



**Colorado Department of Transportation
FACT BOOK 2006-2007**

Colorado
Department of Transportation

Transportation Facts

2007



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Vision

To enhance the quality of life and the environment of the citizens of Colorado by creating an integrated transportation system that focuses on moving people and goods by offering convenient linkages among modal choices.

Mission

To provide the best multi-modal transportation system for Colorado that most effectively moves people, goods, and information.

Values

People- We value our employees! We acknowledge and recognize the skills and abilities of our coworkers, place a high priority on employee safety, and draw strength from our diversity and commitment to equal opportunity.

Respect- We respect each other! We are kind and civil with everyone, and we act with courage and humility.

Integrity- We earn Colorado's trust! We are honest and responsible in all that we do and hold ourselves to the highest moral and ethical standards.

Customer Service- We satisfy our customers! With a can-do attitude we work together and with others to respond effectively to our customer's needs.

Excellence- We are committed to quality! We are leaders and problem solvers, continuously improving our products and services in support of our commitment to provide the best transportation systems for Colorado.

Late 1800s The majority of Colorado's roads were privately built by stage or mining companies or built as toll roads by individuals.

1909 A three-member Highway Commission was formed to approve highway work and allocate funds.

1913 The state Legislature created the Internal Improvement Fund solely for highway purposes. Revenue from highway user fees was allocated to the state and counties at a 50/50 ratio.

1916 The Federal Road Act was passed and funds were allocated to the states based on specific criteria.

1917 The State Highway Fund was created and a department was formed to approve highway construction projects. The department consisted of a five-member Highway Commission, executive director, and staff.

1921 The State Highway Department was created, as well as a seven-member advisory Commission.

1952 A new eight-member, policy-making Highway Commission was established.

1971 An amendment to the Colorado Constitution permitted the Governor to appoint all Highway Department directors.

1983 The Colorado State Patrol was removed from the Highway Department and placed within the newly created Department of Public Safety.

1987 The General Assembly increased the number of highway commissioners to 11.

1991 The Department of Highways became the Colorado Department of Transportation (CDOT).

2002 The Colorado General Assembly passed legislation creating the Colorado Tolling Enterprise (CTE), a division within CDOT.

The state's transportation system is managed by CDOT under the direction of the state Transportation Commission. The Commission, non-partisan and statutorily authorized, is comprised of 11 commissioners who represent specific districts (listed on page 8). Each commissioner is appointed by the Governor, confirmed by the Senate and serves a four-year term.

District 1

Henry Sobanet

District 2

Joseph Jehn

District 3

Gregory McKnight,

District 4Bill Swenson
Vice Chairman**District 5**

Bill Kaufman

District 6

Tom Walsh

District 7Doug Aden
Chairman**District 8**

Steve Parker,

District 9

Terry Schooler

District 10

George Tempel

District 11

Kimbra Killin

Secretary

Jennifer Webster

Source: Commission Office (303) 757-9025

Colorado Tolling Enterprise

In 2002, the Colorado General Assembly passed legislation creating the Colorado Tolling Enterprise (CTE), a government-owned, nonprofit business operating within, and as a division of CDOT. The Transportation Commission serves as the Tolling Enterprise Board. The purpose of the CTE is to finance, construct, operate, regulate and maintain a system of toll highways in Colorado.

The CTE has the authority to conduct all aspects of building and operating toll highways, including setting and adjusting tolls, issuing revenue bonds, overseeing maintenance and entering into public/private partnerships. The enterprise may only toll new or additional highway capacity.

In June 2006, the CTE opened its first toll facility, which is located on I-25 between Downtown Denver and US 36. The HOV/tolled *Express Lane* facility is free to carpoolers with variable tolling prices for solo drivers (more information on page 40)

CTE Board Members

Steve Parker- Chairman
Terry Schooler- Vice Chairman
Joseph Jehn
Doug Aden
Tom Walsh
Kimbra Killin
Bill Kaufman
Gregory McKnight
Bill Swenson
George Tempel
Henry Sobanet
Margaret (Peggy) Catlin, Acting Director
Stacey Stegman, Secretary

Colorado Aeronautical Board

The seven-member Colorado Aeronautical Board was created by statute in 1988 and works closely with the 77 public-use airports in Colorado to maintain, develop, and improve the state's aviation system.

CDOT's Aeronautics Division, created in 1991, supports Colorado's general aviation community through fuel tax entitlement refunds, a discretionary aviation grant program, and long-range system planning in partnership with Colorado's general aviation airports. The Colorado Aeronautical Board provides direction and oversight to CDOT Aeronautics.

Aeronautical Board Members

Harold Patton, Chairman- Eastern Plains Governments

Harold Felderman, Vice Chair- Eastern Plains Governments

Patrick Wiesner, Secretary- Pilot Organizations

Leo Large- Western Slope Governments

Dale Hancock- Western Slope Governments

Larry Romrell- Aviation Interest-at-Large

Dennis Heap- Airport Management

Director- Travis Vallin

Office of the Executive Director (303) 757-9201
To be determined, Executive Director
Margaret (Peggy) Catlin, Deputy Executive Director

Office of the Chief Engineer (303) 757-9206
Pam Hutton, Chief Engineer

Division of Staff Branches (303) 757-9799
Del Walker, Director

Regional Transportation Directors

Region 1 Jeff Kullman (303) 757-9371

Region 2 Tim Harris (719) 546-5452

Region 3 Ed Fink (970) 248-7225

Region 4 Karla Harding (970) 350-2103

Region 5 Richard Reynolds (970) 385-1402

Region 6 Randy Jensen (303) 757-9459

Office of Policy & Governmental Relations (303) 757-9772
Jennifer Webster, Director

Office of Public Relations (303) 757-9228
Stacey Stegman, Director

Information Technology Office (303) 757-9602
Doug Lang, Chief Information Officer

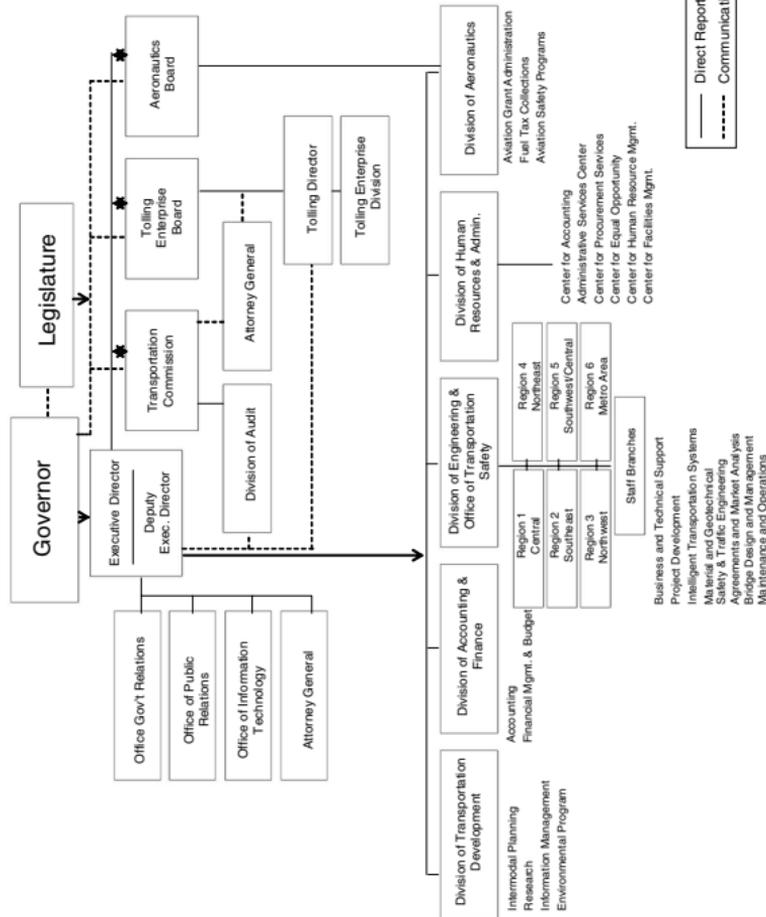
Division of Financial Management and Budget (303) 757-9262
Heather Copp, Chief Financial Officer

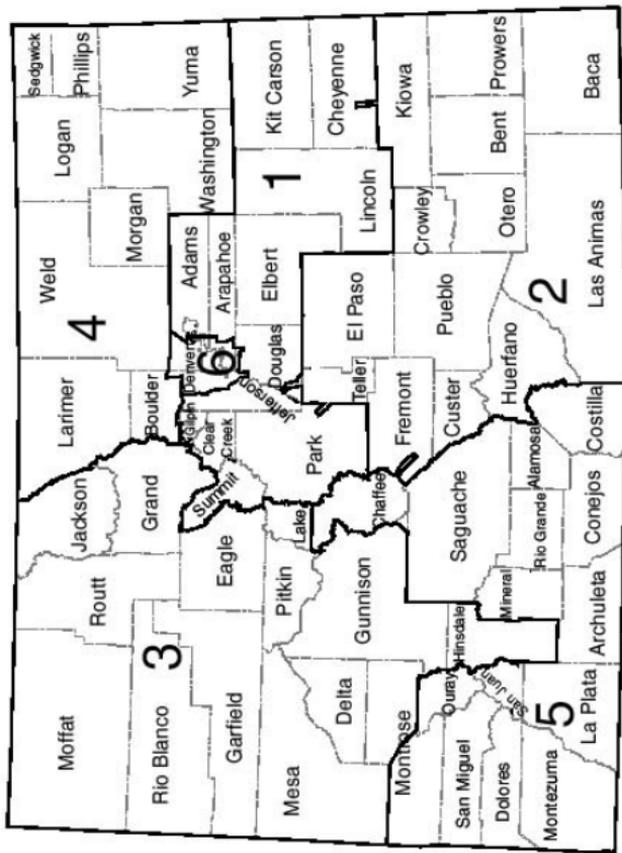
Division of Transportation Development (303) 757-9525
Jennifer Finch, Director

Division of Human Resources and Admin. (303) 757-9163
Celina Benavidez, Director

Division of Aeronautics (303) 261-4418
Travis Vallin, Director

Department Organization





Contact information: See page 11, Regional Transportation Directors

Every CDOT project is identified in the Statewide Transportation Improvement Program (STIP) based on its ability to solve or improve a particular mobility, safety or system quality-related problem. Projects must be consistent with the Corridor Visions, Goals and Strategies set forth in the long-range Statewide and Regional Transportation Plans.

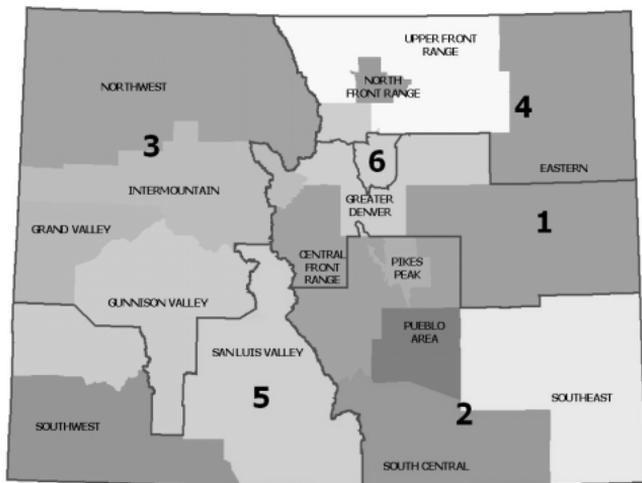
Long-Range Planning Process – Statewide and Regional Transportation Plans – 20+ year plans

1. Determine appropriate Transportation Planning Region (TPR) and Regional Planning Commission (RPC) representative (see page 15.)
2. Participate in the corridor vision development process held by the RPC and CDOT to determine the overall vision, goals, and strategies for all regional transportation corridors for the purpose of addressing the transportation needs for each planning region.
3. Regional Transportation Plans are adopted by respective RPC and integrated into the Statewide Transportation Plan which is adopted by the Transportation Commission. Public involvement is encouraged at the regional and statewide level.

Deciding Which Projects Get Built – 6 Year Statewide Transportation Improvement Program (STIP)

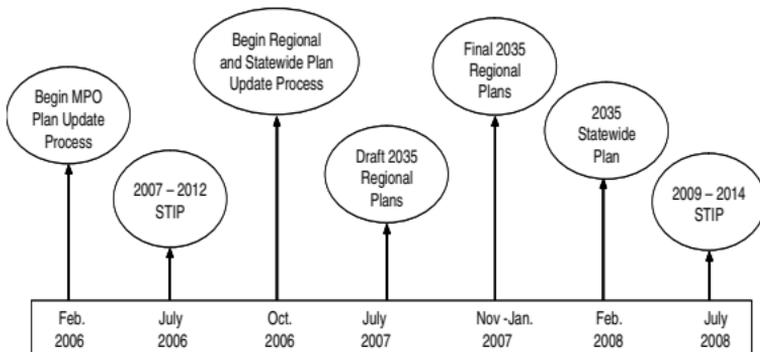
4. The STIP process determines how available funds will be programmed over the next 6 years. In the process, regional representatives from CDOT conduct the county hearing process to discuss recent accomplishments and identify local and regional funding priorities for the next few years. Using this input and Transportation Commission guidance, CDOT regions select projects for inclusion in the draft STIP.
5. At joint meetings with all TPRs, projects submitted through the county hearing process are prioritized. Projects that are selected must be in the regional transportation plan and CDOT's regional constrained budget. CDOT prepares the draft STIP that identifies how they propose to expend funds.
6. Draft STIP is reviewed to ensure compliance with state and federal regulations; made available for public comment, and approved by the Colorado Transportation Commission, the Federal Highway Administration and the Federal Transit Administration.
7. STIP projects are programmed, budgeted and designed.
8. STIP projects are advertised, a contractor is selected and work begins.

Transportation Planning Regions



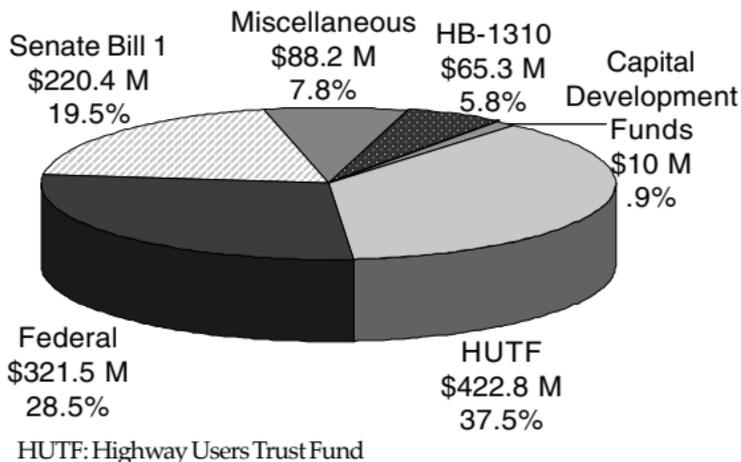
Transportation Planning regions are shaded and labeled accordingly. The numbers represent CDOT's management regions.

2035 Transportation Planning Timeline

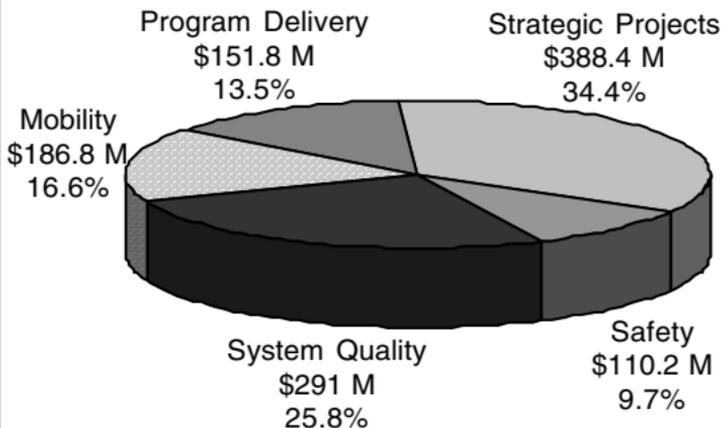


Source: Division of Transportation Development (303) 757-9525

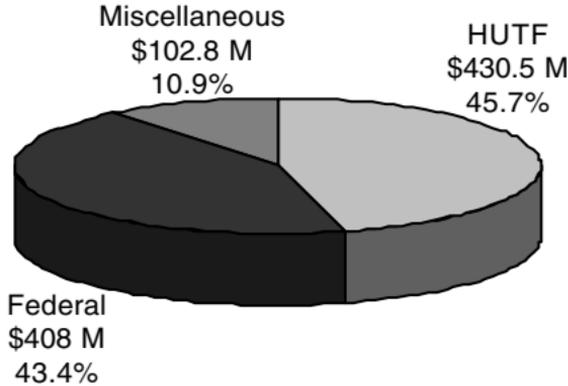
FY 2006 Actual Revenue \$1.1 Billion



FY 2006 Allocations \$1.1 Billion

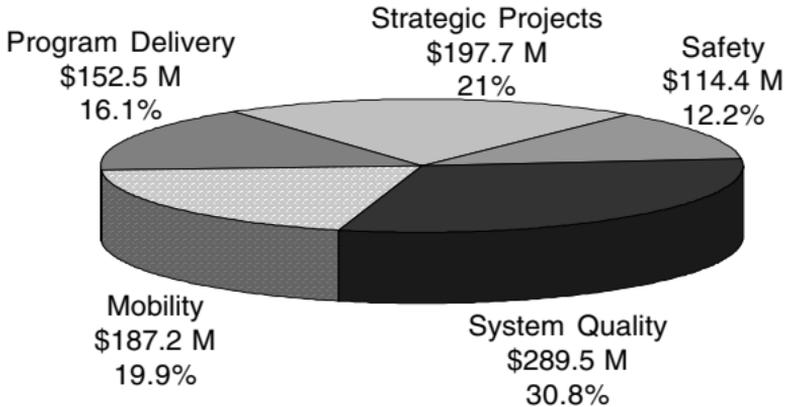


FY 2007 Estimated Revenue \$941.3 Million



HUTF: Highway Users Trust Fund

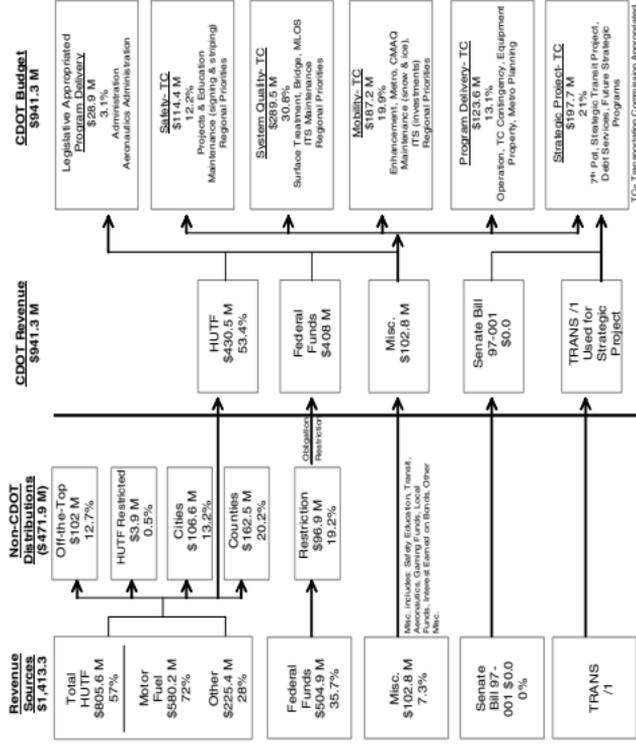
FY 2007 Allocations \$941.3 Million



CDOT Budget by Investment Category

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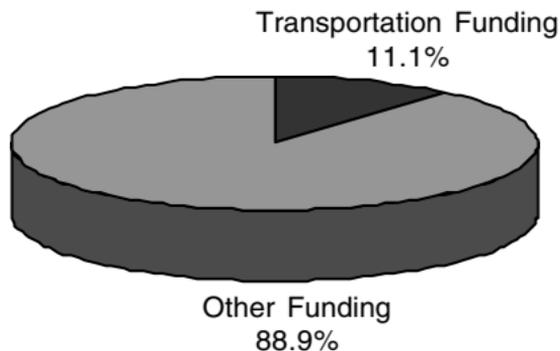
Estimated FY 2007 Financing System by Investment Category



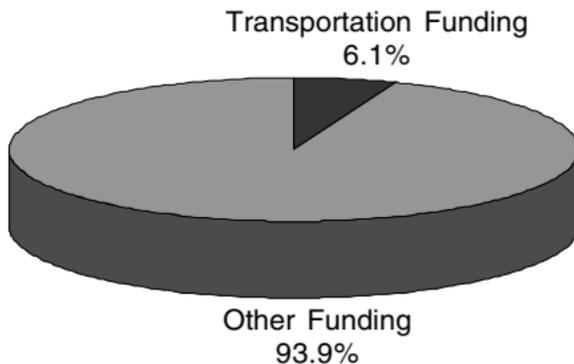
Source: Division of Financial Management and Budget (303) 757-9362

Percentage of State Budget Going Towards Transportation

FY 1986

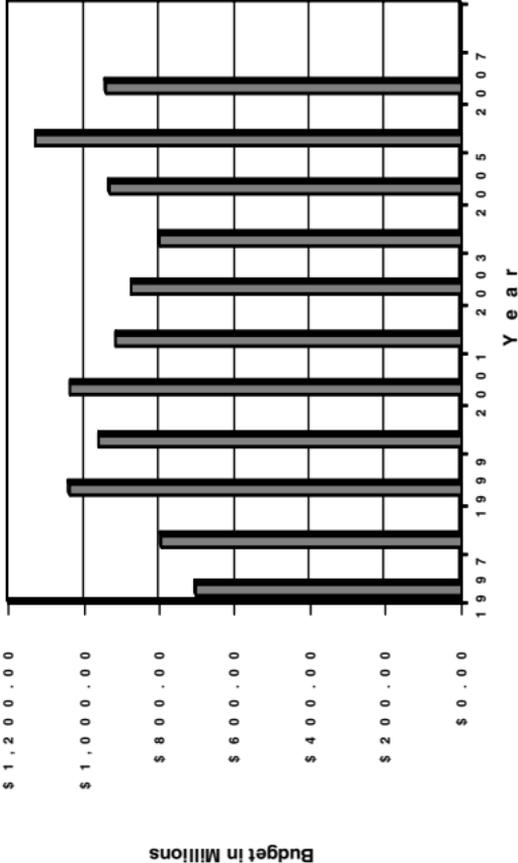


FY 2006



CDOT Budget History

CDOT's Budget Over 10 Years



Source: Division of Financial Management and Budget (303) 757-9262

Colorado's Fuel Tax History

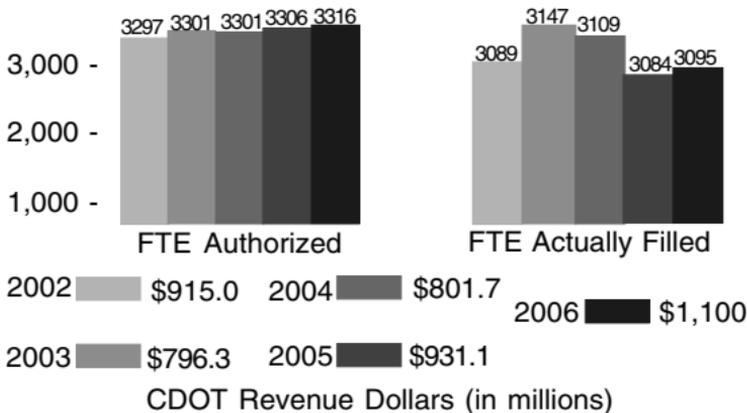
	Fuel Tax	Diesel Tax
1969	.07	.07
1981	.09	.09
1983	.12	.13
1986	.18	.205
1989	.20	.18
1991	.22	.18
1992	.22	.205

State Motor Fuel Tax Rates for Colorado and Surrounding States*

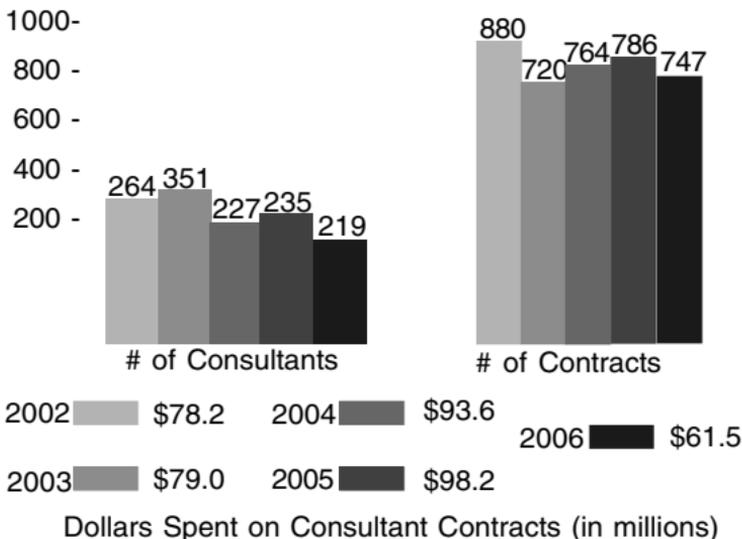
	Fuel Tax	Diesel Tax
Colorado	.22	.205
Kansas	.24	.26
Nebraska	.246	.246
New Mexico	.185	.195
Utah	.245	.245
Wyoming	.14	.14
National Average	.184	.244

*Colorado's transportation system is presently funded by fuel tax. Some states also receive sales and severance tax revenue for transportation.

CDOT Revenue (Millions) VS Full-Time Equivalent (FTE) Count



Consultant Project Contracts



In 1996, the Transportation Commission adopted this program identifying 28 high-priority projects for accelerated construction, establishing a minimum annual level of funding. In 1999, Colorado voters passed Referendum A, allowing CDOT to issue Transportation Revenue Anticipation Notes (TRANs bonds) to speed up the completion of the Strategic Transportation Projects. This program is funded by several sources of revenue in addition to bonds.

Already Completed or Fully Funded

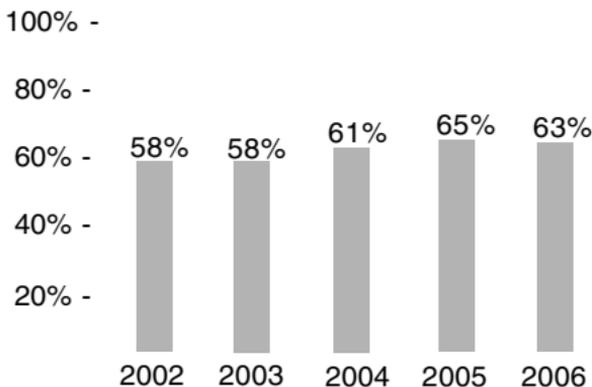
I-25/US 50/SH 47 Interchange
 I-25/US 36/I-76/I-270
 I-25, Owl Canyon Road to Wyoming
 C-470 Extension
 US 34, I-25 to US 85
 Santa Fe Corridor
 I-76/120th Avenue
 I-70/I-25 Mousetrap
 US 285- Goddard Ranch Court to Foxton Road
 SH 82- Basalt to Aspen
 I-225 and Parker Road (State Highway 83)
 I-70 East- Tower Road to Kansas
 I-25, SH 7 to SH 66
 US 287- Broomfield to Loveland
 T-REX- Transportation Expansion Project I-25/I-225
 US 40- Berthoud Pass and in Winter Park
 US 50- Grand Junction to Delta
 I-25 through Colorado Springs
 US 160- Wolf Creek Pass

Projects with Remaining Work

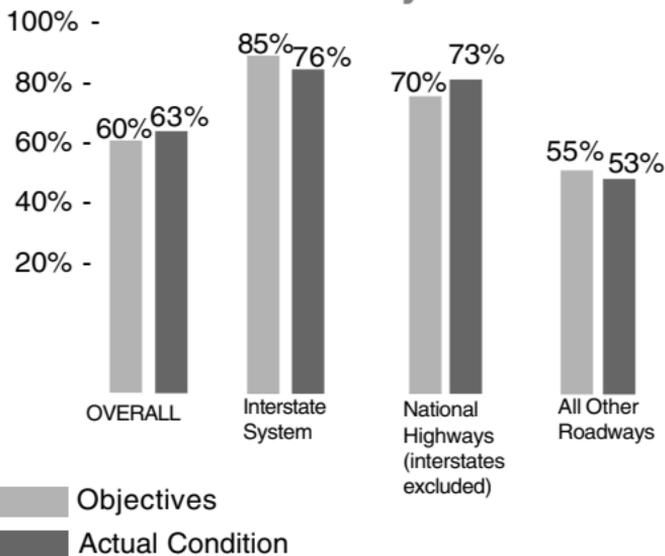
US 287- Campo to Hugo
 US 160- SH 3 to the Florida River
 US 550- New Mexico State Line to Durango
 Powers Boulevard- Colorado Springs
 I-70 West, Denver to Eagle
 I-25 North, Denver to Fort Collins
 I-25, Denver to Colorado Springs
 East and West Corridors- environmental clearance will identify future projects.

Condition of Colorado Roadways

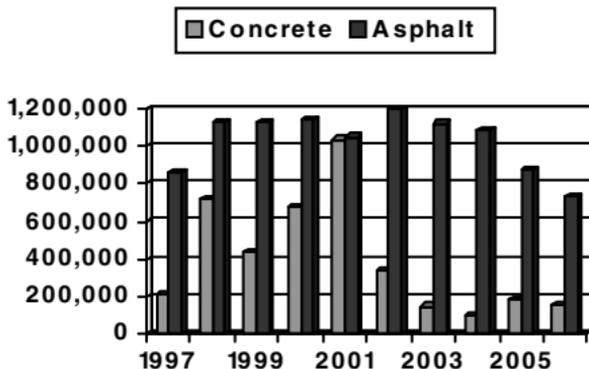
Chart shows all Colorado roadways in "fair" or "good" condition. (Condition data based on number of years remaining in service life.)



Present Condition of Colorado Roadways



Highway Road Surface Concrete VS. Asphalt



All volume data is presented in cubic yards, for asphalt, 1.98 tons= 1 cubic yard (CDOT Design Manual.)

Bridge Conditions (State-Owned Bridges Only)

Functional Classification*	Total Bridges	Rehabilitation Needed	Replacement Needed
Principal Arterial (Interstate, Expressways, & Freeways)**	1,678	169	44
Other Principal Arterial	884	91	28
Minor Arterial	798	59	28
Collector	368	53	10
Local***	29	3	0
Total	3,757	375	110

Colorado's Interstate System

- Colorado's interstate system has 956 designated miles.
- Nearly 50% of the current interstate system was built before 1965.
- Nearly 75% of the current interstate system was built before 1970. With a 20-year design life, much of it now requires extensive repairs.

Source: Division of Transportation Development (303) 757-9525

Typical Costs to Build/Maintain Highways (Per Mile)

New Capacity

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway	\$990,000 to \$4,500,000	\$2,100,000 to \$6,100,000	\$650,000 to \$2,400,000	\$1,600,000 to \$3,100,000
Arterial	\$300,000 to \$5,700,000	\$490,000 to \$2,800,000	\$620,000 to \$1,100,000	\$350,000 to \$3,500,000

Reconstruction

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway	\$990,000 to \$4,500,000	\$2,100,000 to \$6,100,000	\$650,000 to \$2,400,000	\$1,600,000 to \$3,100,000
Arterial	\$300,000 to \$5,700,000	\$490,000 to \$2,800,000	\$620,000 to \$1,100,000	\$350,000 to \$3,500,000

Interchange

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway and Arterial	\$2,750,000 to \$18,000,000	\$16,000,000 to \$35,000,000	\$10,000,000 to \$30,000,000	\$2,500,000 to \$7,800,000

Resurfacing

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway and Arterial	\$2,750,000 to \$18,000,000	\$16,000,000 to \$35,000,000	\$10,000,000 to \$30,000,000	\$2,500,000 to \$7,800,000

Source: Division of Staff Branches (303) 757-9799

Colorado's Public Roads (2005)

	Roadway Center Line Miles	Number of Bridges
State	9,148	3,757
County	58,689	2,928
City	14,796	1,361
Other*	4,964	496
Total	87,597	8,542

*Includes Forest Service and E-470 bridges.

Highway Miles and Vehicle-Miles of Travel

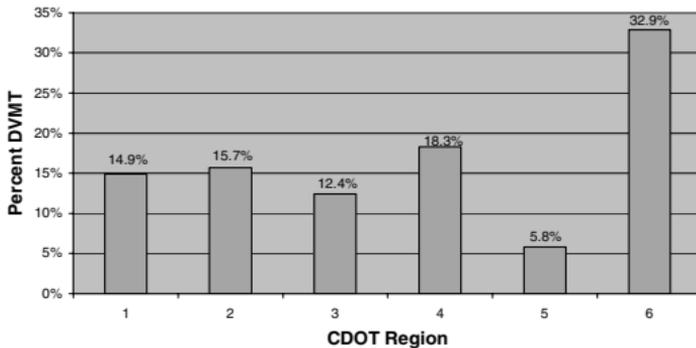
State Highway System		Change*
Center-line miles	9,148	-.09%
Lane-miles	23,030	-.47%
Vehicle-miles traveled	28.5 billion	4%

Center-line miles measure roadway miles without accounting for the number of lanes.

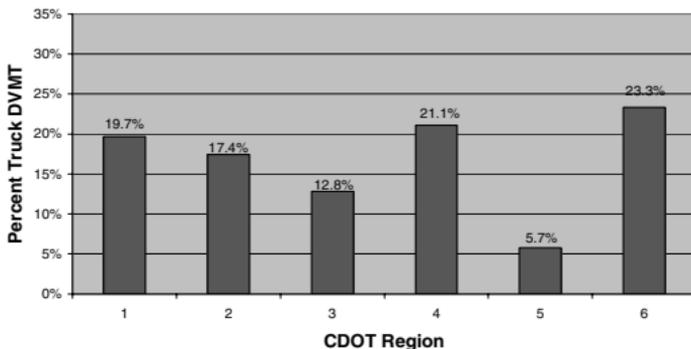
Lane-miles, which measure the total distance of all roadway lanes, are a better indicator of CDOT's actual maintenance requirements. Vehicle miles traveled on all Colorado roads were 47.9 billion; VMT on state highways accounts for 60% of this total. The interstate system accounts for 10% of the total state system mileage, yet 40% of all VMT takes place on the interstate system.

*Difference over the last year.

Daily Vehicle-Miles Traveled by CDOT Region (2005)



Truck Vehicle-Miles Traveled by CDOT Region (2005)



Colorado Population

Colorado's population increased by 38% from 1990 to 2004, from 3.3 million to 4.6 million. This was the second largest increase in the nation, behind Nevada only.

Source: The Road Information Program

Registered Vehicles in Colorado Fiscal Year 2005

Automobiles	2,939,138
Buses	10,847
Trucks	1,001,620
Motorcycles	139,264
Other	641,445
Total	4,732,314

Source: Colorado Department of Revenue

Number of Licensed Drivers in Colorado 2005

Male	1,713,775	51%
Female	1,627,332	49%
Total	3,342,107	

Source: Colorado Department of Revenue

Congestion Statistics

In 2005, 29% of Colorado's urban highways were congested.

The average daily one-way commute increased from 20.7 minutes in 1990 to 24.3 minutes in 2000. As a result, the average commuter in Colorado now spends an additional 30 hours a year in traffic.

In Denver, the average daily one-way commute increased from 22.2 minutes in 1990 to 25.9 minutes in 2000. As a result, the average Denver commuter now spends an additional 31 hours a year in traffic. According to DRCOG, the average daily one-way commute in 2005 for the entire Denver metro area was 25.0 minutes.

From 1990 to 2005, vehicle miles of travel on Colorado's interstates increased by 68% while the number of lane miles of interstates increased by 1%.

Vehicle travel on Colorado State Highways increased by 61% between 1990 and 2005, from 18 billion vehicle miles of travel (VMT) to 29 billion VMT. Vehicle travel on Colorado State Highways is projected to increase by another 36% by 2020, to 39 billion vehicle miles of travel.

Traffic congestion in Colorado costs licensed drivers \$1.24 billion a year in delays and wasted fuel. In the Denver metro area, the annual average cost is \$865, in Colorado Springs it is \$451 and in all other areas it is \$125. These figures are from Texas Transportation Institute's Annual Urban Mobility Report.

The maintenance program is split into two major categories. Regular maintenance covers items such as blading, revegetation, rockfall mitigation and much more. Snow and ice control involves plowing, sanding, and avalanche control.

During the 2006 fiscal year, members of the Maintenance Program staff tended more than 26,000 lane miles by:

- Repairing and maintaining more than 15.8 million square yards of roadway surface
- Utilizing 290,510 tons of asphalt and 2.19 million gallons of liquid asphalt in asphalt preservation activities
- Striping more than 32,466 miles of roadway and creating 2.24 million square feet of pavement markings using 1.98 million pounds of glass beads, 293,928 gallons of paint and 104,710 pounds of thermoplastics
- Snowplowing, sanding, and/or deicing 5.31 million miles of highway
- Applying 212,071 tons of salt/sand and 7.603 million gallons of liquid deicer to the highways
- Repairing and installing 421,660 feet of snow fence
- Disposing of 267,543 cubic yards of trash off the right-of-way with help of 20,000 Adopt-A-Highway volunteers and another 8,208 bags of trash with the support 18 corporate sponsors
- Replacing and repairing 107,431 signs and sign posts
- Replacing, installing, and repairing over 19.015 million linear feet of fencing along CDOT right-of-way
- Providing more than 53,484 hours of traffic surveillance along the I-70 corridor, which provided quick response to the 457 emergencies that occurred

Avalanche Management Program

CDOT's Maintenance Program has developed and implemented an avalanche management program to maintain a level of safety for the traveling public and maintenance personnel.

Facts:

- CDOT's Avalanche Atlas has over **522** known avalanche paths
- CDOT regularly monitors and/or controls over **278** avalanche paths
- For avalanche season 2005-2006
 - CDOT triggered more than **700 *avalanches*** with explosives, of which, **351 *impacted*** Colorado highways
 - CDOT experienced **955 *hours*** of road closures, at various locations statewide, due to avalanche control
 - CDOT spent **6,281 *hours*** performing avalanche mitigation activities and cleanup

Alcohol/Seat Belts/Young Drivers

CDOT administers the state's federally-funded traffic safety program. The goal of the program is to reduce traffic deaths on Colorado's highways. Primary focuses of the program include reducing alcohol-related traffic deaths, increasing adult seat belt use and car seat and seat belt use for children, and reducing teen driving deaths.

In 2005, (the most recent statistics available), traffic deaths decreased by 9.1% to 606 compared to 667 in 2004.

In 2005, alcohol was involved in 211 (34.8%) of Colorado's 606 fatalities. On July 1, 2004, a .08 blood alcohol content (BAC) law took effect, lowering a Driving Under the Influence (DUI) charge from .10 BAC to .08 BAC. Colorado also retains a Driving With Ability Impaired (DWAI) offense at .05 BAC.

In 2005, drivers and passengers accounted for 549 of the traffic-related deaths; 339 (61.7%) of these victims were not buckled up. If everyone had buckled up, about half of those victims should have survived. The deaths include 27 children from birth through age 15 and 14 (51.9%) of the young victims were riding unrestrained.

During 2006, overall seat belt use in Colorado increased to 80.3% from 79.2% in 2005. For children under age five, car seat use decreased from 87.5% in 2005 to 85.5% in 2006. Seat belt use for children ages five through 15 moved up slightly from 69.5% in 2005 to 69.7% in 2006.

In 2005, 85 young drivers and passengers, ages 16 to 20, died on Colorado highways and nearly two-thirds of the victims were not using seat belts. In 2005, in Colorado, nearly 56 percent of the teen fatalities occurred with teen drivers at the wheel. The 2005 seat belt usage rate for ages 16 to 20 was 70.4%, which is about 10% lower than the overall usage rate for Colorado.

In 2005, new passenger restrictions were added to Colorado's Graduated Driver Licensing (GDL) law in an effort to reduce teen traffic deaths and give young drivers a safer environment while they are learning to drive.

Economic Impacts

Traffic safety is a top priority for CDOT and its many partners in law enforcement, health care and community organizations across Colorado. Traffic deaths and injuries cost our nation and state in huge economic losses as well as in the pain and suffering of victims. According to the latest study of the economic impact of traffic crashes, Americans pay \$230.6 billion each year, or \$820 per person, to cover the cost of injuries and deaths on our highways. Based on statistics in 2000, the report puts the cost of a traffic fatality at \$977,000 and the costs for a critically injured crash survivor at \$1.1 million.

Who pays the bills for traffic crashes? Crash victims pay for about 26% of the cost. Through insurance premiums, taxes and travel delays, the public pays for nearly 75% of the cost. In 2000, that amounted to \$170 billion. Traffic crash costs include lost workplace and household productivity, property damage, medical care and travel delays.

By continuing to increase seat belt use and reduce impaired driving on our highways, Colorado can save lives, prevent the pain and suffering of victims and protect critical financial resources.

*Source: The Economic Impact of Motor Vehicle Crashes,
U.S. Department of Transportation's National Highway
Traffic Safety Administration*

State Highway Fatalities

	2001	2002	2003	2004	2005
TOTAL TRAFFIC FATALITIES	741	742	642	667	606
Alcohol-Related Fatalities	267	249	215	249	217
Percentage of Alcohol-Related Fatalities	36.3	33.6	33.5	37.4	35.8
Occupant Fatalities (both drivers and passengers)	574	578	474	502	549
Fatalities per 100 million VMT*	1.73	1.71	1.48	1.46	1.15

Source: *Fatality Analysis Reporting System and Safety and Traffic Engineering Branch*

*Vehicle miles traveled

Scenic and Historic Byways

Scenic and Historic Byways are nominated by local partnership groups and designated by the Colorado Scenic and Historic Byways Commission for their exceptional scenic, historic, cultural, recreational, and natural features. Currently, Colorado has 25 Scenic and Historic Byways. Ten of the byways are also designated nationally by the Secretary of Transportation (six are National Scenic Byways and two are All-American Roads.) For more information on this program visit <http://www.coloradobyways.org/Main.cfm>.

Adopt-A-Highway

This program brings together individuals, families, and groups such as service clubs, churches, scout groups, and employee associations, in order to clean up litter along our highways. To support the program, CDOT provides litter bags, safety vests, and an informational video, and will haul the litter bags away. To get involved, contact 303-757-9536 or visit <http://www.dot.state.co.us/AdoptAHighway/>.

Sponsor-A-Highway

In 2004, the Adopt-A-Highway program was expanded to include corporate sponsorships for litter removal on Front Range highways. The program includes approximately 383 miles of highway and allows the program contractor to erect signs recognizing a corporation's financial contribution for litter removal. In exchange, the contractor will provide removal services on that sponsored segment of highway, typically once or twice a month. Corporations interested in becoming a sponsor should contact Karrie Jones at 800-350-7168 or visit <http://www.dot.state.co.us/AdoptAHighway/Sponsor.cfm>.

CDOT provides 24-hour “real-time” traveler information including road and weather conditions, chain laws, highway closures, and construction/maintenance schedules and accident detours. Last year, the road condition web site received over 210 million hits and over 1.4 million people called the road condition hotline.

CDOT Road Condition Numbers

511*

In Denver Metro or Outside Colorado

(303) 639-1111

Outside Denver but within Colorado

(877) 315-7623 (toll-free)

Internet Road Condition Report

www.cotrip.org or www.dot.state.co.us

Other DOT Road Condition Numbers

Kansas	(800) 585-7623
Idaho	(888) 432-7623
Nebraska	(800) 906-9069
New Mexico	(800) 432-4269
Utah	511 within Utah
Wyoming	(888) 996-7623

*Some states have implemented 511 via your cellular phone. This service does not work with all cellular phone carriers.

Chain Regulations

Colorado chain laws apply to every state highway, federal highway and interstate throughout the state. However, Colorado law does not require that chains be carried in/on a vehicle at all times, but they must be used when required.

A vehicle is considered commercial if it is used in commerce to transport passengers or property if the motor vehicle:

- Has a gross combination weight rating of 26,001 lbs. or more, inclusive of a towed unit with a gross vehicle rating of more than 10,000 lbs.; or
- Has a gross vehicle weight rating of 26,001 or more pounds; or
- Is designed to transport 16 or more passengers, including the driver.

Levels of Chain Law:

Level 1 All single-axle combination commercial vehicles must chain-up

Level 2 All commercial vehicles are required to chain-up

I-70 Chain-up Stations (MM=mile marker)

Eastbound I-70:

MM 180 (East Vail)

MM 182.6 (East Vail)

MM 183.8 (shoulder only, East Vail)

MM 186.2 (East Vail)

MM 203 (Frisco scenic overlook)

MM 210.8 (three miles below Eisenhower Tunnel)

Westbound I-70:

MM 228 (Georgetown)

MM 221 (Bakerville)

MM 218.5 (Herman Gulch interchange)

MM 195 (Copper Mountain Overlook)

General Size and Weight Information Based on State Statute

Legal Width: 8' 6"

Legal Height: 13'; vehicles with a height of 14' 6" shall be operated only on highways designated by CDOT

Legal Length:

- 45' maximum – single unit – measured from extreme front bumper to extreme rear bumper
- 70' maximum – tractor/trailer(s) combination, not to exceed four total units
- No overall length limit for a tractor/trailer combination with a single trailer length of 57' 4" or less
- No overall length limit for a combination of units with two trailers 28' 6" or less in length ("Western Doubles")
- 75' maximum (Saddlemounts) not exceed four total units
- 97' maximum (Saddlemountswith Fullmount combination) not exceed three pulled units
- 75' maximum Specialized equipment used in combination for transporting automobiles or boats

Legal Axle Weights:

- Single axle – 20,000 lbs.
- Tandem axles – 36,000 lbs.; 40,000 lbs. non-interstate
- Tridem axles – 54,000 lbs.

Legal Weight Limits (Total weight must be distributed so that no axle grouping exceeds the maximum gross weight per legal axle weight limits):

- Two axle/Single unit – 36,000 lbs.
 - Three or more axles/Single unit – 54,000 lbs.
 - Three or more axles/Combination units – 80,000 lbs.
- Interstate highways; 85,000 lbs. Colorado non-interstate highways

I-25 HOV/Tolled *Express Lanes*

I-25- Downtown Denver to US 36

Carpoolers and Motorcyclists: Access to the HOV lanes remains free. Remain in the HOV lane when passing through the clearly marked toll collection zone, the only section in the facility where you must drive in the designated lane.

Solo Drivers: **Must have a transponder** and will be charged designated toll rate. Remain in the Toll/*Express Lane* when passing through the clearly marked toll collection zone, the only section of in the facility where you must drive in the designated lane. Tickets will be issued for driving in the wrong lane and evading the toll.

Operation Schedule:

Morning: Between 5 a.m. and 10 a.m.

Enter: I-25 at 84th Avenue; 70th Avenue T-Ramp; US 36 at Pecos

Exit: 19th Street at Wynkoop Street; I-25 south of the 20th Street Bridge

Afternoon: Between noon and 3 a.m.

Enter: I-25 south of the 20th Street Bridge; 20th Street by Coors Field

Exit: I-25 north of US 36; 70th Avenue T-Ramp; US 36 at Pecos

To obtain a transponder:

- Go to www.expresstoll.com
- Call EXpressToll® Customer Service locally at (303) 537-3470 or 1-888-946-3470
- Visit a retail establishment where you can sign up directly.

For more information visit www.dot.state.co.us/cte/ExpressLanes/ or www.expresstoll.com

HOV Lanes

US 36/Boulder Turnpike

HOV lanes on US 36 are restricted to carpools, buses and motorcycles at all times every day throughout the year.

The HOV lanes begin at I-25 or Pecos St. and continue until Federal Blvd. for northbound traffic. For southbound traffic, the HOV lanes begin at Sheridan Blvd. and end at Pecos St.

US 85/Santa Fe Drive

Buses, carpools, motorcycles and all vehicles making left turns are permitted during restricted hours.

The HOV lanes begin at Bowles Ave. and end at Alameda Ave. for northbound traffic. For southbound traffic, the HOV lanes begin at Platte River Dr. and end at Bowles Ave.

Hours of operation: 6 a.m. to 9 a.m. for northbound traffic and 4 p.m. to 6:30 p.m. for southbound traffic.

State Highway 82

HOV lanes on SH 82 are restricted to carpools, buses and motorcycles at all times every day throughout the year.

The HOV lanes extend from Basalt (milepost 23.9) to the Buttermilk Ski Area/Owl Creek Road (milepost 38.8).

Hours of operation: Monday through Friday, 6 a.m. to 9 a.m. for eastbound traffic and 3 p.m. to 6 p.m. for westbound traffic.

Alternate Fuel Vehicle HOV Permits

Vehicles using the following dedicated alternate fuels may use HOV lanes, with an approved CDOT decal, regardless of the number of occupants: **natural gas, propane, electricity, liquefied petroleum gas (LPG), and compressed natural gas.** The required decal for HOV lane usage may be obtained from CDOT by calling 303-757-9539. This does not include hybrid vehicles.

A fuel decal is also required from the Colorado Department of Revenue.

Route	Location
US 34	Junction 144 & US 34
US 40	Hayden
US 50	Hadley (E. of La Junta)
US 50	Holly
SH 139	Rangely
US 160	Cortez (6 mi East)
US 160	Shaw Creek
US 287	Virginia Dale
US 287	Hugo
I-25	El Moro
I-25	Cuerno Verde- Colorado City*
I-25	Pueblo (Southbound)
I-25	Pueblo (Northbound)
I-25	Larkspur (Northbound)
I-25	Larkspur (Southbound)
I-25	Poudre Rest Area (Southbound)
I-25	Poudre Rest Area (Northbound)
I-70/SH 13	Rifle*
I-70/SH 340	Fruita Welcome Center*
I-70	West Glenwood Springs
I-70	No Name, Glenwood Canyon
I-70	Grizzly Creek, Glenwood Canyon
I-70	Hanging Lake, Glenwood Canyon
I-70	Bair Ranch, Glenwood Canyon
I-70	Edwards
I-70	Vail Pass Rest Area
I-70	Georgetown Overlook Pull-Out
I-70	Genessee Buffalo Herd Pull-Out
I-70	Bennett
I-70	Deer Trail
I-70	Arriba
I-70	Burlington*
I-76	Julesburg*
I-76	Sterling*
I-76	Wiggins

Types of Airports

Commercial Service Airports provide scheduled air carrier and/or commuter service to surrounding communities. Commercial passengers are offered a multitude of terminal services including concessions, ground transportation options and parking. Many commercial service airports also provide an array of general aviation services and facilities for both the recreational and corporate traveler. Available services include refueling, instrument approaches, full-service fix based operators, corporate hangars and general aviation terminal facilities. Colorado has 15 commercial service airports.

General Aviation Airports provide a full range of aviation facilities and services to business and recreational users. Full-service fixed base operations, instrument approaches, refueling, corporate hangars and general aviation terminals are the services provided. Some general aviation airports known as reliever airports even reduce congestion at large commercial service airports in certain metro areas by providing general aviation pilots with comparable landside and airside facilities. Colorado has 62 general aviation airports.

The State's airports have a variety of uses:

- Search and rescue
- Aerial fire fighting
- Air medical transport
- Public safety
- Agriculture
- Recreation
- Just-In-Time Shipping

Economic Impact

In Colorado, in 2003, aeronautics or airports resulted in:

Jobs- 280,156

Wages- \$10 billion

Economic Activity- \$23.5 billion

Types of Economic Impacts

On-Airport Impacts- Economic impacts that would not occur if the airport did not exist (i.e. payroll, operating costs)

Visitor Spending- Financial transactions that occur primarily off-airport and are associated with the visitors to the area (i.e. lodging, food, entertainment, retail purchases)

Spin-Off Impacts- These impacts are calculated using impact multipliers, which are used to reflect the recycling of dollars through the economy. A dollar spent in the economy does not disappear; rather, it continues to move through the local economy in successive rounds until it is incrementally exported from the community.

Total Economic Impacts: Colorado Public Use Airports			
Type of Impact	Jobs	Wages	Economic Activity
On-Airport Direct	50,368	\$2.4 billion	\$5.6 billion
Visitor Spending	99,214	\$2.1 billion	\$5.0 billion
Spin-Off	130,574	\$5.2 billion	\$12.9 billion
Total	280,156	9.7 billion	\$23.5 billion

Road Conditions	511
Road Conditions	(303) 639-1111
In-State Toll Free	(877) 315-7623
Websites	www.cotrip.org www.dot.state.co.us
CDOT Public Relations Office	(303) 757-9228
Traffic Operations Center	(303) 512-5826
(24-hours/day)	
RTD Schedules/Routes	(303) 299-6000
Colorado State Patrol	(303) 239-4500
Motor Carrier Enforcement	(303) 273-1875
Hazard Material Routes	(303) 239-4546
Colorado Motor Vehicle Division	
Driver Licenses	(303) 205-5613
Vehicle Registration	(303) 205-5607
Vehicle Titles	(303) 205-5608
Ports of Entry	(303) 205-5691
Emissions Program	(303) 205-5603
E-470 Highway Authority	(303) 537-3470
Northwest Parkway	(303) 220-2545
Public Utilities Commission	(303) 894-2000
US DOT/FHWA	(720) 963-3000
Motor Carriers Association	(303) 433-3375
Permits (Oversize/Overweight)	
Local	(303) 757-9539
Statewide Toll-Free	(800) 350-3765
Risk Management	(303) 866-3848
State Map Requests	(303) 757-9228
Bicycle Information	(303) 757-9982
Colorado Tourism Board	(800) 265-6723

Inquiries about this fact book may be directed to
the Public Relations Office
Colorado Department of Transportation
4201 E. Arkansas Ave., Room 277
Denver, CO 80222
www.dot.state.co.us
303-757-9228



Taking care to get you there.