



Colorado Department of Transportation

2004 Annual Report

Financing Future Transportation

As the state's transportation leader, the Colorado Department of Transportation (CDOT) is charged with the enormous task of understanding, planning for and meeting statewide and local transportation needs. We are expected to demonstrate leadership in meeting Colorado's mobility needs.

To do that, we must incorporate all modes of transportation in our planning efforts. The only way we can accomplish this is through collaborative decision-making, leadership and creativity. Over the next 25 years, state and local agencies are forecast to spend a total of \$75 billion on transportation over that time period. The problem is that maintaining and expanding the existing system to meet the needs of Coloradans will require much more—for all government levels of responsibility.

CDOT is committed to addressing these great needs statewide. With the passage of TRANs in 1999, allowing us to bond and accelerate priority projects across the state, we have made significant progress. But that progress stalled when the state's economy declined resulting in an annual reduction of more than \$250 million in transportation funding for CDOT. Still, of those 28 high priority projects, we were able to fund 17 major corridors, the most current of which are detailed in this Annual Report.

But we've completed our bonding authority, with a final issuance this past May. There is no more bond revenue and no new money, and unless something changes, there will be very few construction projects on Colorado highways in the coming years.

Thus far we have successfully risen to the challenge of doing more with less. As a result of the downturn in state revenues, some state agencies were asked to cut operating budgets by 10 percent. CDOT cut 16 percent of its operating budgets, resulting in cumulative cuts of more than \$24 million in fiscal years 2002 through 2004. The savings we realized as a result of these cuts have helped to offset a loss of revenues. Had CDOT not reduced these costs, the construction program would have experienced cuts of this magnitude.

CDOT has—and is—implementing efficiencies in other program areas including asset management, other construction-related programs and federal partnerships.

We've done the same with our human resource programs, but not at the expense of safety. In 2004, we set the ambitious, but achievable, goal of reducing preventable accidents. We have implemented programs, training and communications to increase employees' awareness of occupational safety hazards. This is something we will not compromise.



CDOT Executive Director Tom Norton speaks to media from a remote "office," set up at a work site at I-25 and I-270 in Denver. CDOT's new summer safety campaign entitled, "Slow for the Cone Zone," is an effort to improve unsafe driving practices and reduce accidents and fatalities in Colorado construction zones.

We will continue to optimize our systems and streamline our budgets department-wide, but at some point we're going to be maximized as construction costs continue to rise while transportation funding continues to fall.

If we don't increase funding for transportation, our quality of life and economic health of this state are going to suffer. Consider the role of transportation in our daily lives: health, via emergency transport; education, via transportation to school; the economy, via automobile, freight and public transportation. At the same time, we all want and need a transportation system that gets us to and from our work, our homes and our social activities safely and efficiently.

How do we meet these needs when the current lack of transportation funding is a problem at all levels of government. We can't lose sight of the forest for the trees, so to speak. We'll need to continue to keep long-term goals in mind (please read about our 2030 Transportation Plan on page 3) as we address our more immediate needs. We'll look to our partners in government and private industry to work with us in this effort.

Tom Norton, CDOT Executive Director

Tolling Enterprise Board

Legislation passed in 2002 created the Colorado Tolling Enterprise (CTE), a government-owned, nonprofit business operating within, and as a division of CDOT. The purpose is to finance, construct, operate, regulate and maintain a system of toll highways that will help finance new capacity construction on Colorado highways. Existing highways/lanes will remain toll-free.

The CTE hopes to open its first toll project in late 2005. It involves converting the existing high-occupancy vehicle (HOV) lanes on I-25 between downtown Denver and the Boulder Turnpike into high-occupancy toll (HOT) lanes.

In 2004, the CTE completed a statewide tolling system traffic and revenue feasibility study to begin the process of evaluating and identifying potential toll projects. Several corridors have been identified; however, the required environmental processes will determine whether tolling is the best solution for these corridors.

Colorado has seen an increase in tolling over the past several years with the successful completions of E-470 and the Northwest Parkway. The CTE will ensure that technology and new state toll facilities are compatible with existing toll facilities so that travelers will have a seamless transition between highways. On any new toll lanes added to state highways, toll collection will be electronic without toll booths so that travel will be as efficient and reliable as possible.

State Transportation Commission & Tolling Enterprise Board

District 1 Joe Blake** (Denver)

District 2 Joseph A. Jehn* (Jefferson)

District 3 Gregory B. McKnight, *Commission Vice Chairman* (Douglas, Arapahoe)

District 4 Bill Swenson (Adams, Boulder)

District 5 Bill Kaufman (Larimer, Morgan, Weld)

District 6 Thomas Walsh (Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, Routt)

District 7 Doug Aden (Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, Summit)

District 8 Steve Parker, *Commission Chairman* (Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Rio Grande, Saguache, San Juan, San Miguel)

District 9 Terry Schooler (El Paso, Fremont, Park, Teller)

District 10 George Tempel (Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, Pueblo)

District 11 Kimbra Killin (Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, Yuma)

Secretary to the Commission Jennifer Webster

*Chairman, Tolling Enterprise Board

** Vice Chairman, Tolling Enterprise Board

State Transportation Commission

The state's transportation system is managed by CDOT under the direction of the state Transportation Commission, composed of 11 members who represent specific districts. Each commissioner, appointed by the governor and confirmed by the Senate, serves a four-year term. The Transportation Commission directs policy and adopts departmental budgets and programs.

A Message from the Commission Chairman



Colorado's transportation system is becoming marginalized at a rapid pace. Communities are defined by transportation options. Consider how an interstate, key national highway or rail line can impact a community's economy. States are defined by these same options.

We have the highest cost, mile by mile, of transportation infrastructure in the U.S. We have more than 30 mountain passes above 8,000 feet to maintain in the summer and keep open during our winter months. But we don't have the highest revenues. In fact, we're one of the few states that does not receive a transfer from the General Fund on a regular basis.

We need about \$2 billion a year to cover our basic needs. It's unlikely that we'll obtain the revenue streams to meet all of our needs, but I think we can obtain the revenue streams to maintain our most critical services and programs. We at CDOT need to continue to work closely with our political representatives and planning partners across the state in this effort.

When one combines the high cost of maintaining our state's existing transportation system with the growth we expect to continue to see, it's clear we have to form even more effective partnerships with all our partners in politics, business and communities. I look forward to working with my colleagues on the Commission in doing just that.

**State Transportation Commission
Chairman Steve Parker**

Transportation Development

The Division of Transportation Development (DTD) encompasses long-range transportation and environmental planning, transportation data analysis, mapping and research. Using regional plans developed at the grass-roots level (via 15 local Transportation Planning Regions (TPR) and five Metropolitan Planning Organizations), DTD produces the 25-year Statewide Transportation Plan.

While CDOT is the agency responsible for statewide planning, the corridor visions and strategies are developed by cities and counties through their regional planning processes. This provides the context from which projects can be identified and prioritized for inclusion in the fiscally constrained six-year Statewide Transportation Improvement Program (STIP).

This past year, CDOT continued the process of developing the state's **2030 Transportation Plan: *Moving Colorado - Vision for the Future***. CDOT coordinated development of both the regional and statewide plans, which focus on corridor visions, rather than project lists. The corridor visions identified in the 2030 plan integrate local land use decisions, community values, and environmental considerations with local and statewide transportation needs. These visions direct multi-modal goals for how the statewide transportation system should operate by 2030.

An extensive public outreach effort was conducted jointly with the 15 TPRs to gather feedback on the draft regional and statewide plans. The final regional plans were completed in the fall of 2004, and adoption of the statewide 2030 plan will take place in early 2005.

Steps to Planning and Building a Project

1. Public involvement happens at the grass-roots level via Transportation Planning Region (TPR) and Regional Planning Commission (RPC).
2. Projects are proposed to RPC representative.
3. Research is conducted on socioeconomic and environmental factors and analysis of the current and future regional travel demands is conducted.
4. RPC representative takes projects to 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.
5. 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.)
6. The final plan is reviewed to ensure state and federal regulations are being met.
7. Project is designed, advertised to contractors for construction.

Equal Opportunity Center

ADA Policy During fiscal year 2003-2004, CDOT's Equal Opportunity Center provided training to 64 cities and counties and 12 consulting firms in 14 different group settings throughout the state, including each of CDOT's six regions. The training focused on the new CDOT policy, "ADA (American's with Disabilities Act) Accessibility Requirements in CDOT Transportation Projects." Under the new policy, based on two federal statutes, CDOT will enter into partnerships with local governments to include accessibility features for persons with disabilities in the design and construction of each CDOT-funded transportation project throughout Colorado.

Small and Disadvantaged Business Participation CDOT's total contracting amount with small businesses (Disadvantaged Business Enterprises and Emerging Small Businesses) in 2004 was approximately \$41.1 million.

Aeronautics

In 2004, the Aeronautics Division impacted the state aviation system with funding in excess of \$4.19 million for local match of federal grants, airfield safety and maintenance. In total, more than \$76 million Federal Aviation Administration Airport Improvement Program dollars were channeled to major construction and development projects at 44 general aviation and commercial service airports in Colorado. Entitlement refunds to local communities from state aviation fuel taxes totaled \$9.2 million. In addition, the Transportation Commission, in conjunction with the Colorado Aeronautical Board, approved \$6.2 million in State Infrastructure Bank loan funds to accelerate airport construction projects and match an additional \$24 million in FAA funds that would have otherwise been lost to airport projects in other states.



A vintage Steerman at Stevens Field in Pagosa Springs. In 2004, Stevens Field received a \$250,000 state grant for the terminal-area development project. A 2003 state grant for \$168,000 was used last year as a local match for a phased Airport Improvement Project to enable the airport to accommodate larger business aircraft.

Colorado Aeronautical Board

Eastern Plains Governments Airport Management	Harold Patton, <i>Chair</i> Corinne Nystrom, <i>Vice Chair</i>
Western Slope Governments Western Slope Governments Eastern Plains Governments Aviation Interests-at-Large Pilot Organizations CDOT Aeronautics Division	Joe Keck, <i>Secretary</i> Bob Anderson Harold Felderman Larry Romrell Patrick Wiesner Travis Vallin, <i>Director</i>

Strategic Transportation Project Funding and Accomplishments

Strategic Transportation Projects The Transportation Commission adopted this program in 1996 identifying 28 high-priority corridor projects for accelerated construction.

Funding Sources The Strategic Transportation Projects receive funding from federal and state gas tax revenues and from two legislative sources, described below.

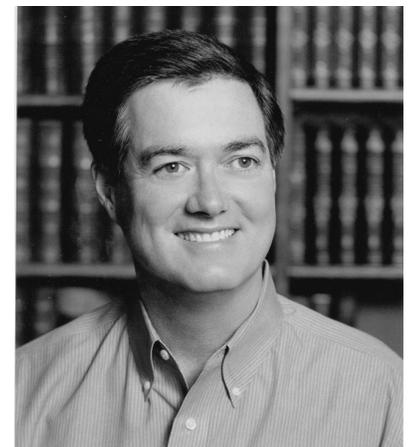
Senate Bill 1 This legislation allocates a portion of state General Fund sales and use tax revenue, considered to be motor-vehicle related, to the Strategic Transportation Projects. (CDOT did not receive any revenue from this source in FY 2004 and is not expected to receive any SB 1 revenue in the near future due to economic conditions.)

TRANS In 1999, Colorado voters passed Referendum A allowing CDOT to issue Transportation Revenue Anticipation Notes (TRANS) to speed up completion of the Strategic Transportation Projects. To date, \$1.487 billion of bonds have been issued, all of which have been budgeted and are under contract. The final bond issuance was made in May 2004 for \$134.6 million, going towards I-25 reconstruction in Colorado Springs. This brings the total debt service to \$2.3 billion and annual debt service maximum to \$168 million. (Pursuant to HB 99-1325, the maximum principal amount of bonds was not to exceed \$1.7 billion, and the total repayment of principal and interest was limited to \$2.3 billion.)

These funding sources and bond proceeds would have provided the necessary funding to complete nearly all of the 28 projects in just ten years. However, funding for the program was severely reduced due to cuts in SB 1 revenue; most projects not under contract have been put on hold until SB 1 funding again becomes available.

In 2004, we completed three more Strategic Transportation corridor projects: US 50 and SH 82 on the Western Slope, and the I-25 North Forty safety improvements on the Front Range. CDOT has also completed several other significant project phases across the state. We've indeed shown that with innovative funding, you can significantly advance completion of important highway projects.

Governor Bill Owens



Strategic Transportation Projects

Already Complete

- 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 at 120th Avenue
- US 285, Goddard Ranch Court to Foxton Road
- I-225 at Parker Road (SH 83)
- I-70 East, Tower Road to Kansas State Line
- I-70/I-25, "The Mousetrap"
- SH 82, Basalt to Aspen
- US 50, Grand Junction to Delta
- I-25, SH 7 to SH 66

Nearly Complete or Fully Funded

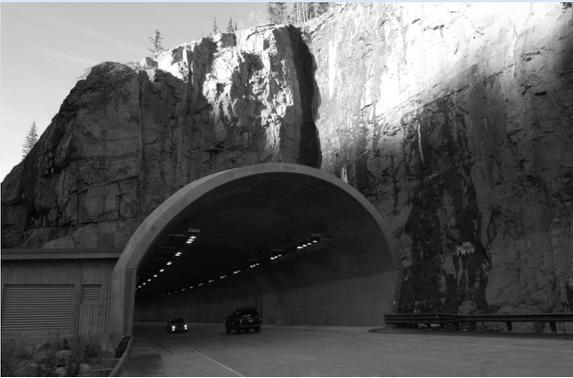
- T-REX (I-25 and I-225)
- US 40 Berthoud Pass and in Winter Park
- US 287, Broomfield to Loveland
- I-25 through Colorado Springs

Projects with some 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 in Colorado Springs

Major Investment Corridors

- I-25, SH 66 to Fort Collins - Environmental Impact Statement (EIS) underway
- I-70 West, Denver to Eagle County - Programmatic EIS draft complete
- I-25 Denver to Colorado Springs - EIS completed from Lincoln Avenue to Castle Rock; Environmental Assessment (EA) completed from Monument through Colorado Springs
- East & West Corridor MISs - undergoing necessary environmental clearance to identify future projects



Construction of a 940-foot tunnel was completed on US 160 Wolf Creek Pass in November 2004, as were safety improvements and minor widening just east of the tunnel.



Stabilization of a cut wall is given finishing touches during the final phase of widening on US 40 Berthoud Pass, to be completed in 2005.



A grand opening celebration of the new Purgatoire Bridge and State Highway 12 Extension marks the completion of Phase I of the I-25 project in Trinidad.



The final major bridge demolition on I-25 for the T-REX Project takes place on the Colorado Blvd. Bridge, originally built in 1953.



CDOT representatives and state and local officials celebrated the completion of the US 50 corridor widening between Delta and Grand Junction in October.



Safety improvements were completed on the I-25 North Forty Project between SH 7 and SH 66. These included reconstruction of interchanges at Weld County Rd. 8, SH 52, SH 119 and the St. Vrain River Bridge. CDOT also widened the Interstate from four lanes to six between SH 7 and WCR 16, and the widening will extend another seven miles to SH 66, when funding is available. An additional 26 miles, from SH 66 north to SH 14 in Fort Collins, is undergoing an Environmental Impact Statement process.



The completion of widening through Snowmass Canyon in late fall marked final phase of construction on the SH 82 corridor between Basalt and Buttermilk.

A Sampling of FY 2004 Highway Projects (July 2003-late 2004)

Surface Treatment Program The Transportation Commission established surface condition objectives in 1994, earmarking annual funding for surface treatment to meet the objective of: 60% of pavement rated in fair or good condition.

Bridge Program The objective is to replace or repair—over the next 20-plus years—the structurally deficient bridges on the state system.

Rest Area Program Through 2004, an average of \$3.5 million per year for capital construction is allocated by the Transportation Commission; allocations after 2004 will be completed as part of the Rest Area Plan update. Also, \$800,000 per year will be allocated for rehabilitation and restoration.

Additional Statewide Construction Programs These include CDOT's Safety Construction and Small Urban Program, which sunsets in fiscal year 2004.

Regional Programs The projects selected and completed under this category are established through the regional planning process.

REGION 1 *Counties: Adams, Arapahoe, Cheyenne, Clear Creek, east Denver, Douglas, Elbert, Gilpin, west Jefferson, Kit Carson, Lincoln, Park, Summit*

I-70 Genoa east: resurfacing

I-70 east Idaho Springs: bridge deck rehabilitation

I-70 Fall River-Hidden Valley: resurfacing

I-70 Dillon: noise wall

I-70 Straight Creek: erosion control

I-70 W. Vail Pass; resurfacing, safety

US 6 Loveland Pass-Keystone: resurfacing, safety

US 6 Clear Creek Canyon: bridge rehabilitation (three structures)

SH 9 Silverthorne, north: resurfacing, safety

SH 9 Rock Creek-Ute Pass Rd.: reconstruction, widening

SH 9 Fairplay: drainage

US 36 Arap. Cnty.-Byers: resurfacing

US 36 Byers-Wash. Cnty.: resurfacing

US 36 Kiowa Crk: bridge approaches

US 40 Kit Carson east: resurfacing, bridge replace

US 85/SH 67 Sedalia: intersection, frontage road, wildlife crossing

US 285 Foxton Rd.-Bailey: Environmental Assessment

SH 83 Castlewood Canyon: historic bridge rehabilitation

SH 83/SH 86 Franktown: intersection

Traffic/Safety Projects:

I-70 VMS installation at Ward Rd., Frisco, Loveland Pass

Signal at SH 74 and Bryant Drive

Signal at US 285 and CR 43A

SH 105 curve realignment

Region-wide striping project

I-70 Signing: Tower Road to Limon

REGION 2 *Counties: Baca, Bent, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa, Las Animas, Otero, Prowers, Pueblo, Teller*

I-25 Pueblo: Scroggs Arroyo bridge replacement

I-25 Pueblo: resurfacing

US 50 Troy to SH 233: resurfacing, auxiliary lanes; Pueblo Airport to Chemical Depot: resurfacing

SH 96 Westcliffe: curve improvements

SH 67 Cripple Creek to Divide: paved pullouts/rumble strips

SH 115 Little Fountain Creek: new bridge/road reconstruction

SH 12 Trinidad: extension, realignment, new bridge

US 350 Beshoar Jct. east: resurfacing

Powers Blvd. (Phases I - III) Briargate to SH 83: new road construction

I-25 Colorado Springs-Monument: Environmental Assessment

I-25 at Woodmen: interchange, sound wall, channel restoration

US 24 Calhan-Ramah: resurfacing

US 24 Peterson-Constitution: widening, intersection

US 24 Ute Pass: rockfall mitigation

US 24 Lake George to Divide; Manitou Springs to I-25: resurfacing

US 24 Woodland Park: resurfacing

US 385 north of Granada: Sheridan Lake: bridge and resurfacing

US 50 west of Lamar: Lubers & River View bridge replacements

US 287 through Lamar: resurfacing

US 50 east of Las Animas: resurfacing

US 50 east of Lamar: signalization

US 160 east of Pritchett: resurfacing

US 160, 350, SH 10: various resurfacing

US 287 north of Wiley: concrete reconstruction/white topping

US 85, SH 16-Academy: phase III reconstruction

Traffic/Safety Projects:

SH 45/78 Pueblo: intersection improvements

I-25 Bus./US 160 Walsenburg: signal upgrades

SH45/Ivywood Pueblo: intersection

US 50 Wills -Troy Ave. intersections: traffic signal upgrades

US 50 new VMS in Canon City

Pueblo, Lamar: sign structure replacements

Regionwide striping

Enhancement or Local Agency:

US 50 La Junta median improve.

Arkansas River, Pueblo: 4th St. Trail Heart of Trinidad Trail

La Veta Rail Depot

Pueblo West: multi-purpose trail

City of Pueblo: multi-purpose trail

Las Animas: Bent County Museum

Wiley bike trail

Lamar industrial parking

Lamar: 2nd/Olive pedestrian improve.

Scenic Byway Interpretive Center

Pueblo: Union Avenue Streetscape

Arkansas River Trail II & III

Mitchell Rd. Bike Lanes

Rock Island Trail Acquisition

Manitou Gateway Arch

US 24 underpass, landscaping

Citadel Transfer improvements

Hancock Transit improvements

2nd Street Pedestrian improvements

Midland Trail II

Manitou Springs Creek Walk Trail I

Manitou Springs Streetscape

Stop improvements along N. Academy

PPCC transfer station improvements

SH 12 improvements, La Veta

River walk expansion, Fremont Cnty.

REGION 3 *Counties: Delta, Eagle, Garfield, Grand, Gunnison, Hinsdale, Jackson, Lake, Mesa, Moffat, north Montrose, Pitkin, Rio Blanco, Routt*

US 6 Clifton to Palisade: resurfacing

SH 9 Summit Cnty. north: resurfacing

SH 9 Colorado River Bridge removal

US 40 east of Kremmling: railroad overpass replacement

US 40 Winter Park East: reconstruction, widening

SH 14 Waldon east: resurfacing

US 24 Red Cliff Arch: historic bridge rehabilitation

I-70 Parachute east/west: resurfacing

I-70 Busn. Rt. Clifton: resurfacing, intersection improvements

SH 82 Glenwood pedestrian signals

US 40/SH 9 new signal

I-70 luminaire base replacements

US 50/US 550 Montrose signal timing

70-B Grand Junction signal timing

I-70/SH 13 Rifle signals

US 6 Edwards signals, ped facilities

Enhancement or Local Agency:

Cedaredge Bike/Pedestrian Path

Grand County Headwaters Trails: underpass construction

Uncompahgre Riverway Trail

Montrose Streetscaping

Gunnison Railroad Museum: historic locomotive refurbishment

Paonia School Trail construction and pedestrian bridge

REGION 4 *Counties: Boulder, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, Yuma*

SH 119 (Ken Pratt Blvd.) from US 287 to SH 119: new alignment

SH 119 rockfall mitigation

US 36 n/s of Boulder: resurfacing

US 36 Cherryvale Bridge guardrail

SH 66/US 287: intersection reconstruction and major widening

I-76 Keenesburg-Wiggins: fences

I-76 Keenesburg to Roggen: resurfacing

I-76 Lochbuie-Hudson: resurfacing

US 85 Bypass/22nd St., Greeley: intersection, signals

US 85 Busn. Rt., Greeley: resurfacing

US 85 Ft. Lupton-Platteville: resurfacing, signalization

US 34 Loveland, Jefferson-Monroe widening, reconstruction

US 34/Larimer CR 17: signal

US 287 in Loveland: resurfacing

US 287 Ted's Place n.: resurfacing

US 287 north/south of Virginia Dale: resurfacing

SH 257, US 34 to Milliken: resurfacing

SH 1/Larimer CR 54: safety improve.

I-25 North Forty: SH 7 - Weld CR 16 widening, reconstruction

US 36 north/south of Boulder: resurfacing

US 6 at North Fork Frenchman Creek, bridge replacement

SH 138 from SH 113 north: resurfacing

SH 71 south of Nebraska State Line: resurfacing

US 385 Julesburg south and Holyoke south: resurfacing

US 34 Brush to Akron, phase II: resurfacing

SH 59 north of Haxtun: resurfacing

SH 144, SH 71 & SH 59: resurfacing

Traffic/Safety, Enhancement or Local Agency:

Weld County Road 13: St. Vrain River bridge replacement

Greeley: 16th Street sidewalks

Kipling, I-70 to 50th Ave.: auxiliary lanes, raised median

Arapahoe County, Sand Creek Pedestrian/Bike Trail

SH 93 in Boulder: Broadway: reconstruction/bridge replacement

SH 157, Goose Creek underpass

US 36, Baseline-Jay Rd.: resurfacing

Ft Collins Elizabeth St., Campus West Bike Lanes

US 287 Ft Collins-Lake St. Median

US 287 Ft Collins-Crosswalk
 Ft Collins City Railway Barn Rehab.
 Greeley 11th Ave Bridge replace.
 UNC 11th Ave-22nd St. intersections
 US 85 in Evans: corridor aesthetics
 Ault streetscapes
 Yuma Welcome Center
 Boulder 28th St. resurf., SH 7-119
 McCaslin Blvd. medians
 Peetz Main St. drainage, sidewalk,
 curb, gutter
 SH 7, 28th St.-Broadway: resurfacing
 US 36, Baseline-Colorado Blvd.: bike/
 pedestrian landscaping, intersection

REGION 5 *Counties: Alamosa, Archuleta, Chaffee, Conejos, Costilla, Dolores, La Plata, Mineral, Montezuma, south Montrose, Ouray, Rio Grande, Saguache, San Juan, San Miguel*
 US 285 Monte Vista: resurfacing
 SH 114 Cochetopa Pass west: resurfacing
 US 550 Farmington Hill s., resurfacing
 US 550 Molas Pass, rockfall mit.
 US 550 north of Durango: resurfacing
 US 160/550 Durango, concrete joint seal
 US 160 South Fork, concrete joint seal
 US 160/SH 84 Pagosa Springs: bridge rail upgrades
 SH 3 Durango, resurfacing, minor widening
 SH 151 Ignacio, bridge replacement
 US 160 Wolf Creek Pass west: rehabilitation/drainage, phase III
 US 160 Wolf Creek Pass East, phase II: tunnel construction, safety
 US 160 Wolf Creek Pass East, phase III: reconstruction, widening, safety
 US 160/SH 184 Mancos: intersection improvements
 SH 149 n. of South Fork: rockfall mit.
 SH 145 Ophir Pass, rockfall mitigation
 US 24 n. of Buena Vista: resurfacing
Traffic/Safety Projects
 San Luis Valley guardrail
 Alamosa area sign replacement
 Durango sign replacement
 Durango signal timing
 Alamosa epoxy pavement marking
 Durango epoxy pavement marking
 Durango centerline rumble strips
Enhancement or Local Agency:
 Silverton Streetscapes, phase II
 Creede Visitor Center ROW acquisition
 San Miguel County: Down Valley Park: landscaping
 Ft. Garland bike/ped path
 South Fork: SH 149 trail
 Alamosa street lighting
 San Luis streetscapes
 Durango Swinging Bridge to 15th St. bike/ped path

REGION 6 *Counties: west Adams, west Arapahoe, Denver, north Douglas, east Jefferson*
 US 40 (Colfax), Sheridan to I-25: resurfacing, bridge expansion joint repair
 US 6, Federal to Wadsworth: resurfacing
 I-70, Pecos to Wadsworth, resurfacing
 I-76 at 88th: concrete reconstruction

I-76 at Dahlia: concrete reconstruction
 US 85, I-76 to 136th: resurfacing, four intersection improvements
 SH 121, 104th to 120th: resurfacing
 SH 121, 6th to Grandview: resurfacing
 SH 121, 90th to 104th: resurfacing
 I-270 eastbound, I-25 to I-76: reconstruction
 US 36, Lowell Blvd. to Wadsworth Blvd.: resurfacing
 Kipling Parkway, Hampden Ave. to Jewell Ave.: resurfacing
 US 285, Kipling Parkway to SH 8: resurfacing
 SH 121, Wadsworth to Hampden: resurfacing
 Santa Fe Drive, Florida to I-25: resurfacing
 Santa Fe Drive, Church St. to C-470: resurfacing and safety improvements
 Parker Road, Arapahoe to Orchard: resurfacing
 US 285/S. Simms: new interchange
 I-70, I-76, SH 95, SH 58: bridge deck repair
 US 40, Potomac to Peoria: widening
 Jordan Road, n. of Arapahoe: concrete box culvert
 SH 95, 68th to US 36: resurfacing
 SH 128 near Wadsworth: resurfacing
 US 287, Colfax to I-70: resurfacing
 SH 88 (Federal), Alameda to Louisiana: resurfacing
 I-225/Iiff: bridge replacement
Traffic/Safety Projects
 US 287, US 6 various signal replace.
 Region 6 sign replacement
 Region 6 striping project
 Replacement of traffic signal indications with LED
 Traffic signal poles: painting
 Sign post replacement
 I-25 HOV lane VMS board replacement
 Commerce City traffic signal sys.
 6th Ave./19th St. intersection
 Wadsworth Blvd./44th Ave. conduits
 Traffic signal at I-76/88th Ave.
Traffic signals rebuilt, local agency:
 SH83/Florida Ave.; SH93/SH128; SH58/Washington St.; SH287/64th Ave.; US 6/10th Ave; SH 287/92nd Ave; SH 85/77th Ave; SH121/77th Ave.; SH 285/Knox & Lowell Blvd.; SH44/Riverdale Rd; SH 40/Moss St., SH88/Clarkson; SH 88 (Federal) between Louisiana and Dartmouth Aves.; SH 83 (Leetsdale) between Forest and Quebec Sts.; SH 30 (Havana)/Dartmouth Ave.; SH 40 (Colfax) between Monaco and Quebec Sts.
Enhancement or Local Agency
 72nd Ave, Kipling to Pierce: new align.
 Northwest Parkway: new extension
 I-25 at 136th: new interchange (funded by the cities of Thornton and Westminster)
 Quebec Street, Sand Creek Drive to 50th Ave. Intersection reconstruction

NOTE: Bolded, underlined projects are Strategic Transportation Projects or project phases.



A new flyover ramp is being constructed from southbound I-25 to eastbound I-270.

Linda Trzyzna (left) of Region 6's Environmental unit, and Beth Ellis of the Denver Museum of Nature and Science wrap up fossil leaf-bearing chunks of sandstone as part of a salvage effort to preserve plant fossils from the Castle Rock Rainforest fossil locality in Castle Rock. CDOT currently has a construction project to replace the railroad bridge over I-25 north of the Wolfensburger Interchange.



Intersection improvements at US 160 and SH 184 in Mancos



Widening and reconstruction of US 34 in Loveland included intersection improvements at Monroe.



Rehabilitation of Castlewood Canyon Bridge on SH 83

Intelligent Transportation

The goal of the CDOT Intelligent Transportation Systems (ITS) division is to improve the flow of traffic throughout Colorado by providing timely information to the media and the traveling public. This is accomplished using the latest technologies in several areas: Dynamic Message Signs, Highway Advisory Radio, the Worldwide Web (wired and wireless), Closed Circuit Television, vehicle detection and location systems, and weather stations. Fiber optic cable was laid from Denver south to Pueblo and west to Frisco. The Colorado Traffic Management Center maintains the COTRIP traveler information website (www.cotrip.org), widely recognized as one of the best in the nation. The ITS Division has recently been approved by the Colorado Public Utilities Commission as the provider of the 511 hotline service (nationwide number for traveler information) for the state. This service has been provided in Colorado for several years under the 303-639-1111 and 1-877-315-ROAD phone numbers and will soon be expanded to include 511.



Cameras installed on I-25 and other corridors provide real-time road and weather information via CDOT and media web sites.



Laying fiber optic cable along I-70 between Denver and Frisco

Maintenance Program

CDOT Maintenance is split into two major categories. Regular maintenance includes: blading surfaces and shoulders, cleaning drainage structures, repairing/revegetating slopes, repairing fences, some rockfall and wetlands mitigation, sweeping and litter removal. Snow and ice control involves plowing, sanding, deicing and controlling avalanches. Maintenance is divided into nine separate sections including a maintenance unit to service the Eisenhower/Johnson Memorial Tunnel on I-70. The FY 2004 maintenance budget was approximately \$187 million for: Traffic Services, Roadway Surface, Snow and Ice Control, and Other.

Since its inception in July 2004, CDOT's corporate sponsorship program for litter removal has resulted in the removal of over 450 bags of trash from Front Range highways. Of the 383 miles of highway available for sponsorship, 45 miles have been adopted by 11 corporate sponsors in El Paso, Douglas, Denver, Broomfield and Adams counties. CDOT contracted with Adopt-A-Highway Litter Removal Service of America, Inc. to manage Colorado's Sponsor-A-Highway program at no cost to the state. A corporate sponsor's financial contribution for litter removal on a segment of highway is recognized by a sign. In turn, CDOT's litter removal contractor cleans that sponsored segment of highway once or twice a month.



Controlled snow slide on US 550 south of Ouray



About 200 tons of rocks and boulders fell 1,500 feet onto I-70 in Glenwood Canyon on Thanksgiving Day. The interstate was closed for three days while CDOT crews worked to restore safety and quickly prepare plans for repair work, which cost approximately \$1.2 million. Kiewit Western Co. completed the work in 60 days.

Safety Education

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 (the latest statistics) 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 14 percent reduction. In 2003, 644 people died in traffic crashes on Colorado highways, compared to 743 such deaths in 2002. During 2004, 640 people died in traffic crashes on Colorado highways.

In 2003, alcohol was involved in 215 (33.5 percent) of these fatalities. During the first nine months of 2004, 127 (25.5 percent) 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 percent) of the young victims were riding unrestrained.

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

In 2004, 96 teen drivers and passengers, ages 16 to 20, died on Colorado highways, and 63 (66 percent) were not using seat belts. This compares to 91 such deaths in 2003. In 2004, 80 percent of the teen passengers died with teen drivers at the wheel.



A Denver police officer and son of a CDOT employee demonstrate how booster seats make seat belts fit properly for young passengers.



Paving the eastbound ramp to C-470 from SH 121 (Wadsworth Blvd.)



Wider shoulders on US 6 in Avon



Guardrail upgrades on US 160 west of Walsenburg

2004 Maintenance Activities

During the 2004 fiscal year, 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

Funding Sources

CDOT receives funding from two main revenue sources: state and federal gas taxes. Other funding sources, detailed below, fluctuate depending upon current economic conditions. In determining exactly how to allocate these funds in the best interest of the citizens and the traveling public of Colorado, CDOT uses a system of four investment categories to plan and monitor the expenditure of funds. These are: *System Quality*, which maintains the functionality and aesthetics of the existing transportation infrastructure; *Safety*, which includes services and programs that reduce fatalities, injuries, and property damage for all users of the transportation system; *Mobility*, which provides for the movement of people, goods, and information; and *Program Delivery*, which includes support functions that enable the delivery of CDOT's programs and services.

State Funds CDOT's primary source of revenue is the Highway Users Tax Fund (HUTF), primarily revenue from motor fuel taxes (about 75 percent), motor vehicle registration fees, and driver's license fees. Since 1996, the HUTF has increased an average of 4.3 percent per year. Prior to distribution to CDOT, the Legislature makes "off-the-top" appropriations to other state agencies whose functions are related to highways or roads. The remaining funds are then allocated to municipalities, counties and CDOT pursuant to statutory formulas. CDOT's portion of the HUTF is deposited into the State Highway Fund (SHF), its main operating fund for highway-related expenditures.

Federal Funds Revenue in the federal Highway Users Trust Fund comes primarily from the federal motor fuel tax. In 1998, Congress passed TEA-21, the Transportation Equity Act for the 21st Century. Colorado has seen a significant increase in funding from this legislation. TEA-21 expired on September 30, 2003, and reauthorization of six-year legislation is currently underway. (In FY 2004, Colorado received \$336.6 million in federal highway funds and CDOT received \$11.0 million in federal transit funds.)

Other Funding Sources These include several revenue sources approved by the state Legislature, all of which are tied to current economic conditions.

Senate Bill 1 The legislature passed SB 1 in FY 1997, originally scheduled to end in 2002. SB 1 allocates 10.35 percent of from sales and use tax proceeds to the Strategic Transportation Projects (pg. 4). The percentage represents the estimated amount generated by the sales of motor vehicles and related items such as tires and batteries.

House Bill 1202 In July 1998, the Legislature passed this bill, which extended the sales and use tax transfer through June 2008. HB 1206, passed in 1999, extends it indefinitely. In the past, CDOT has also received appropriations from the state's Capital Construction Fund for highway construction, though CDOT did not receive an appropriation from this source in FY 2004.

HB 02-1310 and SB 02-179 These identical bills passed in 2002, comprise a comprehensive funding package to help address the state's long-term funding shortfall. It includes the following:

Revenues from the so-called *Growth Dividend* (revenues available due to the state's low projections of the 2000 census) are to be transferred to CDOT transportation construction projects using the following steps: 1) Revenues must bring the General Fund up to its 6 percent growth limitation; 2) If there is a revenue surplus, these would first be used to satisfy the SB 1 transfer; 3) All remaining revenue would be divided 2/3 to state transportation and 1/3 to capital construction needs. Estimates indicate that these revenues will not be available to CDOT for several years.

Miscellaneous Sources CDOT assesses fees for overweight and oversize permits on state highways, receives interest on balances in the HUTF and State Highway Fund, and requests appropriations from the State Gaming Fund (but did not receive monies from this fund in FY 2004).

Fiscal Year 2004

Actual Revenue	\$801.7 Million	
Highway Users Tax Fund	\$412.8 M	51.5%
Federal	\$306 M*	38.2%
Miscellaneous	\$77.4 M	9.6%
House Bill 1310 (2002)	\$5.6 M	.7%
Senate Bill 1 (1997)	\$0 M	0%

Fiscal Year 2004

Allocations		
Statewide Programs	\$483.8 M	60.3%
Regional Programs	\$202.8 M	25.3%
Strategic 28 Projects	\$115.1 M	14.4%

Fiscal Year 2005

Estimated Revenue	\$789.1 Million	
Highways Users Tax Fund	\$424.8 M	53.8%
Federal	\$291.4 M	36.9%
Miscellaneous	\$72.8 M	9.2%
House Bill 1310	\$0 M	0%
Senate Bill 1	\$0 M	0%

Fiscal Year 2005

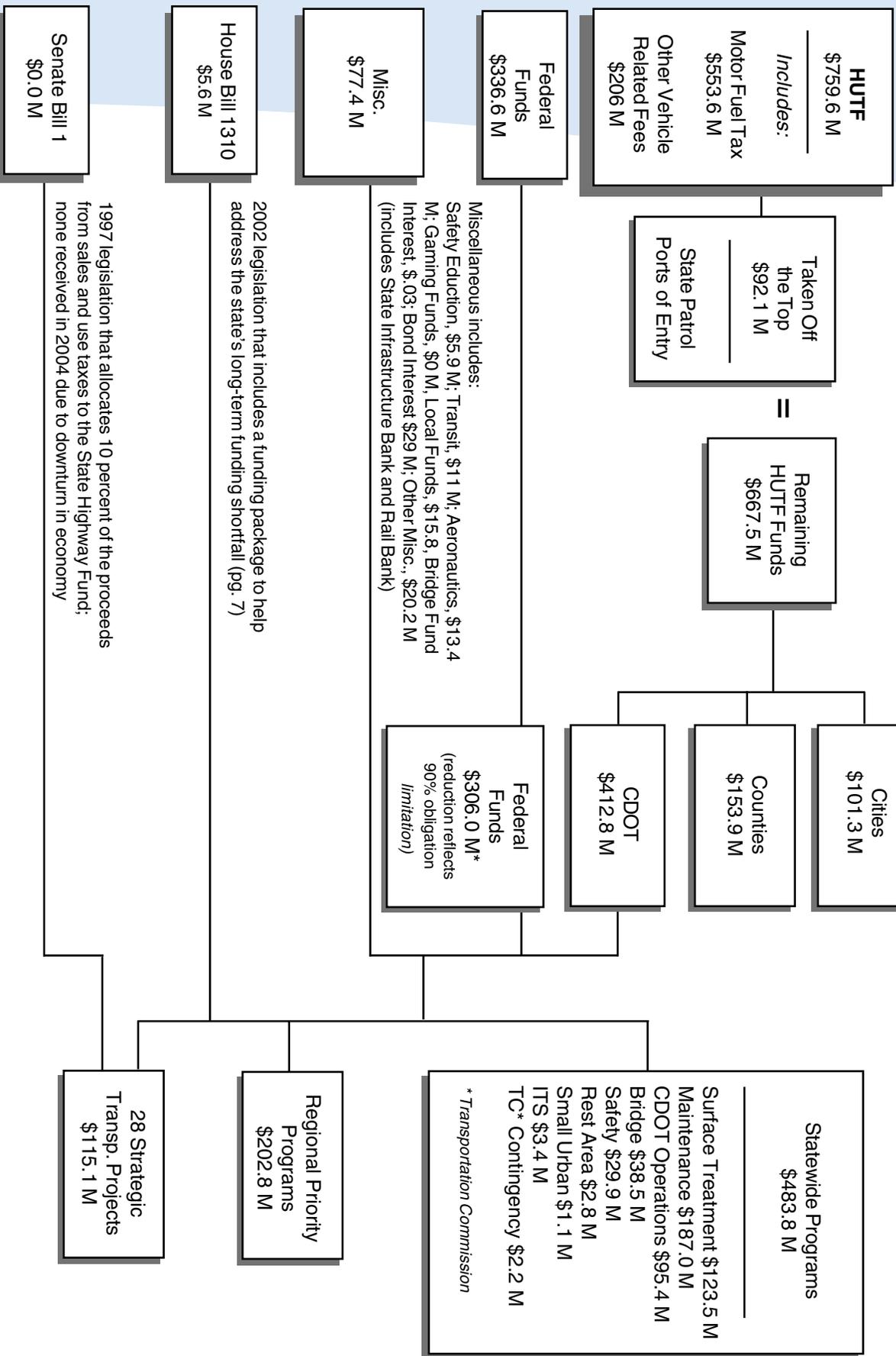
Allocations		
System Quality	\$278.6 M	35.3%
Mobility	\$207.3 M	26.3%
Program Delivery	\$117 M	14.8%
Strategic Projects	\$100 M	12.7%
Safety \$86.1 M	\$86.1 M	10.9%

* Federal funds were estimated (prior to end of federal fiscal year) at this report's production. Allocations have since increased.

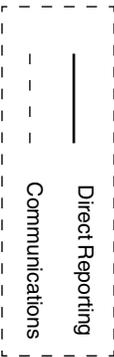
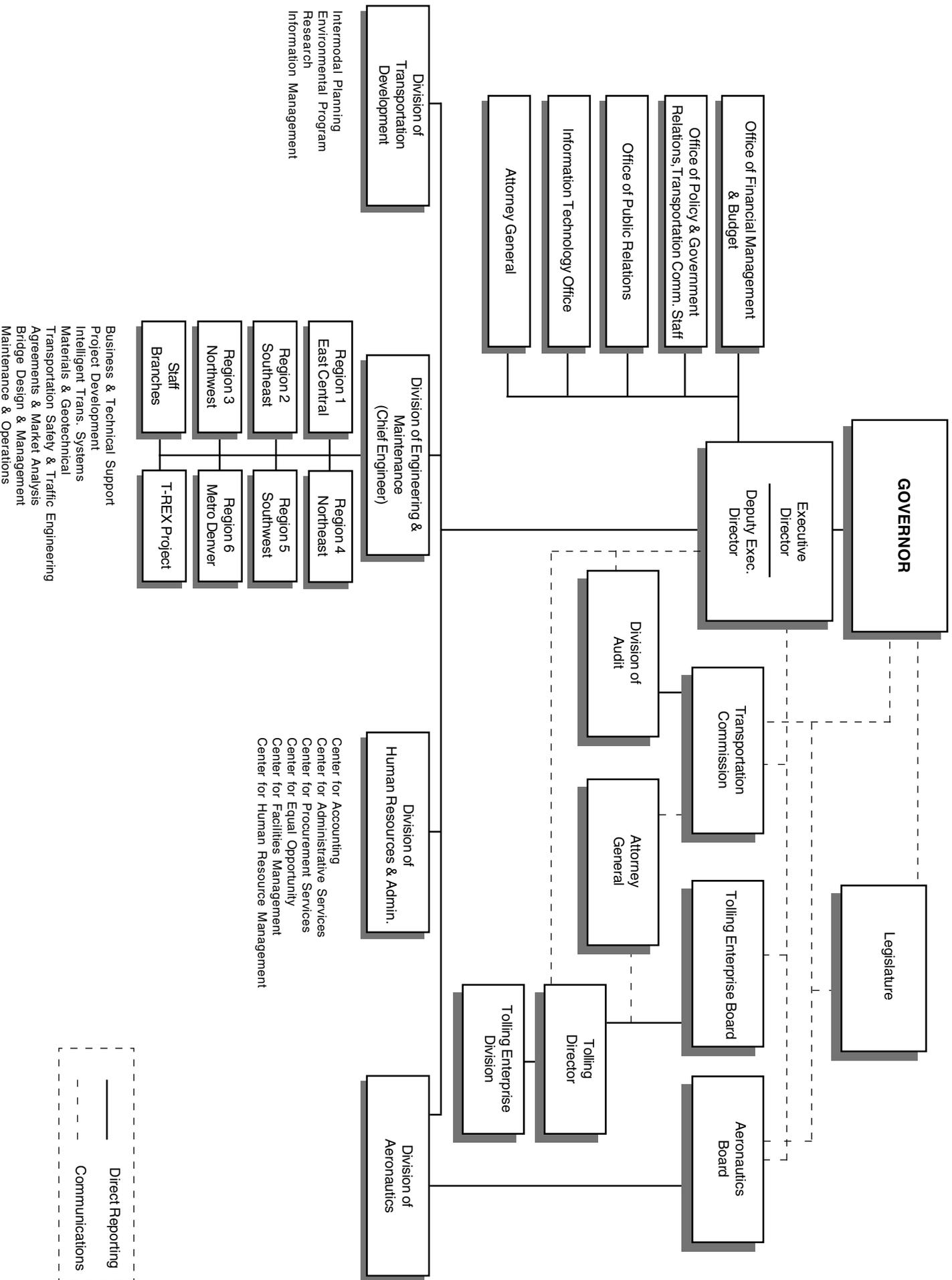
Fiscal Year 2004 Revenue Sources
\$1,179.1 Million Total

Distributions
\$1,056.4 Million Total

\$801.7 Million for CDOT



* Federal funds were estimated (prior to end of federal fiscal year) at this report's production. Allocations have since increased.



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MISSION The mission of the Colorado Department of Transportation is to provide the best multimodal transportation system for Colorado that most effectively moves people, goods and information.

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.

VALUES CDOT values people, respect, integrity, customer service and excellence.

Cover photo: CDOT's headquarters building turned 50 in October 2004. In 1954, Denver Governor Dan Thornton officiated the laying of the cornerstone of the Department's \$2 million Highway Office Building. This was the first "home" to be owned by the Highway Department in Denver. T. H. Buell and Company of Denver were the architects and the contractor was C. H. Leavell and Company of El Paso, TX.



