

NORTHWEST 2040 REGIONAL TRANSPORTATION PLAN
CORRIDOR PROFILES

Corridor: SH 9 (PNW7001)

Description: I-70 North to Kremmling

The Vision for the State Highway 9 corridor is primarily to improve safety, maintain system quality and to increase mobility. 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 need. Future travel modes include passenger vehicle, bus service (regional), truck freight, and bicycle and pedestrian facilities. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to increase. The communities along the corridor value safety, systems preservation, transportation choices, and connections to other areas. They depend on tourism and commercial activity to support the local economy. Additionally, this corridor serves as an alternate route when 1-70 closes. 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

- Reduce fatalities, injuries and property damage crash rate
- Reduce traffic congestion and improve traffic flow
- Support commuter and recreation travel
- Accommodate growth in freight transport
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
Capacity	Construct Intersection/Interchange improvements
	Promote carpooling and vanpooling
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Transit	Provide and expand transit bus services
	Provide inter-modal connections
Environment	Improve wildlife crossings
System Preservation	Add surface treatment/overlays

Corridor: SH 13 (PNW7002)

Description: Rifle North to Wyoming Border

The Vision for the State Highway 13 corridor is primarily to improve safety and to maintain system quality. 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. Future travel modes include passenger vehicle, transit, truck freight and aviation (Meeker 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, systems preservation and connections to other areas. They depend on tourism and agriculture/ranching for their economic livelihood. Therefore, users have called for 12 foot lanes and 8 foot shoulders and passing lanes. Users of this corridor want to preserve the rural character of the area while supporting the movement of tourists, recreational usage, commuters, freight, energy extraction, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. The Transportation Commission ranked this corridor for consideration as an NHS facility due to its function as a major north/south connector in northwestern Colorado.

Goals

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

Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add/improve shoulders
	Improve geometrics
	Add passing lanes
Capacity	Construct, improve and maintain the system of local roads
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add Surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings
Transit	Provide and expand transit services

Corridor: SH 14 (PNW7003)

Description: US 40 to County Line

The Vision for the State Highway 14 corridor is primarily to improve safety and maintain system quality. This corridor serves as an inter/intra-regional facility that provides local, recreational and tourist access to and within North Park. Future travel modes include passenger vehicles and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase marginally. Currently, however, this corridor is being used by heavy trucks to transport dead trees killed by the recent beetle infestation in addition to heavy summer tourism traffic. Therefore, users have called for 12 foot lanes and 8 foot shoulders to promote safety and foster economic activity. The communities along the corridor value high levels of safety, and system preservation. They depend on tourism, agriculture and ranching as the basis for their local economy. Users of this corridor want to preserve the rural, mountain, and agricultural/ranching character of the region while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Reduce fatalities, injuries and property damage crash rate
- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Add guardrails
	Add/improve shoulders
	Improve geometrics
Capacity	Construct intersection/interchange improvements
	Promote carpooling and vanpooling
Transit	Provide and expand transit bus services
System Preservation	Add surface treatment/overlays

Corridor: U.S. 34 (PNW7004)

Description: North of Granby to Estes Park

The Vision for the U.S. 34 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. 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. Future travel modes include passenger vehicle and bus service. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will marginally grow. The communities along the corridor value system quality, improving safety, and transportation choices. They primarily depend on tourism for their economic livelihood. 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 while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation and commuter travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve and enhance the existing transportation system
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Add turn lanes
	Add/improve shoulders
Transit	Market transit services and provide incentives
	Provide and expand transit bus and rail services
	Provide inter-modal connections
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Environment	Promote environmental responsibility

Corridor: U.S. 40 East (PNW7005)

Description: West of Craig East to Empire/I-70

The Vision for the U.S. 40 corridor (Segment 2) is primarily to maintain system quality, improve safety and increase mobility. 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. Traffic congestion is a problem for this corridor, particularly in the local communities, including Craig to Steamboat Springs, and Winter Park to Granby. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. This area is subject to avalanche concerns, unique weather, and topography. Safety is a substantial concern for this corridor; in several areas passing lanes and intersection improvements are needed. Future travel modes include passenger vehicle, regional bus service, passenger rail, truck freight, and rail freight, aviation (Granby, Kremmling, Steamboat, Hayden and Craig Airports) and bicycle and pedestrian facilities. 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 system preservation, improved safety, and high levels of mobility, transportation choices, and connections to other areas. They depend on tourism, construction, recreational usage, agriculture/ranching, energy extraction and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural, mountain, and agricultural/ranching character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Preserve and enhance the existing transportation system
- Reduce traffic congestion, improve traffic flow, and provide for safe movement of bicycles/pedestrians
- Reduce fatalities, injuries and property damage crash rate
- Expand transit usage
- Ensure that airport facilities are maintained in a safe operating condition and are adequate to meet existing and projected demand Strategies

Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add Guardrails
	Add/improve shoulders
	Consolidate & limit access & develop access management plans
Capacity	Construct Intersection/Interchange improvements
	Promote carpooling and vanpooling
Transit	Construct and maintain Park and Ride facilities
	Provide and expand transit bus and rail services
Aviation	Meet airport facility objectives in Airport System Plan
Freight	Improve railroad crossings
Environment	Improve wildlife crossings

Corridor: U.S. 40 West (PNW7006)

Description: Utah Border to West of Craig

The Vision for the U.S. 40 corridor (Segment 1) is primarily to maintain system quality, improve safety and increase mobility. 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. However, Segment 1 is predominately passenger and truck traffic that is interregional /state rather than intra-regional, reflecting destinations outside the corridor. It is anticipated that energy extraction including coal, oil shale, and natural gas will result in an increase of heavy vehicles that serve the industry. As a consequence the need for adequate, 8 foot, shoulders has arisen. Future travel modes include passenger vehicle, bus (intercity and regional), expanded transit options, and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are not expected to increase significantly; however, heavy trucks related to energy extraction are expected to increase as resource development occurs. Users of the corridor value system preservation, safety, connections to other areas, and high levels of mobility. .

Goals

- Preserve existing transportation system
- Maintain statewide transportation connections
- Improve travel reliability and improve mobility
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Add turn lanes
Transit	Provide and expand transit bus and rail services
System Preservation	Add surface treatment/overlays
Environment	Improve wildlife crossings

Corridor: SH 64 (PNW7007)

Description: Dinosaur to Meeker

The Vision for the State Highway 64 corridor is primarily to maintain system quality and improve safety. This corridor serves as an intra-regional facility that provides local access as well as connecting the communities of Dinosaur, Rangely and Meeker. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. This also will impact county roads not built for heavy truck traffic. Future travel modes include passenger vehicle, aviation (Rangely Airport) and truck freight. Based on historic and projected population and employment levels, passenger traffic and truck traffic volumes are expected to increase. The communities along the corridor value systems preservation, safety, and connections to other areas. They depend on tourism and commercial activity for their economic livelihood. Users have requested 12 foot lanes and 8 foot shoulders, reconstruction of the roadway to improve sight distances, and appropriate speed limits to promote safety and foster economic activity. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, energy extraction, and freight in and through the corridor while 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
- Preserve and enhance the existing system
- Rehabilitate/replace deficient bridges
- Ensure airport facilities are maintained in a safe operating condition and are adequate to meet the existing and projected demands

Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Construct, improve and maintain the system of local roads
Aviation	Meet airport facility objectives in Airport System Plan
Economic Vitality	Coordinate transportation and land use decisions
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Environment	Coordinate transportation and land use decisions

Corridor: SH 125 (PNW7008)

Description: North of Granby to the Wyoming Border

The Vision for the State Highway 125 corridor is primarily to improve safety and maintain system quality. 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. Future travel modes include passenger vehicle, truck freight and aviation (Walden Airport). Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only marginally. Currently, however, the corridor is being used by heavy trucks for transporting trees killed by the recent beetle infestation. The communities along the corridor value improved safety, systems preservation and connections to other areas. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and farm to market products within and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

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

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

Corridor: SH 127 (PNW7009)

Description: Northeast of Walden to the Wyoming Border

The Vision for the State Highway 127 corridor is primarily to improve safety and to maintain system quality. This corridor serves as an intra-regional facility that provides local access. Future travel modes include passenger vehicle and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to marginally increase. The communities along the corridor value safety and system preservation. They depend on tourism and agriculture/ranching for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

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

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots

Corridor: SH 131 (PNW7010)

Description: Wolcott North to Steamboat Springs/U.S. 40

The Vision for the State Highway 131 corridor is primarily to improve safety and maintain system quality as well as to increase mobility. 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. Year round commuter traffic between Steamboat Springs, Stagecoach, Oak Creek, and Yampa has increased, producing congestion at peak times. This corridor serves as an alternate route during I-70 closures and users have requested 8-foot shoulders and passing lanes for safety considerations. Future travel modes include passenger vehicle, truck freight, **bus (regional)**, passenger rail and expanded transit usage. Based on historic and projected population and employment levels, passenger traffic and freight volumes are expected to increase as residential sites and recreational facilities are developed or expanded. The communities along the corridor value improved safety, system preservation, high levels of mobility and connections to other areas. They depend on tourism and commercial activity for their economic livelihood. 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

- Support commuter and recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Expand transit usage

Solutions

Benefits	Strategy
Safety	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Capacity	Promote carpooling and vanpooling
Transit	Promote passenger rail
	Provide and expand transit bus services
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Environment	Improve wildlife crossings

Corridor: SH 134 (PNW7011)

Description: Gore Pass, US 40 to SH 131

The Vision for the State Highway 134 corridor is primarily to maintain system quality and improve safety. This corridor primarily serves as a connecting facility linking SH 131 with US 40 as well as providing access to public lands. This 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. Future travel modes include bus (regional), passenger and recreational vehicles. Based on historic and projected population and employment levels, passenger and freight traffic volumes are expected to marginally increase. The communities within the TPR value systems preservation, safety and connections to other areas. They depend on tourism and recreational usage for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and access to recreation areas while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve and enhance the existing transportation system
- Improve access to public lands

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve hot spots
System Preservation	Add surface treatment/overlays

Corridor: SH 139 (PNW7012)

Description: Loma North to Rangely

The Vision for the State Highway 139 corridor is primarily to improve safety. 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. Energy extraction including coal, oil, oil shale, and natural gas will continue to result in an increase in heavy vehicles that serve the industry. Since energy development is relevant along corridor, users have requested 14 foot lanes with 6 foot shoulders. Future travel modes include passenger vehicle and truck freight. Based on historic and projected population and employment levels, passenger traffic volumes are expected to only marginally increase while freight volumes will increase substantially. The communities along the corridor value system preservation, safety, and connections to other areas. They depend on tourism recreation and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, access to recreation sites, the movement of freight, and energy extraction, in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Accommodate growth in freight transport
- Preserve and enhance the existing transportation system, and coordinate transportation and land use decisions
- Maintain or improve pavement to optimal condition
- Reduce fatalities, injuries and property damage crash rate

Solutions

Benefits	Strategy
Safety	Add accel/decel lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve geometrics
	Improve hot spots
Aviation	Meet airport facility objectives in Airport System Plan
System Preservation	Add surface treatment/overlays

Corridor: SH 317 (PNW7013)

Description: Hamilton to Pagoda

The Vision for the State Highway 317 corridor is primarily to maintain system quality and to improve safety. This corridor serves as a local facility providing local access to recreational sites and public lands. Future travel modes include passenger and recreational vehicles. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to only minimally increase. Residents of the TPR value system preservation and safety. They depend on tourism, agriculture and recreational usage for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and recreational users in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Provide for tourist-friendly travel
- Preserve and enhance the existing transportation system
- Improve access to public lands

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement

Corridor: SH 318 (PNW7014)

Description: Utah Border to the Junction with U.S. 40

The Vision for the State Highway 318 corridor is primarily to maintain system quality as well as to improve safety and to increase mobility. 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. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. Residents of the TPR value system preservation and safety. They have identified the need for adding and widening shoulders. They depend on tourism and commercial activity for their economic livelihood. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourist's freight and recreational users within and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Preserve and enhance the existing transportation system
- Improve access to public lands
- Support recreational travel

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
System Preservation	Add surface treatment/overlays

Corridor: SH 394 (PNW7015)

Description: Craig to CR 30

The Vision for the State Highway 394 corridor is primarily to maintain system quality and to improve safety. This corridor serves as a local facility providing local access. Future travel modes include passenger vehicle and truck freight. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the area. They have identified the need for adding and widening shoulders. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and recreational users while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Support recreation travel
- Preserve and enhance the existing transportation system
- Improve access to public lands

Solutions

Benefits	Strategy
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
System Preservation	Add surface treatment/overlays