. This corridor serves as a multimodal National Highway System facility and serves as the major east-west route through southern Colorado. This segment of the corridor serves destinations both within and outside the region, and makes connections from the Four Corners to the western boundary of Mineral County. It impacts the heart of several towns/cities and provides access to Mesa Verde National Park. Users have requested intersection improvements, wildlife mitigation, bike lanes, widen San Juan River Bridge, improve frontage roads, surface treatments and widen shoulders. Future travel modes include passenger vehicle, local, regional and interregional bus transit (regional), truck freight, bicycle and pedestrian facilities, and aviation. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the US 160 corridor may be a candidate for a future strategic project. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas, safety, and system preservation. They depend on tourism, agriculture, energy 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 and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coal bed methane (CBM) gas exploration and production.

**Goals**

- Increase travel reliability and improve mobility (across all modes)
- Plan for increased oil and gas production impacts to the road system
- Recognize and plan for the potential impact of tribal and other local projects to the road system
- Increase transit ridership through increased efficiency, effectiveness, frequency and convenience
- Promote environmentally responsible transportation improvement

**Solutions**

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	General safety improvements
Capacity	Construct intersection/interchange improvements
	Provide auxiliary lanes
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Coordinate service among transit providers
	Provide and expand transit bus and rail services
	Provide inter-modal connections
Environment	Improve wildlife crossings
	Promote environmental responsibility

**Corridor:** SH 172 (PSW7010)

**Map ID:** 10

**Description:** New Mexico Line North to US 160 Beginning Mile Post 0 Ending Mile Post 24.9

The Vision for the SH 172 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. This corridor is partially-located within the Southern Ute Indian Reservation and provides local access within the southern La Plata County area. Users have requested intersection improvements. Future travel modes include passenger vehicle, bus (regional), transit, and aviation (Durango-La Plata County Airport). The transportation system in the area primarily serves destinations within the corridor. The corridor provides the primary access to Ignacio and the Southern Ute Tribal Headquarters, the site of a large new casino and hotel, expected to attract large numbers of visitors. The corridor also provides access to the Durango-La Plata County airport. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety and system preservation. They depend on tourism and freight movements for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. The corridor is affected significantly by coal bed methane (CBM) gas exploration and production.

**Goals**

- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Provide for tourist-friendly travel
- Provide for safe pedestrian travel across the highway
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Construct auxiliary lanes (passing, turn, acceleration/deceleration)
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct intersection/interchange improvements
Transit	Expand Transit Service
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

**Corridor:** SH 184 (PSW7011)

**Map ID:** 11

**Description:** State Highway Connecting Mancos to SH 491 through Dolores  
Beginning Mile Post 0 Ending Mile Post 7.99

The Vision for the SH 184 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. A portion of the highway is within the Trail of the Ancients Scenic and Historic Byway. This corridor provides local and tourist access and makes east-west connections within the rural Montezuma County area. The highway also provides access to public lands. Users have recommended surface treatments, bike shoulders, and wildlife mitigation techniques along this corridor. Future travel modes include passenger vehicle, however, locally elected officials have seen an increase in bicycle travel and expect this trend to continue. The transportation system in the area serves towns, cities, and destinations within and outside the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase. Dolores town officials have seen an increase in bicycle traffic and expect this trend to continue. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, recreation, freight movement and agriculture for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and commuters in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Support recreation travel
- Improve access to public lands
- Preserve the existing transportation system
- Eliminate shoulder deficiencies
- Reduce the occurrence of animal/vehicle collisions in identified wildlife corridors

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
	Add signage
	Add passing lanes
Capacity	Assess intersection configurations and signage of access points to public lands
	Provide auxiliary lanes
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

**Corridor:** U.S. 491A (PSW7012)

**Map ID:** 12

**Description:** New Mexico State Line to Jct. US 160, Milepost 0.0 to 6.4

The Vision for the US 491A, New Mexico state line to Jct. US 160 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This 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. Users have requested surface treatments and additional shoulders. Future travel modes include passenger vehicle, bus transit (regional), and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. The corridor is affected significantly by coal bed methane (CBM) gas exploration and production. Segments of the US 491 corridor were identified as candidate projects in the CDOT 2003 Strategic Investment Program. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Increased recreation traffic is expected at McPhee Reservoir and the Canyons of the Ancients, designated a national monument in the year 2000. The communities along the corridor value high levels of mobility, connections to other areas, safety, system preservation, and access to tribal lands. They depend on tourism, energy and freight movements for economic activity in the area. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists and freight in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Reduce traffic congestion and improve traffic flow
- Provide for tourist-friendly travel
- General safety improvements
- Plan for increased oil and gas production impacts to the road system
- Support economic development and maintain traffic operations

**Solutions**

Benefits	Strategy
Safety	Add acceleration/deceleration lanes
	Add guardrails
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	General safety improvements
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Provide transit service
Environment	Add drainage improvements
	Retain natural and cultural resources and view sheds

**Corridor:** U.S. 491B (PSW7013)

**Map ID:** 13

**Description:** Cortez to Utah State Line Beginning Mile Post 26.371 Ending Mile Post 69.602

The Vision for the U.S. 491B corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. The highway is located within the Ute Mountain Ute Reservation and provides access to tribal lands. This corridor serves as a multimodal National Highway System facility, connects to places outside the region, and makes north-south connections within the Southwest Transportation Planning Region area. It is designated a hazardous waste route and serves as a major truck route from Albuquerque to Salt Lake City. Users have recommended additional shoulders. Future travel modes include passenger vehicle, truck freight, rail freight and aviation (Dove Creek Airport). The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. Increased recreation traffic is expected at McPhee Reservoir and the Canyons of the Ancients, designated a national monument in the year 2000. New Mexico plans to four lane the highway to the Colorado state line. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity 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, commuters, freight, and farm-to-market products in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally sensitive transportation improvements
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demands

**Solutions**

<b>Benefits</b>	<b>Strategy</b>
Safety	Add acceleration/deceleration lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve hot spots
Aviation	Meet airport facility objectives in Airport System Plan
Environment	Improve wildlife crossings
	Retain natural and cultural resources and view sheds

**Corridor:** U.S. 550 (PSW7014)

**Map ID:** 14

**Description:** New Mexico State Line to San Juan/Ouray County Line; Beginning Mile Post 0.0 Ending Mile Post 80.523

The Vision for the U.S. 550 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. The southern portion of the highway is located within the Southern Ute Reservation and provides access to tribal lands. The highway is part of the San Juan Skyway, which was one of the first six routes designated as an All-American Road. This corridor serves as a multimodal National Highway System facility, connects to places within and outside the region, and is the major route providing north-south connections within the Southwest Colorado area. It is also a commuter route and provides access to public lands. Users have recommended additional passing lanes, slow moving vehicle turnouts, and converting abandoned rail lines into usable trails. Future travel modes include passenger vehicle, local, regional and interregional bus transit, and truck freight. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Segments of the U S 550 corridor were identified as candidate projects in the CDOT 2003 Strategic Investment Program and may be a candidate for a future Strategic Projects Program. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. The corridor is affected significantly by coal bed methane (CBM) gas exploration and production. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor and recognizing the environmental, economic and social needs of the surrounding area.

**Goals**

- Increase travel reliability and improve mobility
- Provide for tourist-friendly travel
- Coordinate transportation and land use decisions
- Support economic development and maintain environment
- Improve transit options

**Solutions**

Benefits	Strategy
Safety	General safety improvements
	Add passing/climbing lanes
Capacity	Improve/add intersections/interchanges
	Add roadway pullouts for breakdowns, buses and slow vehicles
	Provide auxiliary lanes
Operations	Improve ITS incident response, traveler info & traffic management
Transit	Provide and expand transit bus services
	Provide park ‘n’ rides
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Environment	Improve wildlife crossings
	Retain natural and cultural resources and viewsheds