

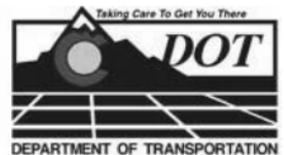


Colorado  
Transportation Facts  
*2005 Fact Book*

Colorado  
Department of Transportation

**Transportation Facts**

2005



<b>Vision, Mission and Values</b>	6
<b>History</b>	7
Colorado Transportation Commission	
<b>Members</b>	8
<b>Districts (Map)</b>	9
<b>Colorado Tolling Enterprise</b>	10
<b>Aeronautics Board</b>	11
<b>Management Contacts</b>	12
<b>Department Organization</b>	13
<b>Transportation Management Regions</b>	14
Transportation Planning	
<b>Planning Process</b>	15
<b>Planning Regions and Timeline</b>	16
Revenue Allocation	
<b>FY 2004- Actual</b>	17
<b>FY 2005- Estimated</b>	18
Revenue Distribution	
<b>By Investment Category</b>	19
<b>By Program</b>	21
<b>State Budget</b>	22
<b>CDOT Budget History</b>	23
<b>Fuel Tax</b>	24
Operations and Privatization	
<b>Revenue vs. FTE</b>	25
<b>Consultant Project Contracts</b>	25
<b>Strategic Transportation Projects</b>	26
Roadway Conditions	
<b>Concrete vs. Asphalt</b>	27
<b>Bridge Conditions</b>	27
<b>Roadway Condition</b>	28

Roadway Statistics	
<b>Interstate System</b>	29
<b>Costs to Build/Maintain Highways</b>	29
<b>Public Roads</b>	30
<b>Highway Miles and VMT</b>	30
<b>Vehicle-Miles Traveled</b>	31
Other Statistics	
<b>Colorado Population</b>	32
<b>Registered Vehicles &amp; Licensed Drivers</b>	32
<b>Congestion Statistics</b>	33
Maintenance Program	
<b>Statistics</b>	34
<b>Avalanche Management Program</b>	35
Transportation Safety	
<b>Alcohol/Seat Belts/Young Drivers</b>	36
<b>Economic Impact</b>	37
<b>Traffic Fatalities</b>	38
Other Programs	
<b>Scenic and Historic Byways</b>	39
<b>Adopt-A-Highway</b>	39
<b>Sponsor-A-Highway</b>	39
<b>Traveler Information</b>	40
<b>Chain Laws</b>	41
<b>Truck Size and Weight Limits</b>	42
<b>High Occupancy Lanes</b>	43
<b>Rest Areas</b>	45
Aeronautics	
<b>Types of Airports</b>	46
<b>Airport Map</b>	47
<b>Economic Impacts</b>	48
<b>Frequently Called Numbers</b>	49

## 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!

Respect- We respect each other!

Integrity- We earn Colorado's trust!

Customer Service- We satisfy our customers!

Excellence- We are committed to quality!

**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 9). Each commissioner is appointed by the Governor, confirmed by the Senate and serves a four-year term.

**District 1**

Joe Blake

**District 2**

Joseph Jehn

**District 3**Gregory McKnight,  
Vice Chairman**District 4**

Bill Swenson

**District 5**

Bill Kaufman

**District 6**

Tom Walsh

**District 7**

Doug Aden

**District 8**Steve Parker,  
Chairman**District 9**

Terry Schooler

**District 10**

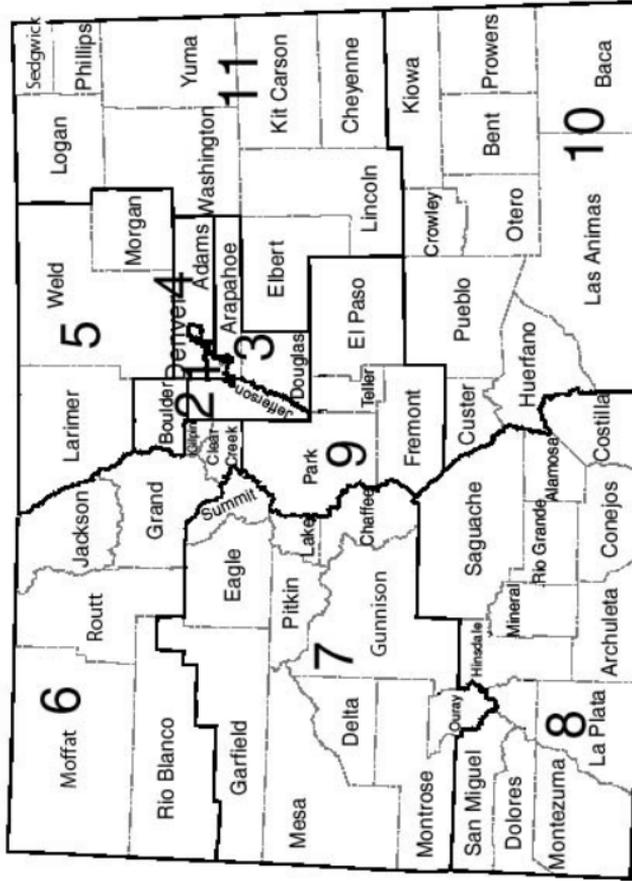
George Tempel

**District 11**

Kimbra Killin

**Secretary**

Jennifer Webster



# Transportation Commission Districts

## 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.

### CTE Board Members

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

## Colorado Aeronautical Board

The seven-member Colorado Aeronautical Board was created by statute in 1988 and works closely with the 78 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**, Chair- Eastern Plains Governments

**Corinne Nystrom**, Vice Chair- Airport Management

**Joe Keck**, Secretary- Western Slope Governments

**Bob Anderson**- Western Slope Governments

**Harold Felderman**- Eastern Plains Governments

**Larry Romrell**- Aviation Interest-at-Large

**Patrick Wiesner**- Pilot Organizations

**Director**- Travis Vallin

**Aeronautics Division (303) 261-4418**

**Office of the Executive Director** (303) 757-9201  
Tom Norton, Executive Director  
Margaret (Peggy) Catlin, Deputy Executive Director

**Office of the Chief Engineer** (303) 757-9206  
Craig Siracusa, Chief Engineer

**Division of Staff Branches** (303) 512-4009  
Tim Harris, Director

**Regional Transportation Directors**

**Region 1** Jeff Kullman (303) 757-9371

**Region 2** Robert Torres (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** Pam Hutton (303) 757-9459

**(T-REX)** Larry Warner (303) 357-8570

**Office of Policy** (303) 757-9772  
Jennifer Webster, Director

**Office of Financial Mgmt. and Budget** (303) 757-9262  
Vacant

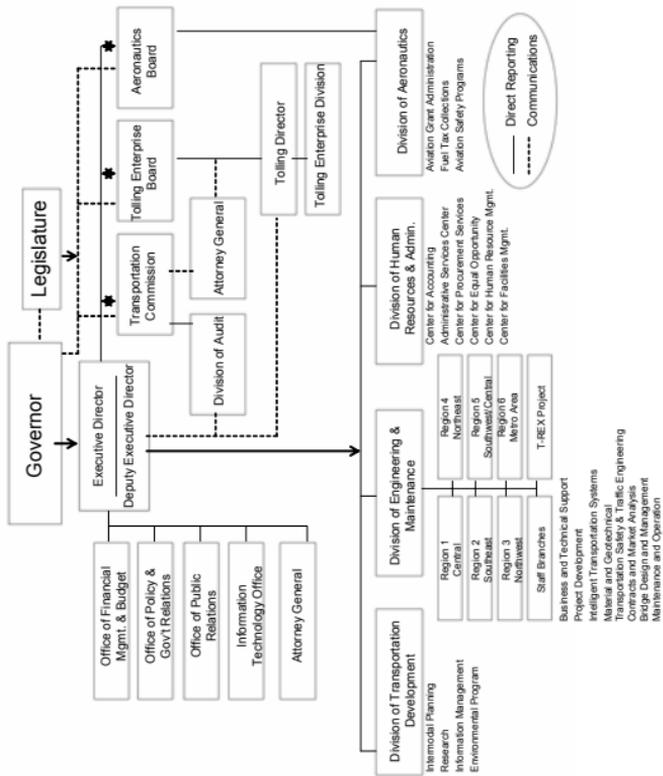
**Office of Public Relations** (303) 757-9228  
Stacey Stegman, Director

**Information Systems** (303) 757-9602  
Doug Lang, Chief Information 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 of Organization



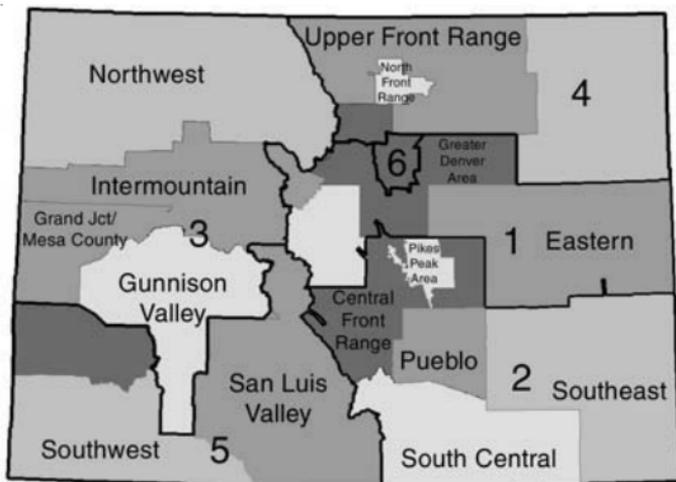
Each CDOT construction project is selected from the Statewide Transportation Plan based on its ability to solve or improve a particular problem in the transportation system such as congestion, safety or surface/bridge deterioration. Projects are selected and prioritized by local officials in coordination with CDOT through the Project Prioritization and Programming Process.

## Project Planning and Building Steps

1. Determine appropriate Transportation Planning Region (TPR) and Regional Planning Commission (RPC) representative (see page 16.)
2. Propose project to RPC representative.
3. Participate in planning and programming activities held by RPC and CDOT.
4. Through planning meetings, regional values, vision, goals, and strategies are determined; inventory of existing transportation system is conducted, establishing regional needs.
5. Research is conducted on socioeconomic and environmental factors to maintain the quality of the environment and coordinate with existing land use. An analysis of the current and future travel demands is conducted.
6. The RPC representative takes projects to the TPR where alternatives are introduced and analyzed. A preferred plan is chosen and projects are selected and prioritized for the regional plan and inclusion in the statewide plan.
7. CDOT and all TPRs meet to prioritize plans to fall within CDOT regional budgets and into the Statewide Transportation Improvement Program or STIP (a fiscally-constrained, six-year plan.)
8. The final plan is reviewed to ensure state and federal regulations are being met; federal environmental clearance required.
9. Project is designed.
10. Project advertised for contractors, contractor selected, and project begins construction.

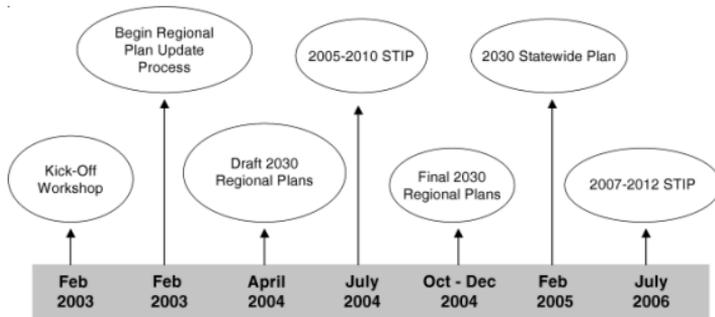
**Division of Transportation Development: (303) 757-9525**

## Transportation Planning Regions

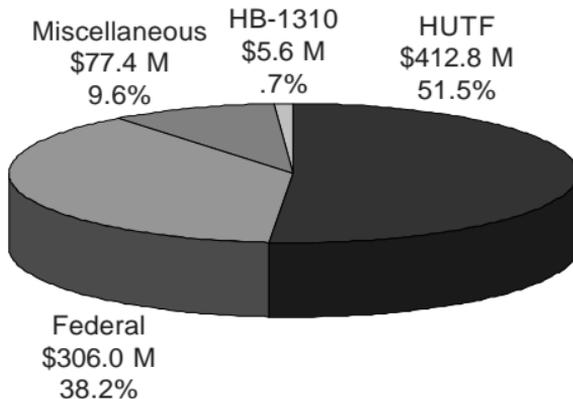


Transportation Planning regions are shaded and labeled accordingly. The numbers represent CDOT's management regions.

## Transportation Planning Timeline

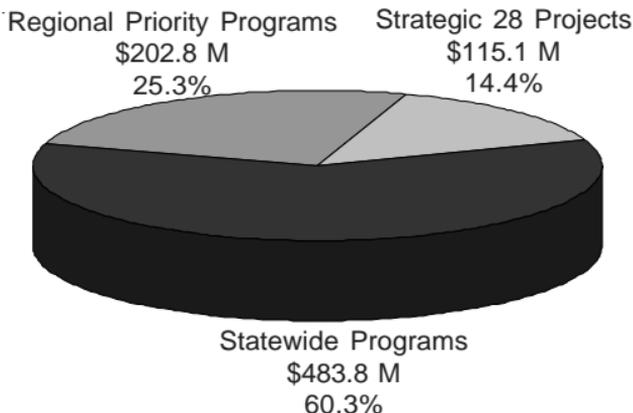


## FY 2004 Actual Revenue \$801.7 Million



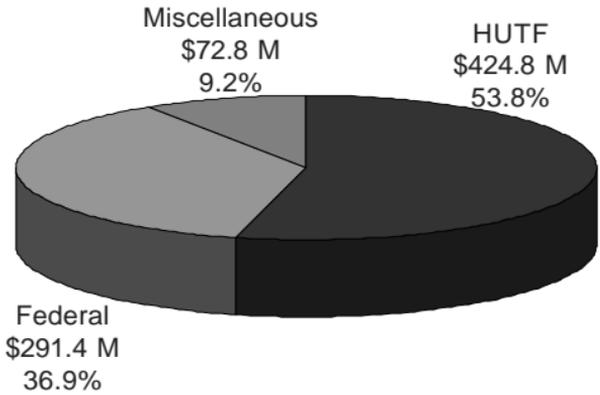
HUTF: Highway Users Trust Fund

## FY 2004 Allocations \$801.7 Million



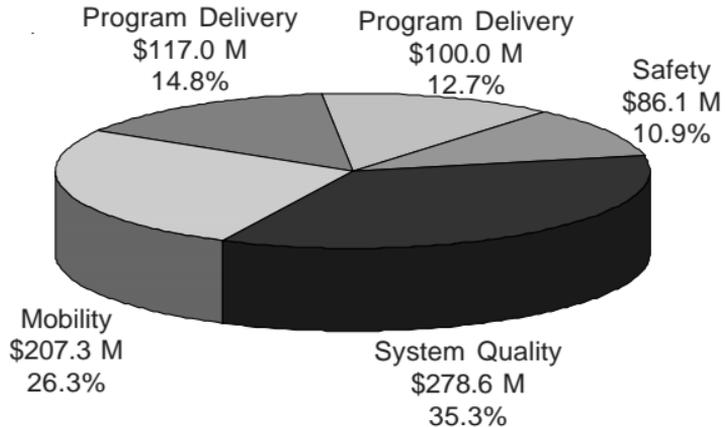
Source: Office of Financial Management and Budget  
Office of Management and Budget (303) 757-9262

## FY 2005 Estimated Revenue \$789.1 Million



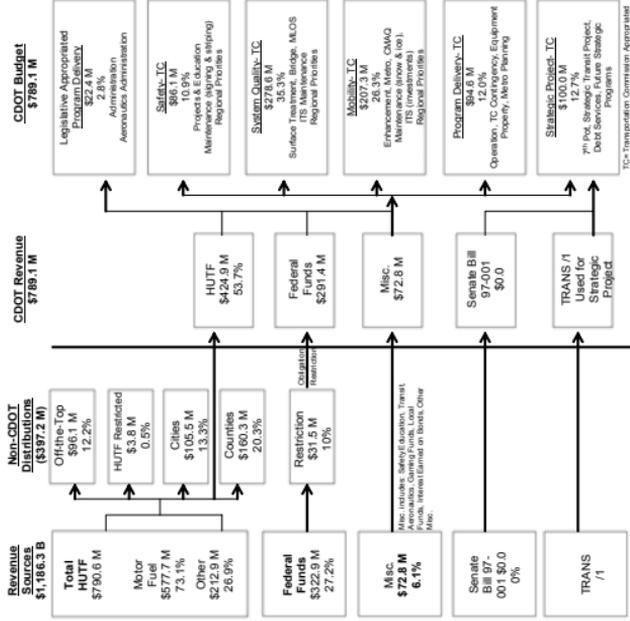
HUTF: Highway Users Trust Fund

## FY 2005 Allocations \$789.1 Million



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

# Estimated FY 2005 Financing System by Investment Category

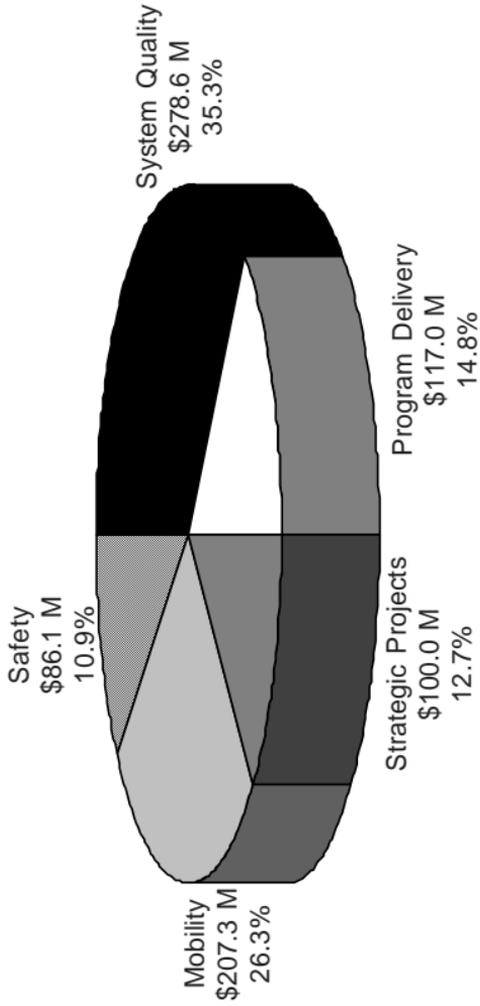


Source: Office of Financial Management and Budget

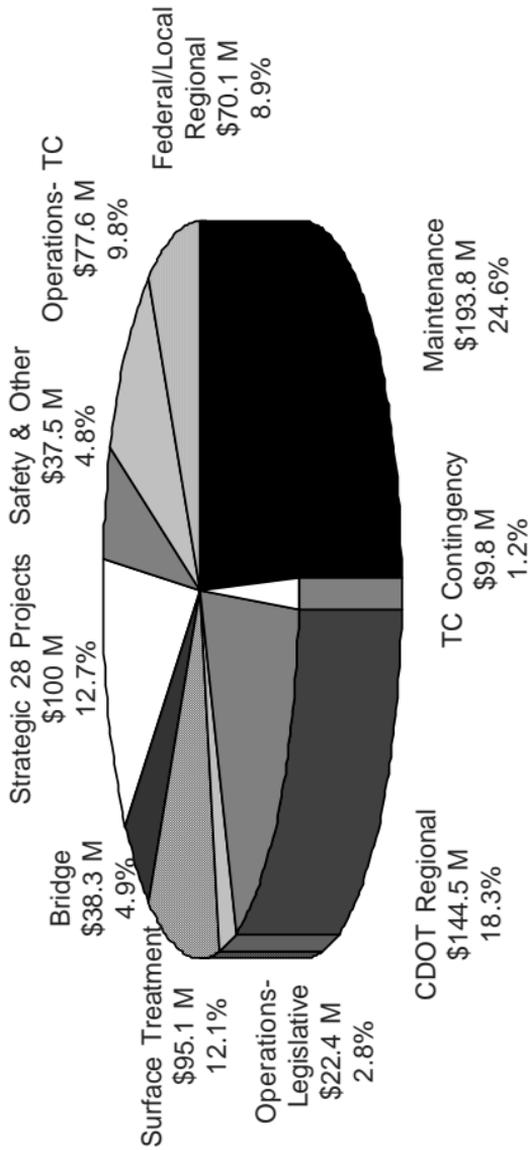
# CDOT Budget by Investment Category

# CDOT Budget by Investment Category

## FY 2005 Investment Category Distribution- \$789.1 Million

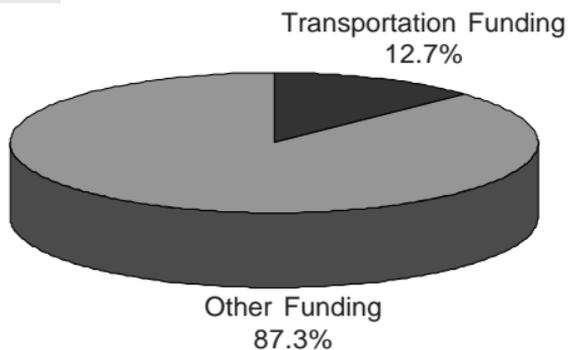


## FY 2005 Program Distribution- \$789.1 Million

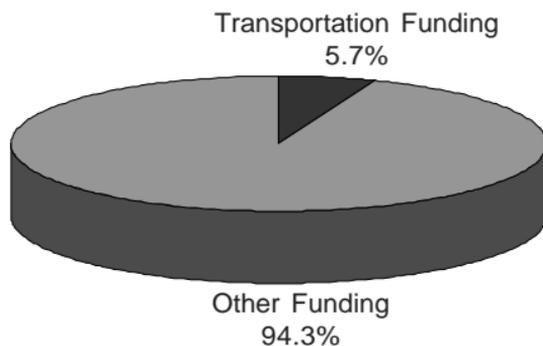


## Percentage of State Budget Going Towards Transportation

1980

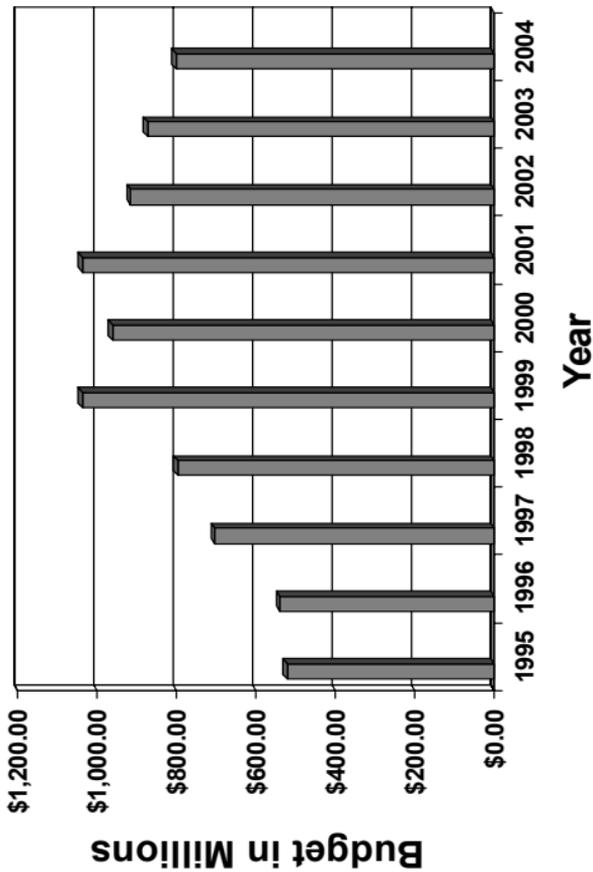


2004



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

## CDOT's Budget Over 10 Years



## Colorado's Fuel Tax History

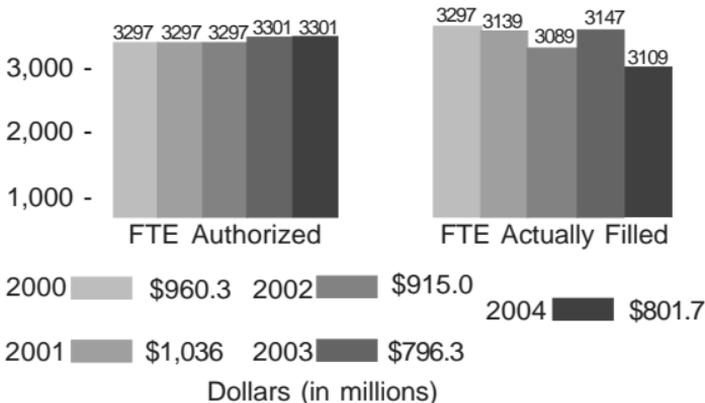
	Fuel Tax	Diesel Tax
1969	.07	.07
1981	.09	.09
1983	.12	.13
1986	.18	.205
1989	.20	.18
1991	.22	.18
1992	.22	.205

## State Motor Fuel Tax Rates for Colorado and Surrounding States\*

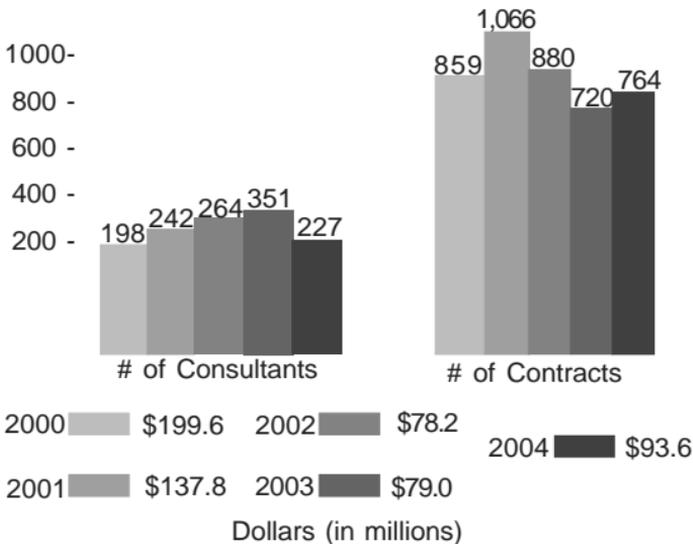
	Fuel Tax	Diesel Tax
<b>Colorado</b>	<b>.22</b>	<b>.205</b>
Kansas	.24	.26
Nebraska	.257	.257
New Mexico	.189	.199
Utah	.245	.245
Wyoming	.14	.14
National Average	.207	.216

\*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 bonding.

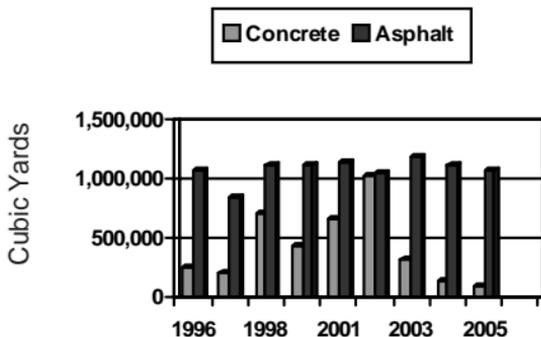
## Already Completed or Fully Funded

I-25/US 50/SH 47 Interchange  
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 (starts in 2005)

## Projects with Remaining Work

US 287- Campo to Hugo  
I-25/US 36/I-270  
US 160- Wolf Creek Pass  
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 undergoing necessary environmental clearance to identify future projects.

## Road Surface Concrete VS. Asphalt



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

Source: Division of Staff Branches

## Bridge Conditions (State-Owned Bridges Only)

Functional Classification*	Total Bridges	Rehabilitation Needed	Replacement Needed
Principal Arterial (Interstate, Expressways, & Freeways)**	1,676	174	32
Other Principal Arterial	894	96	27
Minor Arterial	798	72	26
Collector	326	35	9
Local***	20	2	7
<b>Total</b>	<b>3,714</b>	<b>379</b>	<b>95</b>

\* Functional class was updated in 2004 and resulted in some changes due to population growth.

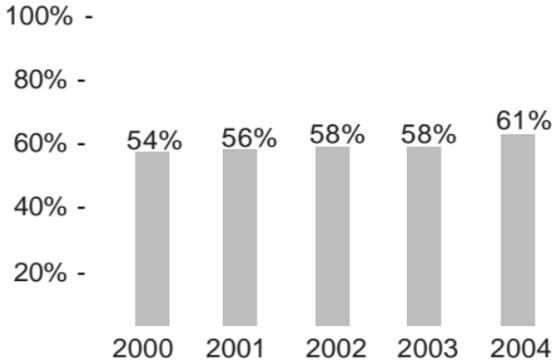
\*\* Rural Other Principals were included in error before in Principal Arterial.

\*\*\* Service Road bridges no longer included.

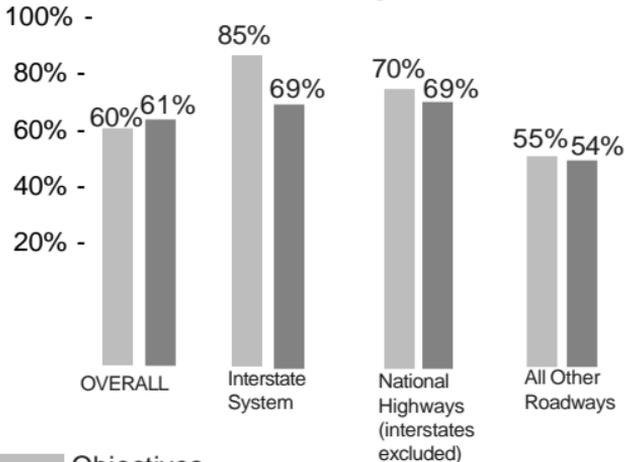
Source: Division of Staff Branches

## 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



Objectives  
 Actual Condition

Source: Division of Staff Branches

## 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

## Typical Costs to Build/ Maintain Highways (Per Mile)

### New 4-Lane Interstate (including interchanges)

Rural/Light Urban	\$10,000,000 to \$15,000,000
-------------------	------------------------------

### Reconstruct 4-Lane Interstate (based on center lane miles)

Moderate Urban (widen)	\$10,000,000 to \$17,000,000*
------------------------	-------------------------------

<i>Per Interchange</i>	\$17,000,000 to \$50,000,000*
------------------------	-------------------------------

Rural (non widening)	\$7,000,000 to \$12,000,000*
----------------------	------------------------------

### Resurface 4-Lane Interstate (based on lane miles)

Rural	\$280,000 to \$400,000*
-------	-------------------------

Urban	\$600,000 to \$800,000*
-------	-------------------------

### Resurface 2-Lane State Highway (based on lane miles)

Rural	\$140,000 to \$210,000*
-------	-------------------------

*Costs include engineering, bridge, roadway, auxiliary lane, interchange, and indirect costs. The costs do not include preliminary engineering or right-of-way, which can vary significantly depending on location and guardrail and bridge variables.*

*\* Primary variables are soil conditions and terrain*

Source: Division of Staff Branches

## Colorado's Public Roads (2003)

	Roadway Center Line Miles	Number of Bridges
State	9,156	3,714
County	58,596	3,262
City	14,129	1,423
Other*	4,939	203
<b>Total</b>	<b>86,820</b>	<b>8,602</b>

\*Includes Forest Service and E-470 bridges.

Source: Division of Transportation Development

## Highway Miles and Vehicle-Miles of Travel

State Highway System		Change*
Center-line miles	9,156	-.17%
Lane-miles	23,061	2.20%
Vehicle-miles traveled	26.1 billion	43.41%

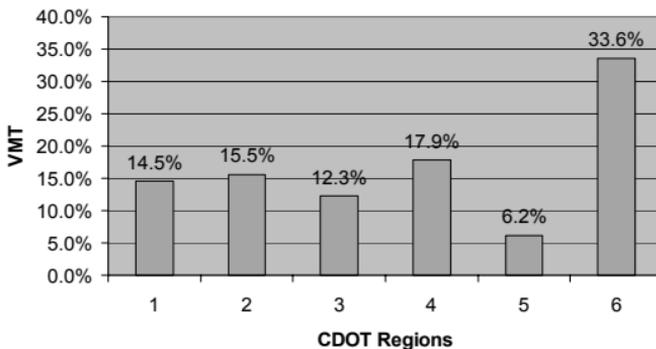
Center-line miles measure roadway miles without accounting for the number of lanes.

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 43.5 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.

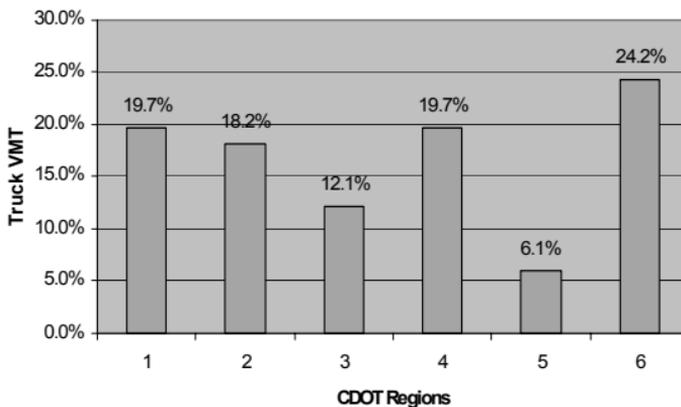
\* Average percentage difference over the last 10 years.

Source: Division of Transportation Development

## Total Vehicle-Miles Traveled by CDOT Region (2003)



## Truck Vehicle-Miles Traveled by CDOT Region (2003)



## Colorado Population

Colorado population increased 37% from 1990 to 2002 from 3.3 million to 4.5 million.

The State's population is projected to increase by approximately 35% by 2020, reaching nearly 6.1 million people.

Source: The Road Information Program

## Registered Vehicles in Colorado 2003

Automobiles	2,411,717
Buses	8,878
Trucks	842,248
Motorcycles	109,169
Other	560,951
<b>Total</b>	<b>3,932,963</b>

Source: Colorado Department of Revenue

## Number of Licensed Drivers in Colorado 2004

Male	1,709,057	51.53%
Female	1,607,334	48.47%
<b>Total</b>	<b>3,316,391</b>	

Source: Colorado Department of Revenue June 2004

## Congestion Statistics

Nearly 32% of Colorado's urban highways were congested in 2002.

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.

Vehicle travel has increased eight times faster than the addition of new highway capacity. From 1990 to 2002, vehicle miles of travel on Colorado's interstates increased by 67% while the number of lane miles of interstates increased by only 8%.

The average cost of congestion each year is approximately \$365 per person.

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 2004 fiscal year, members of the Maintenance Program staff tended more than 26,000 lane miles by:*

- Repairing and maintaining more than 6.26 million square yards of roadway surface
- Utilizing 330,371 tons of asphalt and 1.97 million gallons of liquid asphalt in asphalt preservation activities
- Striping more than 57,000 miles of roadway and creating 1.38 million square feet of pavement markings using 1.79 million pounds of glass beads, 270,872 gallons of paint and 222,394 pounds of thermoplastics
- Snowplowing, sanding, and/or deicing 5.548 million miles of highway
- Applying 317,041 tons of salt/sand and 11.639 million gallons of liquid deicer to the highways
- Repairing and installing 375,566 feet of snow fence
- Disposing of 136,775 cubic yards of trash off the right-of-way with help of 20,000 Adopt-A-Highway volunteers
- Replacing and repairing 100,802 signs and sign posts
- Replacing, installing, and repairing over 17.768 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 a 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 2003-2004:
  - CDOT triggered more than **700 *avalanches*** with explosives, of which, **351 *impacted*** Colorado highways
  - CDOT experienced **673 *hours*** of road closures, at various locations statewide, due to avalanche control
  - CDOT spent **7,063 *hours*** performing avalanche mitigation activities and cleanup
- CDOT currently has **54** Type I Explosive User permits

## 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. Major 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 2003, Colorado saw the largest percentage in reduction of traffic deaths of any state in the nation. There were 99 fewer traffic deaths or a nearly 13% reduction. In 2003, 644 people died in traffic crashes on Colorado highways, compared to 743 such deaths in 2002. In 2004, 640 people died in traffic crashes on Colorado highways.

In 2003, alcohol was involved in 215 (33.5%) of these fatalities. During the first nine months of 2004, 127 (25.5%) people died in alcohol-related traffic crashes. On July 1, 2004 a .08 blood alcohol content (BAC) law took effect in Colorado, lowering a Driving Under the Influence (DUI) charge from .10 BAC to .08 BAC. Colorado still retains a Driving With Ability Impaired (DWAI) offense at .05 BAC.

In 2003, drivers and passengers accounted for 474 of the traffic deaths and 279 of the victims were not buckled up. If everyone had buckled up, at least half of the victims should have lived. The deaths include 46 children age 4 through age 15 and 33 (71.7%) of the young victims were riding unrestrained.

During 2003, seat belt use continued an upward trend in Colorado as 77.7% of drivers and adult passengers buckled up. Colorado made further gains in 2004 when belt use climbed to 79.3%. For children under age five, car seat use declined from 88.5% in 2003 to 83.4% in 2004. Seat belt use for children ages five through 15 declined from 71.8% in 2003 to 69.3% in 2004.

In 2004, 55 teen drivers and passengers, ages 16 to 20, died on Colorado highways and 35 (64%) were not using seat belts. This compares to 81 such deaths in 2003 with 46 (57%) of the victims riding unbuckled. In 2004, 87% of the teen fatalities died with teen drivers at the wheel.

## 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.

## State Highway Fatalities

	1999	2000	2001	2002	2003
<b>TOTAL TRAFFIC FATALITIES</b>	<b>626</b>	<b>681</b>	<b>741</b>	<b>742</b>	<b>644</b>
Alcohol-Related Fatalities	193	209	267	249	215
<i>Percentage of Alcohol-Related Fatalities</i>	30.8	30.7	36.3	33.6	33.5
Occupant Fatalities (both drivers and passengers)	491	513	574	578	474
Fatalities per 100 million VMT*	1.54	1.63	1.71	1.70	1.31

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 24 Scenic and Historic Byways. Eight 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.

---

## 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.

CDOT provides 24-hour “real-time” traveler information including road and weather conditions, chain laws, highway closures, and construction/maintenance schedules and accident detours.

## CDOT Road Condition Numbers

### **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](http://www.cotrip.org) or [www.dot.state.co.us](http://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	(800) 492-2400 or (801) 964-6000
Wyoming	(307) 772-0824

## Chain Regulations

Colorado chain laws apply to every state highway, federal highway and interstate throughout the state.

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 Permit 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 trailers 28' 6" or less in length ("Western Doubles")
- 75' maximum (Saddlemounts) not exceed four total 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

## Denver Metro HOV Lanes

### **I-25 City Center North**

Access to these barrier separated HOV lanes is controlled by gates. Carpools (two or more passengers), buses, and motorcycles are permitted.

Northbound Entry Points: I-25 at 20th Ave., 20th St. and Blake St. at Coors field.

Northbound Exit Points: 70th Ave. bridge (local traffic only), Pecos St. onto US 36 (mainline traffic), and US 36 just north of 84th Avenue.

Hours of operation: noon until 3 a.m., Monday through Friday, and all day every weekend day.

Southbound Entry Points: US 36 south of 84th Avenue, local traffic north of 58th Ave. (70th Ave. bridge over I-25) and US 36 (Pecos St.)

Southbound Exit Points: I-25 through traffic (20th Ave.) and 19th St. and Wynkoop St.

Hours of operation: 5 a.m. to 10 a.m., Monday through Friday. Southbound HOV is not available on weekend days.

### **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.

Restricted hours: 6 a.m. to 9 a.m., Monday through Friday.

## Alternate Fuel Vehicle HOV Permits

Vehicles using the following alternate fuels may use HOV lanes regardless of the number of occupants: **natural gas, propane, electricity, liquefied petroleum gas (LPG), and compressed natural gas.**

A decal is required from the Colorado Department of Revenue. A required permit for HOV lane usage may be obtained from CDOT by calling 303-757-9539.

Federal law does not currently allow hybrid-fuel vehicles to qualify for alternate-fuel HOV lane operating permits.

Route	Location
US 34	Junction 144 & US 34
US 34	Yuma East
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

\*Visitor information available

## Types of Airports

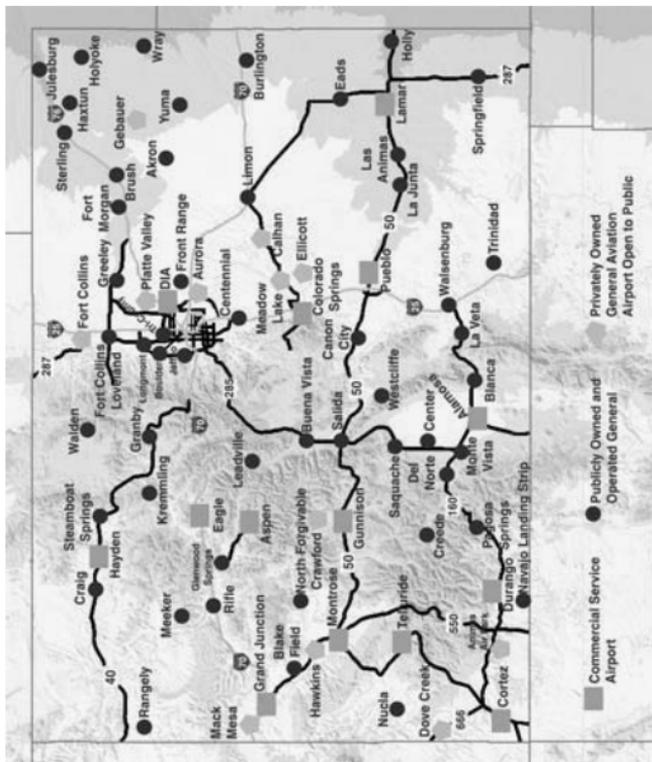
**Commercial Service Airports** provide scheduled air carrier and/or commuter service to surrounding communities. Commercial passengers are offered a multitude of terminal services including concessions, ground transportation options and parking. Many commercial service airports also provide an array of general aviation services and facilities for both the recreational and corporate traveler. Available services include refueling, instrument approaches, full-service fixed base operators, corporate hangers and general aviation terminal facilities. Colorado has 13 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 hangers 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 65 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

Source: CDOT Division of Aeronautics



Source: CDOT Division of Aeronautics

# Aeronautics Division- Airports

## Economic Impact

In Colorado, aeronautics or airports result 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.

<b>Total Economic Impacts: Colorado Public Use Airports</b>			
<b>Type of Impact</b>	<b>Jobs</b>	<b>Wages</b>	<b>Economic Activity</b>
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
<b>Total</b>	<b>280,156</b>	<b>9.7 billion</b>	<b>\$23.5 billion</b>

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 (24-hours/day)	(303) 512-5826
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) 466-0567
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
T-REX Information	(303) 786-8739
Website	www.trexproject.com

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



Colorado Department of Transportation