

Corridor Vision

State Highway 9

State Highway SH 9

Planning Region 12 - Northwest

Beginning Mile Post 127

Ending Mile Post 139

South of Kremmling to the Intermountain TPR boundary

Vision Statement

The Vision for the State Highway 9 corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal local facility, connects to places outside the region, and makes north-south connections within the Blue River Valley area. Future travel modes include passenger vehicle, bus service, truck freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value high levels of mobility, transportation choices, and connections to other areas. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain

character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Reduce traffic congestion and improve traffic flow
- Support commuter travel
- Support recreation travel
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Provide and expand transit bus and rail services
- Provide bicycle/pedestrian facilities
- Provide inter-modal connections
- Improve Geometrics
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add Guardrails
- Add Surface treatment/overlays

Corridor Vision

State Highway 13

State Highway SH 13

Planning Region 12 - Northwest

Beginning Mile Post 17

Ending Mile Post 128

North of Craig to the Wyoming border

Vision Statement

The Vision for the State Highway 13 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, provides local access, and makes north-south connections within the north of Craig to the Wyoming border area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural 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 / Objectives

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Construct, improve and maintain the system of local roads
- Improve Geometrics
- Add/improve shoulders
- Add Surface treatment/overlays
- Bridge repairs/replacement

Corridor Vision

State Highway 14

State Highway SH 14

Southeast of Walden

Planning Region 12 - Northwest

Beginning Mile Post 0

Ending Mile Post 65

Vision Statement

The Vision for the State Highway 14 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, provides local access, and makes north-south connections within the south-east of Walden area. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value high levels of mobility, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural 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 / Objectives

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Improve Geometrics
- Construct Intersection/Interchange improvements
- Add/improve shoulders
- Add Guardrails
- Add Surface treatment/overlays
- Bridge repairs/replacement

Corridor Vision

U.S. 34

State Highway U.S. 34

Beginning Mile Post 0

Planning Region 12 - Northwest

Ending Mile Post 32

North east of Grandby to Rocky Mountain National Park

Vision Statement

The Vision for the U.S. 34 corridor is primarily to maintain system quality as well as to increase mobility and to improve safety. This corridor serves as a multi-modal National Highway System facility, provides local access, and makes north-south connections within the access to Rocky Mountain National Park area. Future travel modes include passenger vehicle and bus service. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase while freight volume will remain constant. The communities along the corridor value transportation choices, safety, and system preservation. They depend on tourism 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 while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support commuter travel
- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system

Strategies

- Provide and expand transit bus and rail services
- Market transit services and provide incentives

Corridor Vision

U.S. 40

State Highway U.S. 40

Beginning Mile Post 0

Planning Region 12 - Northwest

Ending Mile Post 243

NHS facility that flows in an east-west direction throughout the Northwest TPR

Vision Statement

The Vision for the U.S. 40 corridor is primarily to increase mobility as well as to maintain system quality and to improve safety. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections within the major east-west access throughout the TPR area. Future travel modes include passenger vehicle, bus service, passenger rail, truck freight, rail freight, and bicycle and pedestrian facilities. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on tourism, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural, mountain, and agricultural character of the area while supporting the movement of tourists, commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Increase travel reliability and improve mobility
- Support commuter travel
- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Strategies

- Consolidate and limit access and develop access management plans
- Provide and expand transit bus and rail services
- Construct and maintain Park'n Ride facilities
- Provide inter-modal connections
- Construct Intersection/Interchange improvements
- Add passing lanes
- Add turn lanes
- Add/improve shoulders
- Add Guardrails
- Improve hot spots

Corridor Vision

State Highway 64

State Highway SH 64

Planning Region 12 - Northwest

Beginning Mile Post 0

Ending Mile Post 74

East of Dinosaur to Meeker

Vision Statement

The Vision for the State Highway 64 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, provides local access, and makes east-west connections within the west of Meeker area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement

Corridor Vision

State Highway 125

State Highway SH 125

Planning Region 12 - Northwest

Beginning Mile Post 0

Ending Mile Post 75

North of Granby to the Wyoming border

Vision Statement

The Vision for the State Highway 125 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, provides local access, and makes north-south connections within the north of Granby to Wyoming line 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. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and mountain 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.

Goals / Objectives

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement

Corridor Vision

State Highway 127

State Highway SH 127

Planning Region 12 - Northwest

Beginning Mile Post 0

Ending Mile Post 9

North-east of Walden

Vision Statement

The Vision for the State Highway 127 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, provides local access, and makes north-south connections within the north-east of Walden area. Future travel modes include passenger vehicle 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 stay the same. The communities along the corridor value safety and system preservation. They depend on tourism and agriculture for economic activity in the area. Users of this corridor want to preserve the rural and 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 / Objectives

- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays

Corridor Vision

State Highway 131

Planning Region 12 - Northwest

State Highway SH 131

Beginning Mile Post 21

Ending Mile Post 69

North of Wolcott to the junction with U.S. 40 south of Steamboat Springs

Vision Statement

The Vision for the State Highway 131 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 north-south connections within the north-south facility in the middle of the TPR area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value high levels of mobility, connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists, commuters, and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support commuter travel
- Support recreation travel
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Maintain or improve pavement to optimal condition

Strategies

- Improve Geometrics
 - Add passing lanes
 - Add turn lanes
- Improve visibility/sight lines
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement

Corridor Vision

State Highway 134

State Highway SH 134

Planning Region 12 - Northwest

Beginning Mile Post 0

Ending Mile Post 27

East-west route connecting U.S. 40 with State Highway 131

Vision Statement

The Vision for the State Highway 134 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, provides local access, and makes east-west connections within the central 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. 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 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 in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support recreation travel
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition
- Rehabilitate/replace deficient bridges

Strategies

- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement

Corridor Vision

State Highway 139

State Highway SH 139

Planning Region 12 - Northwest

Beginning Mile Post 41

Ending Mile Post 72

South of Rangely to the northern border of the Intermountain TPR

Vision Statement

The Vision for the State Highway 139 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 north-south connections within the southwestern portion of the TPR area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain constant while freight volume will increase. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support recreation travel
- Accommodate growth in freight transport
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays

Corridor Vision

State Highway 317

State Highway SH 317

Planning Region 12 - Northwest

Beginning Mile Post 0

Ending Mile Post 12

East-west route east of State Highway 13

Vision Statement

The Vision for the State Highway 317 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, provides local access, and makes east-west connections within the central TPR area. Future travel modes include passenger vehicle. The transportation system in the area primarily serves towns, cities, and destinations within the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to stay the same. The communities along the corridor value safety and system preservation. They depend on 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 in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support recreation travel
- Provide for tourist-friendly travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Improve Geometrics
- Improve hot spots
- Add Surface treatment/overlays
- Bridge repairs/replacement

Corridor Vision

State Highway 318

State Highway SH 318

Beginning Mile Post 0

Planning Region 12 - Northwest

Ending Mile Post 61

Utah border south-east to the junction with U. S. 40

Vision Statement

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. The communities along the corridor value safety and system preservation. They depend on tourism and commercial activity for economic activity in the area. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

Eliminate shoulder deficiencies

Preserve the existing transportation system

Maintain or improve pavement to optimal condition

Rehabilitate/replace deficient bridges

Strategies

Improve Geometrics

Improve hot spots

Add Surface treatment/overlays

Bridge repairs/replacement

Corridor Vision

State Highway 394

State Highway SH 394

Planning Region 12 - Northwest

Beginning Mile Post 0

Ending Mile Post 9

In proximity of Craig

Vision Statement

The Vision for the State Highway 394 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, provides local access, and makes north-south connections within the proximity of Craig area. Future travel modes include passenger vehicle 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 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. Users of this corridor want to preserve the rural and mountain character of the area while supporting the movement of tourists and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals / Objectives

- Support recreation travel
- Eliminate shoulder deficiencies
- Preserve the existing transportation system
- Maintain or improve pavement to optimal condition

Strategies

- Improve Geometrics
- Add/improve shoulders
- Improve hot spots
- Add Surface treatment/overlays