

UPPER FRONT RANGE 2040 REGIONAL TRANSPORTATION PLAN
CORRIDOR PROFILES

CORRIDOR #1: SH 1 (PUF7001)

Description: SH 1 from SH 287 in Ft Collins to I-25 in Wellington

The vision for the SH 1 corridor is primarily to improve safety as well as to increase mobility and to maintain system quality. This corridor serves as a local facility, provides commuter access, and makes north-south connections within the Wellington/north Fort Collins area. Future travel modes expected in this corridor include passenger vehicle, bus service, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting, vanpooling, and carpooling) would likely be effective in this corridor. 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 likely remain constant. The communities along the corridor value transportation choices, connections to other areas, and safety. The area served by this corridor is primarily residential, serving as a bedroom community to Fort Collins. Users of this corridor want to preserve the rural residential character of the area and support the movement of commuters along the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Support commuter travel and expand transit usage
- Provide for bicycle/pedestrian travel
- Increase Transportation Demand Management
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

Solutions

Benefit	Strategy
Capacity	Construct Intersection/Interchange improvements
	Promote carpooling and vanpooling
Operations	Promote Travel Demand Management
	Study and change speed limits
Safety	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel)
	Improve Geometrics
	Improve hot spots
	Use improved striping paint / beads
System Preservation	Add surface treatment/overlays

CORRIDOR #2: SH 7 MOUNTAIN SECTION (PUF7002)

Description: SH 7 from Estes Park to Lyons, including SH 7E through Allenspark

Vision

The vision for the SH 7 Mountain Section corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, provides a scenic route, connects to places outside the region, and makes north-south connections along the Peak-to-Peak Scenic Byway through southern Larimer County. This corridor is expected to be primarily comprised of passenger vehicles in the future. 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 only slightly. The communities along the corridor value connections to other areas, access to adjoining National Forest land, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area and support the movement of tourists through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Provide for tourist-friendly travel and improve access to public lands
- Provide information to traveling public
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Environment	Improve wildlife crossings
	Promote environmental responsibility
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add Guardrails
	Add passing lanes
	Add turn lanes
	Construct wider shoulders where feasible
	Improve hot spots
System Preservation	Add Surface treatment/overlays

CORRIDOR #3: SH 14 MOUNTAIN SECTION (PUF7003)

Description: SH 14 from Walden to US 287 (Ted's Place) north of Ft Collins

Vision

The Northwest TPR and the Upper Front Range TPR agree that the primary investment category for the SH 14 Mountain Section corridor is safety west of the Jackson/Larimer county line and system quality east of the line. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the Poudre Canyon area. 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. This corridor is expected to be primarily comprised of passenger vehicles in the future. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase only slightly. The communities along the corridor value connections to other areas, access to adjoining National Forest land, safety, and system preservation and depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area while supporting the movement of tourists in and through the corridor, recognizing the environmental, economic and social needs of the surrounding area.

Goals

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

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Environment	Improve wildlife crossings
	Promote environmental responsibility
Safety	Add Guardrails
	Construct auxiliary lanes (passing, turn, accel/decel)
	Construct wider shoulders where feasible
	Improve hot spots
	Improve Rock fall mitigation
	Improve visibility/sight lines
Transit	Provide and expand transit bus and rail services

CORRIDOR #4: SH 14 PLAINS SECTION (PUF7004)

Description: SH 14 from I-25 (Ft Collins) to I-76 (Sterling), including SH 392B from US 85 in Lucerne to SH 14 in Briggsdale

Vision

The Eastern TPR and the UFR TPR agree that the primary investment category for the SH 14 Plains Section is system quality to the west of SH 71 and mobility to the east of SH 71. The Pawnee Pioneer Trails Scenic/Historic Byway extends along portions of this corridor. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the northern Weld County area. Future travel modes include passenger vehicle and truck freight. The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels passenger traffic volumes are expected to increase slightly, while freight traffic volumes are expected to increase significantly. The communities along the corridor value access to Pawnee National Grasslands, connections to other areas and system preservation. They depend primarily on agriculture for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic, and social needs of the surrounding area.

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Environment	Add drainage improvements
Safety	Add Accel/decel lanes
	Add turn lanes
	Add/improve shoulders
	Flatten slopes
	Improve hot spots
	Install rumble strips in high accident areas

CORRIDOR #5: I-25 FRONT RANGE (PUF7005)

Description: I-25 from US 36 in Denver to SH 14 in Ft Collins, includes parallel arterial roadways

Vision

The vision for the I-25 Front Range corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor includes I-25, an interstate facility on the National Highway System, and parallel arterial roads. This section of I-25 is one of CDOT's 7th Pot Strategic Corridors. A future transit connection to the Denver metropolitan area is also envisioned in this corridor. This north-south corridor serves as a multi-modal facility through the southeast Larimer County/southwest Weld County area, connecting to places outside the region (including the Denver metropolitan area and the North Front Range MPO) while providing for local and commuter access along the corridor. Future travel modes to be accommodated in the corridor will likely include passenger vehicle, bus service, bus rapid transit, truck freight, bicycle and pedestrian facilities (off of mainline I-25) and aviation (Erie Municipal Airport). Transportation Demand Management (telecommuting, vanpooling, and carpooling) would likely be effective in this corridor. Sections of this corridor currently experience congestion, especially during the peak hours of the day. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, system preservation, and intermodal connections. They depend on manufacturing, high-tech industries, agriculture, commercial activity, retail and residential development, and oil and gas for economic activity in the area. The area surrounding this corridor is transitioning from rural to suburban and the corridor needs to support the movement of commuters, freight, farm-to-market products, tourists, and hazardous materials, and provide for long distance travel in and through the corridor. Any improvements should recognize the environmental, economic, and social needs of the surrounding area and should be consistent with the *North I-25 Environmental Impact Statement*.

Goals

- Increase travel reliability and improve traffic flow in order to support commuter travel, accommodate growth in freight transport and maintain statewide transportation connections
- Support economic development while maintaining environmental responsibility and coordinating transportation and land use decisions
- Reduce dependency on single occupancy vehicles by enhancing transit, TDM, and bicycle/pedestrian options
- Provide information to the traveling public and promote education to improve safe driving behavior
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Deliver projects on time (7th Pot)
- Ensure airport facility meets existing and projected demands

Solutions

Benefit	Strategy
Aviation	Expand air service
	Meet airport facility objectives in Airport System Plan*
Bicycle & Pedestrian	Provide bicycle/pedestrian facilities
Capacity	Promote carpooling and vanpooling
	Promote telecommuting and flexible work hours
	Add new interchanges/intersections
	Construct, improve and maintain the system of local roads
Environment	Add drainage improvements
	Improve landscaping
	Construct noise barriers
	Promote environmental responsibility
Freight	Promote rail studies
Operations	Promote Travel Demand Management
	Promote tolling studies
	Add high occupancy vehicle and toll lanes
	Improve ITS incident response, traveler info & traffic management
	Promote use and maintenance of variable message signs
Safety	Add medians
	Construct auxiliary lanes (passing, turn, accel/decel)
	Add traffic signals
	Improve hot spots
	Use improved striping paint / beads
	Replace old signs
	Add rest areas
	Consolidate & limit access & develop access management plans
	Add general purpose lanes
	Implement safety education programs
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Construct and maintain park and ride facilities
	Construct and maintain transit stations
	Provide inter-modal connections
	Market transit services and provide incentives
	Provide and expand transit bus and rail services

* The Colorado Division of Aeronautics develops an Aviation *System Plan* approximately every five years. In this 2011 plan, the performance of the aviation system (airports) is highlighted and resulting facility objectives are measured to see if they are met. For more details see the executive summary of the plan at: http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view. In addition, a 2013 *Economic Impacts Study* of Colorado Airports was developed and highlights jobs, payroll, economic output, and tax revenues generated by airports. For more details on economic impacts of Colorado airports see: <http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>.

CORRIDOR #6: I-25 NORTH SECTION (PUF7006)

Description: I-25 from SH 14 in Fort Collins to the Wyoming state line

Vision

The vision for the I-25 North Section corridor is primarily to maintain system quality as well as to improve safety. I-25 is an interstate facility on the National Highway System. This corridor connects to places outside the region, and also provides north-south connections within the Fort Collins to Cheyenne area. It is part of the national trade network. Future travel modes to be planned for in the corridor include passenger vehicle and truck freight. 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 primarily depend on agriculture for economic activity in the area. This corridor needs to support the movement of tourists and freight, and provide for long distance travel through the corridor. Any improvements to the corridor should recognize the environmental, economic, and social needs of the surrounding area and should be consistent with the *North I-25 Environmental Impact Statement*.

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries, and property damage crash rate
- Preserve the existing transportation system

Solutions

Benefit	Strategy
Bicycle & Pedestrian	Construct separated bicycle facilities
Operations	Improve ITS incident response, traveler info & traffic management
	Promote use and maintenance of variable message signs
Safety	Add Accel/decel lanes

CORRIDOR #7: US 34 RMNP/MOUNTAIN SECTION (PUF7007)

Description: US 34 from Granby through Rocky Mountain National Park, includes SH 36A through RMNP

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. 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 serves as a local facility, providing local access and making east-west connections within the Rocky Mountain National Park area. Future travel modes include passenger vehicle, bus service, bicyclists and pedestrians. The transportation system in the area primarily serves destinations within the corridor. Based on historic and projected population and employment levels, the travel demand along this corridor is expected to grow moderately. This growth will likely need to be accommodated through the use of alternative modes such as bus service. The communities along the corridor value transportation choices and system preservation, and they depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain 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
- Expand transit usage
- Provide information to traveling public
- Promote education to improve safe driving behavior
- Preserve the existing transportation system

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
Environment	Promote environmental responsibility
Operations	Post informational signs
Safety	Construct wider shoulders where feasible
Transit	Provide and expand transit bus and rail services

CORRIDOR #8: US 34 BIG THOMPSON (PUF7008)

Description: US 34 from Rocky Mountain National Park east entrance to the west side of Loveland, including US 34A (US 34 Bypass, Wonderview Avenue) and US 34C (US 34 Business, Elkhorn Avenue) through Estes Park

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. This corridor serves as a multi-modal National Highway System facility, connects to places outside the region, and makes east-west connections through the Big Thompson River Canyon and the Estes Valley. Future travel modes include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. This corridor currently experiences congestion, especially during the peak-tourism summer months. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase. The Estes Park community values high levels of mobility, transportation choices, connections to other areas, access to adjoining National Forest land, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the 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

- Reduce traffic congestion and improve traffic flow through the use of Travel Demand Management
- Provide for tourist-friendly travel
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Promote environmentally responsible transportation improvements

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Promote carpooling and vanpooling
Environment	Promote environmental responsibility
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Construct wider shoulders where feasible
	Improve hot spots
	Improve Rock fall mitigation
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Provide and expand transit bus and rail services

CORRIDOR #9: US 34 PLAINS (PUF7009)

Description: US 34 from the US 85 bypass east of Greeley to I-76 in Wiggins

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. This corridor serves as a National Highway System facility, connects to places outside the region, and makes east-west connections within the central Weld County and western Morgan County area. Future travel modes will likely include passenger vehicle, transit, truck freight and aviation (Easton/Valley View Airport). Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Maintain statewide transportation connections
- Accommodate freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system
- Ensure airport facility meets existing and projected demands

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan*
Capacity	Construct Intersection/Interchange improvements
Safety	Add passing lanes
	Add turn lanes
	Improve Geometrics
	Improve hot spots
	Replace old signs
System Preservation	Add Surface treatment/overlays
	Bridge repairs/replacement
	Reconstruct roadways
Transit	Provide and expand transit bus and rail services

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CORRIDOR #10: US 34 NORTHEASTERN PLAINS (PUF7010)

Description: US 34 from SH 71 in Brush to the Nebraska state line

Vision

The vision for the US 34 Northeastern Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, connects to places outside the region, and makes east-west connections within the eastern Morgan County area. Future travel modes expected in this corridor include passenger vehicle, passenger and freight on rail, transit truck freight and aviation (Brush Municipal Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation, and they depend primarily on agriculture for economic activity. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products 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 the existing transportation system
- Ensure airport facility meets existing and projected demands

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan*
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct Intersection/Interchange improvements
Environment	Add drainage improvements
	Promote environmental responsibility
Safety	Construct auxiliary lanes (passing, turn, accel/decel)
	Construct wider shoulders where feasible
	Improve Geometrics
	Improve hot spots
System Preservation	Add Surface treatment/overlays
Transit	Provide and expand transit bus and rail services

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CORRIDOR #11: US 36 MOUNTAIN (PUF7011)

Description: US 36 from US 34 in Estes Park to SH 7 on the north side of Boulder, including US 36A (Moraine Avenue) from US 34 Business to the RMNP east entrance

Vision

The vision for the US 36 Mountain corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the Boulder to Estes Valley area. Future travel modes expected in this corridor include passenger vehicle, bus service, truck freight, bicycle and pedestrian facilities. Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. 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, passenger traffic volumes are expected to increase, while freight volume will likely grow moderately. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend primarily on tourism for economic activity in the area. Users of this corridor want to preserve the mountain character of the area, support the movement of tourists and commuters in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Reduce traffic congestion and improve traffic flow
- Provide for tourist-friendly travel
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Promote transportation improvements that are environmentally responsible

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Promote carpooling and vanpooling
Environment	Promote environmental responsibility
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add Guardrails
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel)
	Construct wider shoulders where feasible
	Improve Rock fall mitigation
System Preservation	Add Surface treatment/overlays

CORRIDOR #12: SH 52 WESTERN SECTION (PUF7012)

Description: SH 52 from SH 119 (The Diagonal) to I-76 in Hudson

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. This corridor serves as a local facility, providing local access and making east-west connections within the southwest Weld County area. Future travel modes will primarily consist of passenger vehicle, truck freight and aviation (Platte Valley Airpark); Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Sections of this corridor currently experience congestion, especially during the peak hours of the day. Based on historic and projected population and employment levels, both passenger and freight traffic volumes are expected to increase significantly. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, high-tech, commercial activity, oil and gas, and residential development for economic activity in the area. The area surrounding this corridor is transitioning from rural to urban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Reduce traffic congestion and improve traffic flow and accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Ensure airport facility meets existing and projected demands

Solutions

Benefit	Strategy
Aviation	Meet airport facility objectives in Airport System Plan*
Bicycle & Pedestrian	Construct bicycle/pedestrian overpasses
Capacity	Promote carpooling and vanpooling
	Promote telecommuting and flexible work hours
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add Accel/decel lanes
	Consolidate & limit access & develop access management plans
	Improve Geometrics
	Add general purpose lanes
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Provide and expand transit bus and rail services
	Provide inter-modal connections

* The Colorado Division of Aeronautics develops an Aviation *System Plan* approximately every five years. In this 2011 plan, the performance of the aviation system (airports) is highlighted and resulting facility objectives are measured to see if they are met. For more details see the executive summary of the plan at: http://www.coloradodot.info/programs/aeronautics/colorado-airport-system/2011COSystemPlan_ES/view. In addition, a 2013 *Economic Impacts Study* of Colorado Airports was developed and highlights jobs, payroll, economic output, and tax revenues generated by airports. For more details on economic impacts of Colorado airports see: <http://www.coloradodot.info/programs/aeronautics/Economic%20Impact%20Study>.

CORRIDOR #13: SH 52 MIDDLE SECTION (PUF7013)

Description: SH 52 from I-76 in Hudson to US 34 in Wiggins

Vision

The vision for the SH 52 Middle Section corridor is primarily to maintain system quality as well as to improve safety. 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. Passenger vehicles and truck freight will likely be the predominant travel modes in the future. 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 grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Accommodate freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Solutions

Benefit	Strategy
Capacity	Construct Intersection/Interchange improvements
Environment	Promote environmental responsibility
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve Geometrics
	Improve hot spots
System Preservation	Add Surface treatment/overlays
	Reconstruct roadways

CORRIDOR #14: SH 66 (PUF7014)

Description: SH 66 from US 39 in Lyons to US 85 in Platteville, includes the east-west section of SH 119C from US 287 in Longmont to I-25 at Del Camino

Vision

The vision for the SH 66 corridor is primarily to increase mobility as well as to improve safety and to maintain system quality. This corridor serves as a multi-modal local facility, providing local access and making east-west connections within the southwest Weld County area. SH 119 is part of the National Highway System. Future travel modes expected in this corridor include passenger vehicle, truck freight and transit; Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. The transportation system in the area serves towns, cities, and destinations within the corridor as well as destinations outside of the corridor. Sections of this corridor currently experience congestion, especially during the peak hours of the day. Based on historic and projected population and employment levels, passenger traffic volumes are expected to increase significantly and freight traffic is expected to increase moderately. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, access to St. Vrain State Park, safety, and system preservation. They depend on manufacturing, high-tech, and commercial activity for economic activity in the area. The area surrounding this corridor is transitioning from rural to urban, and the users of this corridor want to support the movement of commuters and freight in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Reduce traffic congestion and improve traffic flow and accommodate growth in freight transport
- Coordinate transportation and land use decisions
- Expand transit usage
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate

Solutions

Benefit	Strategy
Capacity	Construct Intersection/Interchange improvements
	Promote carpooling and vanpooling
	Promote telecommuting and flexible work hours
Freight	Improve railroad crossings
	Promote rail studies
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add/improve shoulders
	Improve geometrics
	Improve hot spots
	Consolidate & limit access & develop access management plans
	Construct auxiliary lanes (passing, turn, accel/decel)
System Preservation	Add general purpose lanes
	Bridge repairs/replacement
	Add surface treatment/overlays
Transit	Reconstruct roadways
	Provide and expand transit bus and rail services
	Provide inter-modal connections

CORRIDOR #15: SH 71 NORTHEASTERN PLAINS (PUF7015)

Description: SH 71 from I-70 in Limon to the Nebraska state line includes the north-south section of SH 52 from I-76 in Fort Morgan to SH 14

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. 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 connects to places outside the region, and provides north-south continuity throughout eastern Morgan and Weld Counties. Future travel modes include passenger vehicle, truck freight and aviation (Fort Morgan Municipal Airport). The transportation system in the area primarily serves destinations outside of the corridor. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant. Due to the federal designation as a “high priority corridor” (Heartland Expressway), freight volumes are expected to increase significantly. The communities along the corridor value connections to other areas, access to adjoining National Grassland, safety and system preservation. They depend primarily on agriculture and some commercial activity for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight in and through the corridor, and provide a connection between the City of Fort Morgan and the Fort Morgan Municipal Airport (via SH 52) while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Increase travel reliability and improve mobility
- Maintain statewide transportation connections and provide improved freight linkages
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition
- Ensure airport facility meets existing and projected demands

Solutions

Benefit	Strategy
Capacity	Add roadway pullouts for breakdowns, buses and slow vehicles
	Construct Intersection/Interchange improvements
Environment	Add drainage improvements
Freight	Super 2 construction
Safety	Add general purpose lanes
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel)
	Improve Geometrics
	Improve hot spots
System Preservation	Replace old signs
	Add surface treatment/overlays
Transit	Bridge repairs/replacement
	Provide and expand transit bus and rail services

CORRIDOR #16: I-76 DENVER EAST (PUF7016)

Description: I-76 from US 85 in Commerce City to the Nebraska state line, includes I-76B, the Keenesburg Spur; SH 6I through Wiggins, SH 6J from Brush to Sterling; SH 11 from Julesburg to the state line (in the Eastern TPR); and SH 34B from Ft Morgan to Brush

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. This corridor includes I-76, an interstate facility on the National Highway System, and parts of US 6, US 34, SH 11 and SH 138. The BNSF Railroad runs parallel to I-76 through the corridor and provides both freight and passenger rail movement. This corridor serves as a multi-modal interstate facility connecting to places outside the region while providing for local access to the towns along the corridor, and providing east-west connections within the southeast Weld County and central Morgan County area. Future travel modes expected in this corridor include passenger vehicle, bus service, passenger rail, truck freight, and rail freight. 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. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on agriculture and oil and gas for economic activity. This corridor needs to support the movement of freight throughout the corridor and commuters in the southern portion of the corridor, while providing for long distance travel and recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Maintain statewide transportation connections
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Eliminate design deficiencies
- Maintain or improve pavement to optimal condition

Solutions

Benefit	Strategy
Capacity	Construct Intersection/Interchange improvements
	Construct, improve and maintain the system of local roads
Environment	Add drainage improvements
	Promote environmental responsibility
Freight	Promote rail studies
Safety	Add guardrails
	Improve Geometrics
	Improve hot spots
	Replace old signs
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
	Reconstruct roadways
Transit	Provide and expand transit bus and rail services
	Provide inter-modal connections

CORRIDOR #17: US 85 URBAN (PUF7017)

Description: US 85 from I-76 to SH 14 in Ault, includes SH 85 D, E, F, G and H, the business routes through Brighton, Ft Lupton, Platteville and Greeley, and SH 256A from SH 60 to US 85 in Peckham.

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. This corridor is on the National Highway System, provides local access, and provides north-south connections within the central Weld County area. The Union Pacific Railroad runs parallel to US 85 through the corridor. Future travel modes expected in this corridor include passenger vehicle, bus service, passenger rail, truck freight, and rail freight; Transportation Demand Management (telecommuting and carpooling) would likely be effective in this corridor. 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 significantly. Sections of this corridor are expected to experience congestion in the future. The communities along the corridor value high levels of mobility, transportation choices, connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, commercial activity, residential development, and oil and gas for economic activity in the area. The area surrounding this corridor is experiencing significant growth and is transitioning from an agricultural area to a more urban area, and depends on the transportation system for economic development and diversification. Users of this corridor want to support the movement of commuters, freight, and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area. Improvements to this corridor should be consistent with the *US 85 Access Control Plan*.

Goals

- Reduce traffic congestion, accommodate growth in freight transport and improve traffic flow
- Coordinate transportation and land use decisions
- Increase Transportation Demand Management (carpool, vanpool, telecommute, etc.)
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system while implementing recommendations from the *US 85 Access Control Plan*

Solutions

Benefit	Strategy
Capacity	Add new interchanges/intersections
	Promote carpooling and vanpooling
Freight	Improve railroad crossings
	Promote rail studies
Operations	Improve ITS incident response, traveler info & traffic management
Safety	Add general purpose lanes
	Add guardrails
	Consolidate & limit access & develop access management plans
	Improve Geometrics
System Preservation	Add surface treatment/overlays
	Bridge repairs/replacement
Transit	Construct and maintain park and ride facilities
	Construct and maintain park and ride facilities
	Provide and expand transit bus and rail services

CORRIDOR #18: US 85 RURAL (PUF7018)

Description: US 85 from SH 14 in Ault to Cheyenne, Wyoming

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. This corridor serves as a local facility, connects to places outside the region, and makes north-south connections within the northern Weld County area. The Union Pacific Railroad runs parallel to US 85 through the corridor. Future travel modes expected in this corridor include passenger vehicle, truck freight, rail freight, and potentially passenger rail. 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 grow moderately. The communities along the corridor value connections to other areas, safety, and system preservation. They depend on manufacturing, agriculture, and commercial activity for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area, support the movement of freight and farm-to-market products in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Accommodate freight transport
- Reduce fatalities, injuries and property damage crash rate
- Preserve the existing transportation system

Solutions

Benefit	Strategy
Capacity	Construct intersection/interchange improvements
Safety	Add guardrails
	Add/improve shoulders
	Construct auxiliary lanes (passing, turn, accel/decel)
	Flatten Slopes
	Improve geometrics
	Improve hot spots
Install rumble strips in high accident areas	
System Preservation	Bridge repairs/replacement

CORRIDOR #19: SH 144 PLAINS (PUF7019)

Description: SH 144 from I-76 west of Wiggins to SH 52 in Fort Morgan and SH 39 from I-76 to SH 144

Vision

The vision for the SH 144 Plains corridor is primarily to maintain system quality as well as to improve safety. This corridor serves as a local facility, providing local access and making east-west connections within the west-central Morgan County area. This corridor is expected to be primarily comprised of passenger vehicles and truck freight in the future. 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 remain relatively constant. The communities along the corridor value access to Jackson Lake State Park, connections to other areas, safety, and system preservation. They depend primarily on agriculture for economic activity in the area. Users of this corridor want to preserve the agricultural character of the area and support the movement of 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
- Preserve the existing transportation system

Solutions

Benefit	Strategy
Environment	Promote environmental responsibility
Safety	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Improve Geometrics
	Improve hot spots
	Replace old signs
System Preservation	Use improved striping paint / beads
	Add Surface treatment/overlays
	Bridge repairs/replacement

CORRIDOR #20: US 287 NORTH RURAL (PUF7020)

Description: US 287 from SH 14 (Ted’s Place) to Laramie, Wyoming

Vision

The vision for the US 287 North Rural corridor is primarily to improve safety as well as to maintain system quality. This corridor is on the National Highway System, connects to places outside the region, and makes north-south connections within the Fort Collins to Laramie area. This corridor is expected to be primarily comprised of passenger vehicles and truck freight in the future. Based on historic and projected population and employment levels, passenger traffic volumes are expected to remain relatively constant while freight volume will increase. The communities along the corridor value connections to other areas and safety. Users of this corridor want to preserve the rural character of the area, support the movement of freight and tourists in and through the corridor while recognizing the environmental, economic and social needs of the surrounding area.

Goals

- Maintain statewide transportation connections
- Support recreation travel
- Accommodate growth in freight transport
- Reduce fatalities, injuries and property damage crash rate
- Maintain or improve pavement to optimal condition

Solutions

Benefit	Strategy
Environment	Improve wildlife crossings
	Promote environmental responsibility
Safety	Add Accel/decel lanes
	Add passing lanes
	Add turn lanes
	Add/improve shoulders
	Flatten Slopes
	Improve hot spots
	Install rumble strips in high accident areas
Transit	Provide and expand transit bus and rail services