

COLORADO DEPARTMENT OF
TRANSPORTATION

FACT BOOK

2006

PEOPLE • RESPECT • INTEGRITY • CUSTOMER SERVICE • EXCELLENCE

Colorado
Department of Transportation

Transportation Facts

2006



Vision, Mission and Values	5
History	6
Colorado Transportation Commission	
Members	7
Districts (Map)	8
Colorado Tolling Enterprise	9
Aeronautics Board	10
Management Contacts	11
Department Organization	12
Transportation Management Regions	13
Transportation Planning	
Planning Process	14
Planning Regions and Timeline	15
Revenue Allocation	
FY 2005- Actual	16
FY 2006- Estimated	17
Revenue Distribution	18
State Budget	19
CDOT Budget History	20
Fuel Tax	21
Operations and Privatization	
Revenue vs. FTE	22
Consultant Project Contracts	22
Strategic Transportation Projects	23
Roadway Conditions	24
Roadway Statistics	
Concrete vs. Asphalt	25
Bridge Conditions	25
Interstate System	26
Cost to Build/Maintain Highways	26

Table of Contents

Roadway Statistics	
Public Roads	27
Highway Miles and VMT	27
Vehicle-Miles Traveled	28
Other Statistics	
Colorado Population	29
Registered Vehicles & Licensed Drivers	29
Congestion Statistics	30
Maintenance Program	
Statistics	31
Avalanche Management Program	32
Transportation Safety	
Alcohol/Seat Belts/Young Drivers	33
Economic Impact	34
Traffic Fatalities	35
Other Programs	
Scenic and Historic Byways	36
Adopt-A-Highway	36
Sponsor-A-Highway	36
Traveler Information	37
Chain Laws	38
Truck Size and Weight Limits	39
High Occupancy Lanes	40
Rest Areas	42
Aeronautics	
Types of Airports	43
Airport Map	44
Economic Impacts	45
Frequently Called Numbers	46

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.

History

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,
Chairman

District 4
Bill Swenson

District 5
Bill Kaufman

District 6
Tom Walsh

District 7
Doug Aden
Vice Chairman

District 8
Steve Parker,

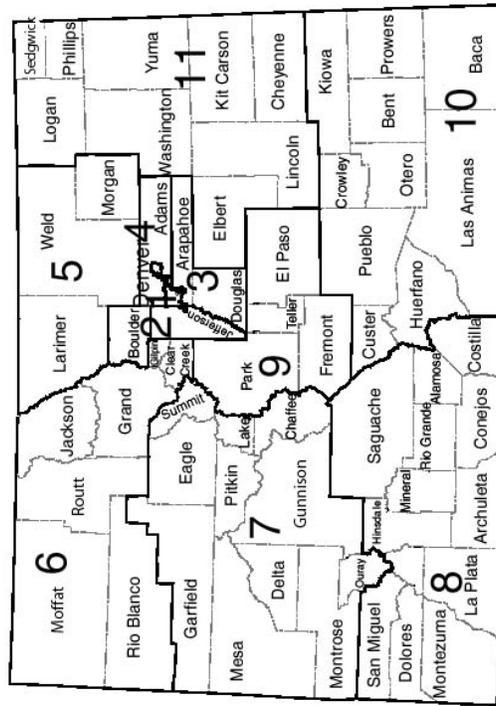
District 9
Terry Schooler

District 10
George Tempel

District 11
Kimbra Killin

Secretary
Jennifer Webster

∞ Transportation Commission Districts



Commission Office (303) 757-9208

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

Dianne Cavaliere (303) 757-9025

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, Chairman- Eastern Plains Governments

Harold Felderman, Vice Chair- Eastern Plains Governments

Patrick Wiesner, Secretary- Pilot Organization

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
 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) 757-9799
 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 & Governmental Relations (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

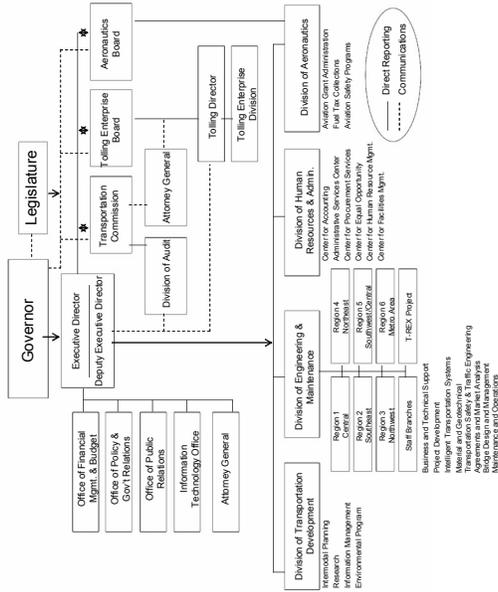
Information Technology Office (303) 757-9602
 Doug Lang, Chief Information Officer

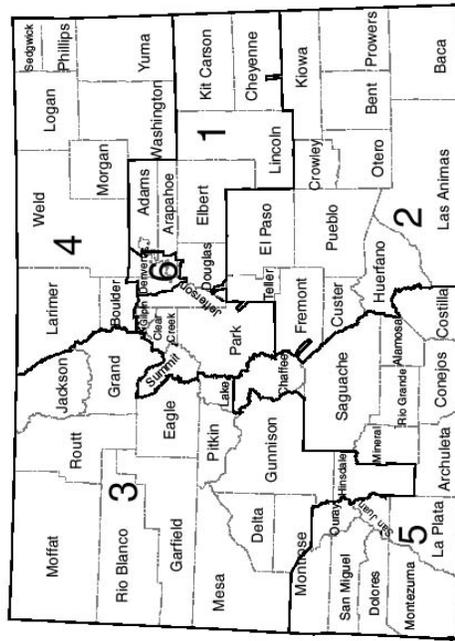
Division of Transportation Development (303) 757-9525
 Jennifer Finch, Director

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

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

Department 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 congestion, safety or system quality problem. Projects must align with the Corridor Visions, Goals and Strategies set forth in the long-range Statewide and Regional Transportation Plans.

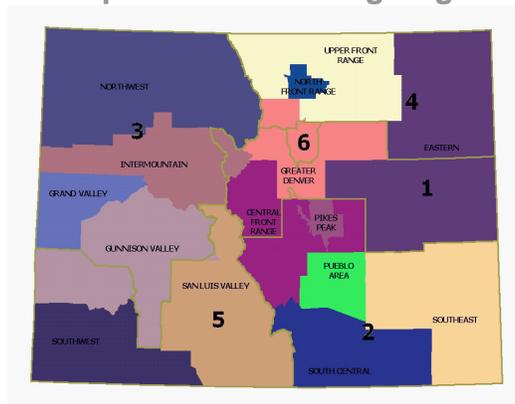
Long-Range Planning Process – Statewide and Regional Transportation Plans – 20+ year plans

1. Determine appropriate Transportation Planning Region (TPR) and Regional Planning Commission (RPC) representative (see page 16.)
2. Participate in planning activities held by RPC and CDOT to determine the corridor visions, goals, and strategies that will address 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)

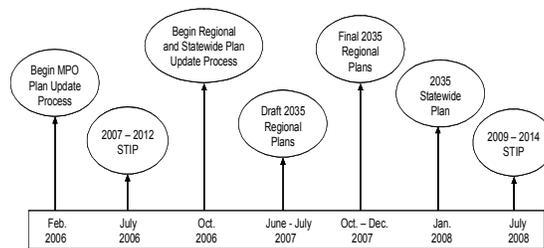
4. The STIP process determines how available funds will be programmed over the next 6 years. In the process, regional representatives from CDOT conduct the county hearing process to discuss recent accomplishments and identify local and regional funding priorities for the next few years. Using this input and Transportation Commission guidance, CDOT regions select projects for inclusion in the draft STIP.
5. Joint meetings are held with all TPRs to prioritize projects submitted through the county hearing process. The projects selected must be consistent with CDOT’s regional budgets. 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

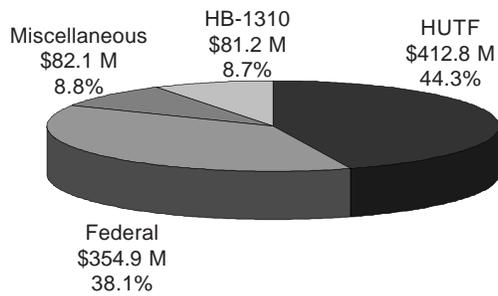


Transportation Planning regions are shaded and labeled accordingly. The numbers represent CDOT's management regions.

Transportation Planning Timeline

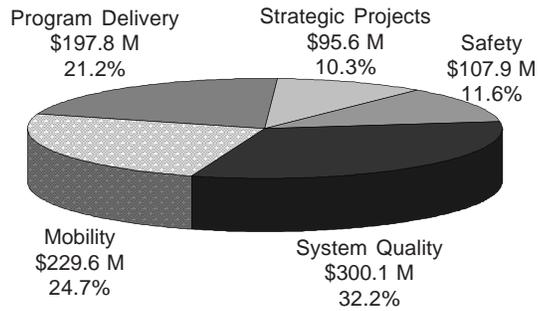


**FY 2005 Actual Revenue
\$931.1 Million**



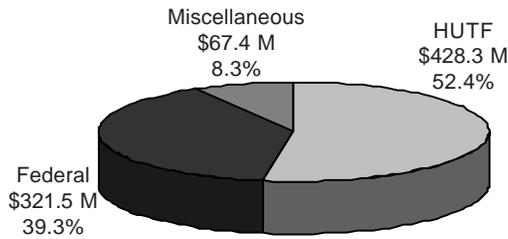
HUTF: Highway Users Trust Fund

**FY 2005 Allocations
\$931.1 Million**



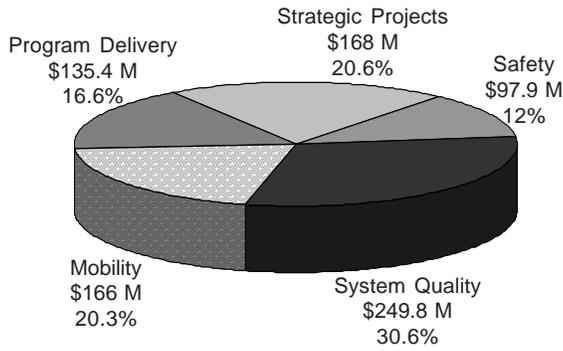
Source: Office of Financial Management and Budget
Office of Management and Budget (303) 757-9262

**FY 2006 Estimated Revenue
\$817.2 Million**



HUTF: Highway Users Trust Fund

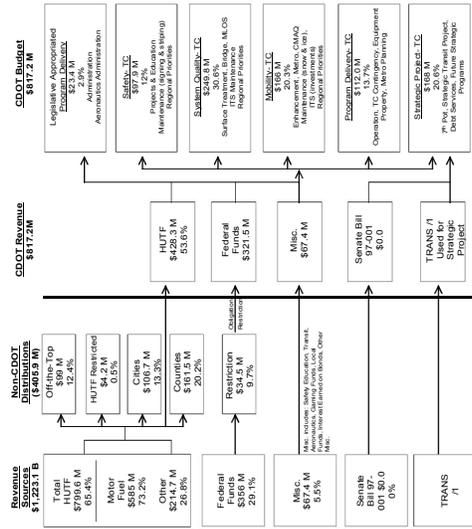
**FY 2006 Allocations
\$817.2 Million**



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

CDOT Budget by Investment Category

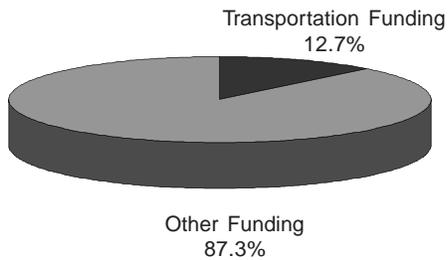
Estimated FY 2006 Financing System by Investment Category



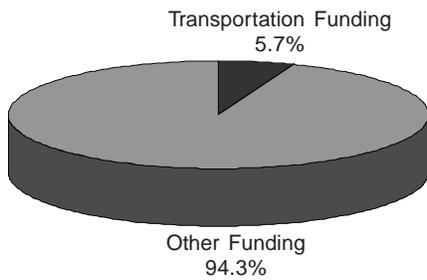
Source: Office of Financial Management and Budget

Percentage of State Budget Going Towards Transportation

FY 1985



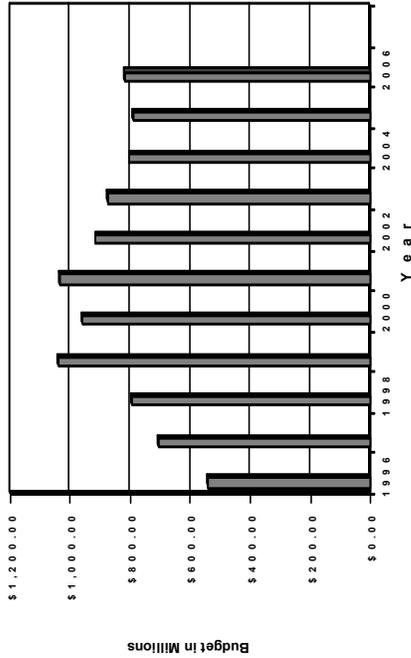
FY 2005



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

CDOT Budget History

CDOT's Budget Over 10 Years



Colorado's Fuel Tax History

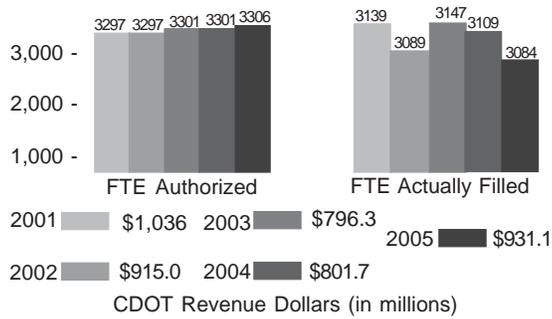
	Fuel Tax	Diesel Tax
1969	.07	.07
1981	.09	.09
1983	.12	.13
1986	.18	.205
1989	.20	.18
1991	.22	.18
1992	.22	.205

State Motor Fuel Tax Rates for Colorado and Surrounding States*

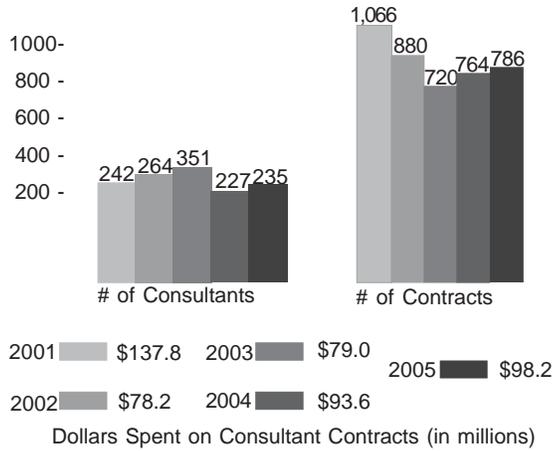
	Fuel Tax	Diesel Tax
Colorado	.22	.205
Kansas	.24	.26
Nebraska	.263	.263
New Mexico	.189	.229
Utah	.245	.245
Wyoming	.14	.14
National Average	.209	.216

*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



Source: Office of Financial Management and Budget

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

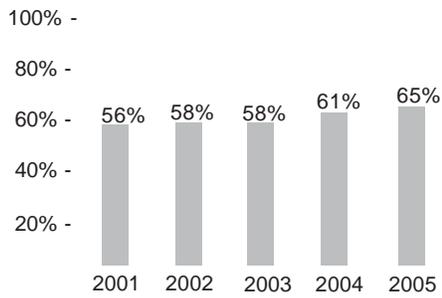
I-25/US 50/SH 47 Interchange
 I-25, Owl Canyon Road to Wyoming
 C-470 Extension
 US 34, I-25 to US 85
 Santa Fe Corridor
 I-76/120th Avenue
 I-70/I-25 Mousetrap
 US 285- Goddard Ranch Court to Foxton Road
 SH 82- Basalt to Aspen
 I-225 and Parker Road (State Highway 83)
 I-70 East- Tower Road to Kansas
 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

Projects with Remaining Work

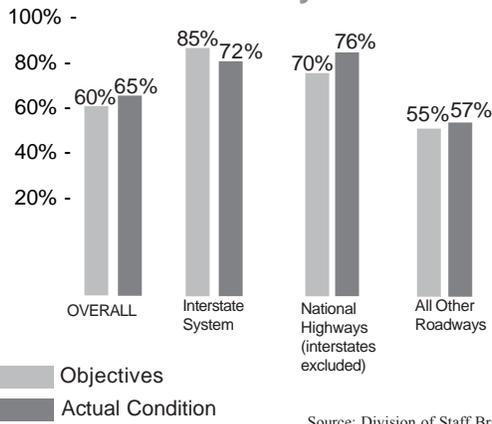
US 287- Campo to Hugo
 I-25/US 36/I-76/I-270
 US 160- Wolf Creek Pass
 US 160- SH 3 to the Florida River
 US 550- New Mexico State Line to Durango
 Powers Boulevard- Colorado Springs
 I-70 West, Denver to Eagle
 I-25 North, Denver to Fort Collins
 I-25, Denver to Colorado Springs
 East and West Corridors- 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.)

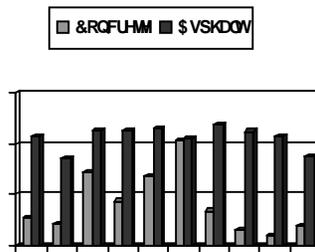


Present Condition of Colorado Roadways



Source: Division of Staff Branches

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.)

Source: Division of Staff Branches

Bridge Conditions (State-Owned Bridges Only)

Functional Classification*	Total Bridges	Rehabilitation Needed	Replacement Needed
Principal Arterial (Interstate, Expressways, & Freeways)**	1,680	172	38
Other Principal Arterial	943	108	32
Minor Arterial	787	62	28
Collector	319	41	8
Local***	25	3	1
Total	3,754	386	107

* 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

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 Capacity

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway	\$900,000 to \$3,750,000	\$1,750,000 to \$5,600,000	\$750,000 to \$2,150,000	\$1,350,000 to 2,600,000
Arterial	\$400,000 to \$5,600,000	\$410,000 to \$2,300,000	\$600,000 to \$1,000,000	\$330,000 to \$2,900,000

Reconstruction

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway	\$2,240,000 to \$3,750,000	\$2,300,000 to \$8,000,000	\$3,000,000	\$430,000 to \$750,000
Arterial	\$1,330,000 to \$4,000,000	\$1,400,000 to \$14,000,000	\$350,000 to \$600,000	\$270,000 to \$600,000

Interchange

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway and Arterial	\$2,500,000 to \$15,000,000	\$12,500,000 to \$25,000,000	\$11,000,000 to \$25,000,000	\$2,250,000 to \$6,500,000

Resurfacing

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway	\$46,000 to \$95,000	\$46,000 to \$240,000	\$115,000 to \$170,000	\$115,000 to \$170,000
Arterial	\$40,000 to \$116,000	\$97,000 to \$248,000	\$66,000 to \$128,000	\$42,000 to \$100,000

Source: Division of Staff Branches

Colorado's Public Roads (2004)

	Roadway Center Line Miles	Number of Bridges
State	9,156	3,754
County	58,554	2,937
City	14,461	1,323
Other*	4,929	497
Total	87,097	8,511

*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	0%
Lane-miles	23,138	.33%
Vehicle-miles traveled	27.4 billion	5%

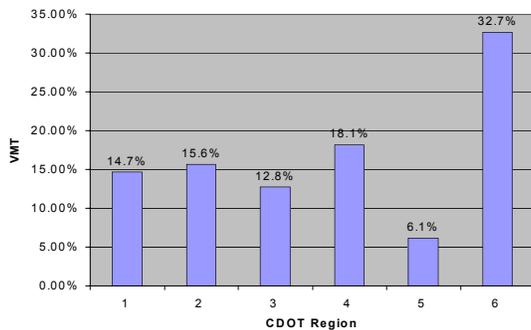
Center-line miles measure roadway miles without accounting for the number of lanes.

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 45.8 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.

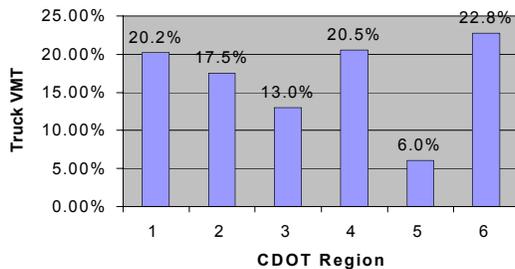
*Difference over the last year.

Source: Division of Transportation Development

Total Vehicle-Miles Traveled by CDOT Region (2004)



Truck Vehicle-Miles Traveled by CDOT Region (2004)



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 2004**

Automobiles	2,769,677
Buses	10,634
Trucks	964,111
Motorcycles	121,132
Other	632,186
Total	4,497,740

Source: Colorado Department of Revenue

**Number of Licensed Drivers
in Colorado
2004**

Male	1,712,800	51.44%
Female	1,616,826	48.59%
Total	3,329,626	

Source: Colorado Department of Revenue December 2004

Congestion Statistics

30% of Colorado's urban highways were congested in 2003.

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%.

Vehicle travel in Colorado increased by 60 percent between 1990 and 2003, from 27 billion vehicle miles of travel (VMT) to 43 billion VMT. Vehicle travel in Colorado is projected to increase by another 45 percent by 2020, to 62 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.

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 2005 fiscal year, members of the Maintenance Program staff tended more than 26,000 lane miles by:

- Repairing and maintaining more than 1.27 million square yards of roadway surface
- Utilizing 293,675 tons of asphalt and 2.25 million gallons of liquid asphalt in asphalt preservation activities
- Striping more than 32,083 miles of roadway and creating 1.31 million square feet of pavement markings using 1.9 million pounds of glass beads, 280,948 gallons of paint and 103,799 pounds of thermoplastics
- Snowplowing, sanding, and/or deicing 6.414 million miles of highway
- Applying 213,605 tons of salt/sand and 8.804 million gallons of liquid deicer to the highways
- Repairing and installing 292,508 feet of snow fence
- Disposing of 134,239 cubic yards of trash off the right-of-way with help of 20,000 Adopt-A-Highway volunteers and another 8,020 bags of trash with the support 21 corporate sponsors
- Replacing and repairing 81,248 signs and sign posts
- Replacing, installing, and repairing over 14.918 million linear feet of fencing along CDOT right-of-way
- Providing more than 49,395 hours of traffic surveillance along the I-70 corridor, which provided quick response to the 409 emergencies that occurred
- Courtesy patrol responded to more than 8,500 incidents in the Denver metro area

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 2004-2005
 - CDOT triggered more than **676** *avalanches* with explosives, of which, **506** *impacted* Colorado highways
 - CDOT experienced **1,110 hours** of road closures, at various locations statewide, due to avalanche control
 - CDOT spent **12,721 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. 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 2004, traffic deaths increased to 667, compared to 642 in 2003. According to preliminary statistics in 2005, traffic deaths have decreased by 19.6% so far this year. From January 1 through November 21, 2005, 503 people died in traffic crashes on Colorado highways, compared to 626 such deaths during the same period in 2004.

In 2004, alcohol was involved in 249 (37.4%) of the 667 fatalities. 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 2004, drivers and passengers accounted for 502 of the traffic deaths (pedestrians, motorcyclist and bicyclists account for the remaining 165 traffic deaths) and 282 (56.2%) of the victims were not buckled up. If everyone had buckled up, at least half of the victims should have lived. The deaths include 29 children from birth through age 15 and 16 (55%) of the young victims were riding unrestrained.

During 2005, seat belt use in Colorado stalled at 79.2%, ending four years of steadily increasing usage rates. For children under age five, car seat use increased from 86.2% in 2004 to 87% in 2005. Seat belt use for children ages five through 15 moved up slightly from 69.3% in 2004 to 69.5% in 2005.

In 2004, 96 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 2004 in Colorado, nearly 80 percent of the teen fatalities died with teen drivers at the wheel. 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.

Source: Safety and Traffic Engineering Branch

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

	2000	2001	2002	2003	2004
TOTAL TRAFFIC FATALITIES	681	741	742	642	667
Alcohol-Related Fatalities	209	267	249	215	249
<i>Percentage of Alcohol-Related Fatalities</i>	30.7	36.3	33.6	33.5	37.4
Occupant Fatalities (both drivers and passengers)	513	574	578	474	502
Fatalities per 100 million VMT*	1.63	1.73	1.71	1.48	1.46

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 171 million hits and over 1.1 million people called the road condition hotline.

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 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	(800) 492-2400 or (801) 964-6000
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
- 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

Oversize/Overweight Permit Office (303) 757-9539

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, US 36 near Pecos Street and I-25 just south of 84th Avenue.

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

Southbound Entry Points: I-25 just north of US 36, 70th Avenue over I-25, US 36 near Pecos Street.

Southbound Exit Points: 20th Avenue for through traffic, 19th Street and Wynkoop Street for downtown access.

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.

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.

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.

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

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

Colorado Rest Areas

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

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 based operators, corporate hangers and general aviation terminal facilities. Colorado has 13 commercial service airports.

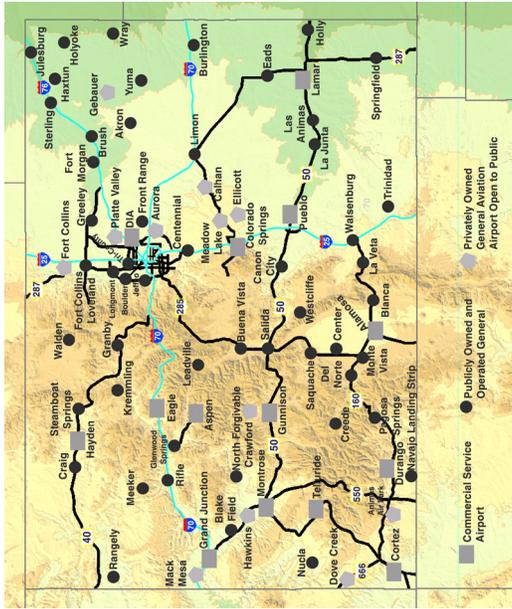
General Aviation Airports provide a full range of aviation facilities and services to business and recreational users. Full-service fixed base operations, instrument approaches, refueling, corporate hangers and general aviation terminals are the services provided. Some general aviation airports known 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

Aeronautics Division- Airports



Source: CDOT Division of Aeronautics

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.

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

Source: CDOT Division of Aeronautics

Frequently Called Numbers

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., Room 277
Denver, CO 80222
www.dot.state.co.us
303-757-9228



Colorado Department of Transportation