

Colorado Department of Transportation



Fact Book 2007-2008

Colorado
Department of Transportation

Transportation Facts

2008



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Vision

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

Mission

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

Values

Safety- We work and live safely! We protect human life, preserve property and put employee safety before production.

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.

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 system for Colorado.

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

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.

Colorado'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

Jeanne Erickson

District 3

Gregory McKnight

District 4

Heather Barry

District 5Bill Kaufman
Vice Chair**District 6**

George Krawzoff

District 7Doug Aden
Chair**District 8**

Steve Parker

District 9

Les Gruen

District 10

George Tempel

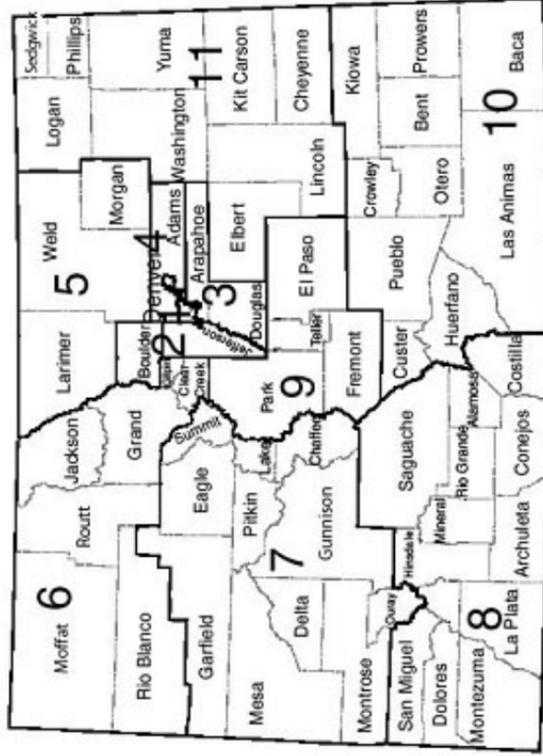
District 11

Kimbra Killin

Secretary

Stacey Stegman

Transportation Commission Districts



Source: Commission Office (303) 757-9025

Colorado Tolling Enterprise

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

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

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

CTE Board Members

Steve Parker- Chair
Les Gruen
Jeanne Erickson
Doug Aden
George Krawzoff
Kimbra Killin
Bill Kaufman
Gregory McKnight- Vice Chair
Heather Barry
George Tempel
Henry Sobanet
Margaret (Peggy) Catlin, Acting Director
Stacey Stegman, Secretary

Source: CTE Office (303) 757-9208

Colorado Aeronautical Board

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

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

Aeronautical Board Members

Harold Patton, Chair- Eastern Plains Governments

Harold Felderman, Vice Chair- Eastern Plains Governments

Vacant, Secretary- Pilot Organizations

Dave Ubell- Western Slope Representative

Dale Hancock- Western Slope Representative

Larry Romrell- Aviation Interests-at-Large

Dennis Heap- Airport Management

Director- Travis Vallin

Office of the Executive Director (303) 757-9201
Russell George, Executive Director
Margaret (Peggy) Catlin, Deputy Executive Director

Office of the Chief Engineer (303) 757-9204
Pam Hutton, Chief Engineer

Division of Staff Branches (303) 512-4009
Del Walker, Director

Regional Transportation Directors

Region 1 Jeff Kullman (303) 365-7001

Region 2 Tim Harris (719) 546-5452

Region 3 Weldon Allen (970) 683-6202

Region 4 Karla Harding (970) 350-2103

Region 5 Richard Reynolds (970) 385-1402

Region 6 Randy Jensen (303) 757-9459

Office of Government Relations (303) 757-9077
Herman Stockinger, Director

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

Information Technology Office (303) 757-9602
Kim Heldman, Chief Information Officer

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

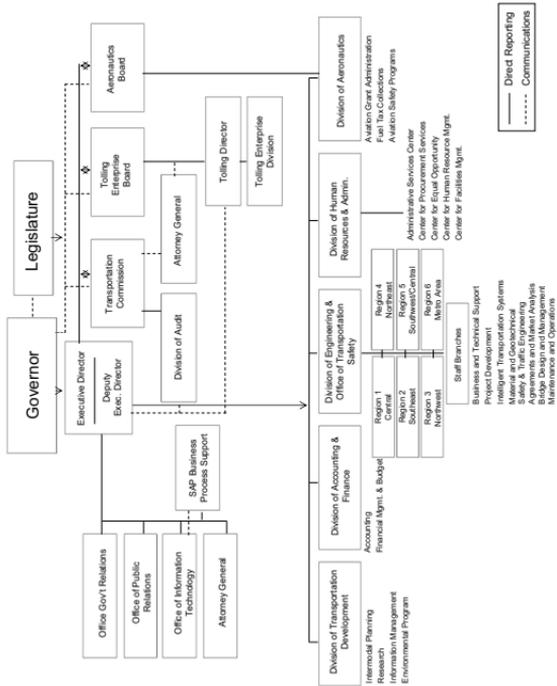
Division of Transportation Development (303) 757-9525
Jennifer Finch, Director

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

Division of Audit (303) 757-9687
Casey Tighe, Director

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

Department Organization





Contact information: See page 11, Regional Transportation Directors

Transportation Management Regions

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

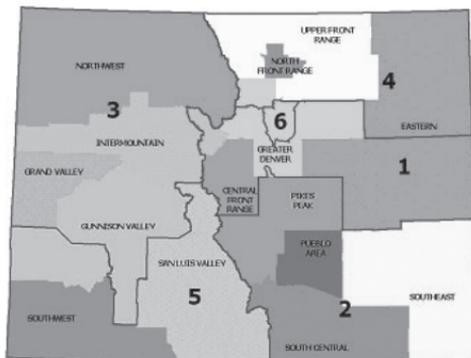
Long-Range Planning Process – Statewide and Regional Transportation Plans – 20+ year plans

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

Deciding Which Projects Get Built – 6-Year STIP Program

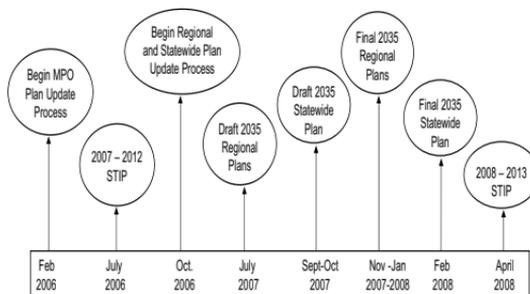
4. The STIP process determines how available funds will be programmed over the next six years. In the process, regional representatives from CDOT conduct a public participation called the Project Priority Programming Process (4P), consisting of optional county hearings, as well as mandatory individual and joint TPR meetings, 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. Projects that are selected to be in the STIP must be consistent with the corridor strategies in the regional and statewide transportation plans and CDOT's regional constrained budget. CDOT prepares the draft STIP that identifies how they propose to fund projects.
6. The Draft STIP is reviewed to ensure compliance with state and federal regulations; made available for public comment, and approved for release to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) by the Colorado Transportation Commission. FHWA and FTA approve the STIP.
7. STIP projects are then budgeted and designed.
8. In the case that STIP projects are advertised, a contractor is selected and work begins.

Transportation Planning Regions



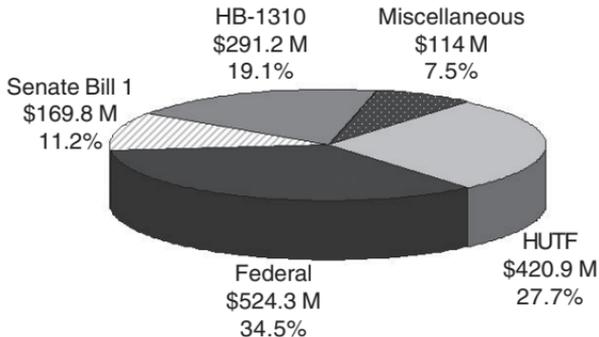
Transportation planning regions are shaded and labeled accordingly. The numbers represent CDOT's management regions.

2035 Transportation Planning Timeline



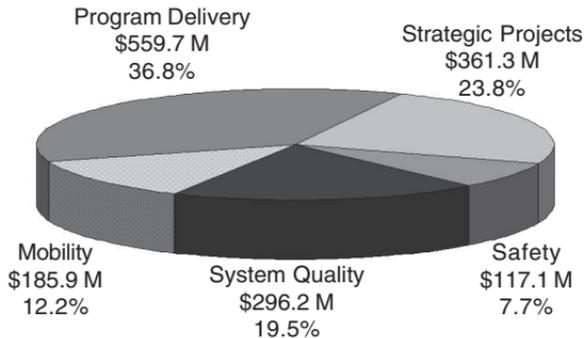
Source: Division of Transportation Development (303) 757-9525

FY 2007 Actual Revenue \$1.5 Billion

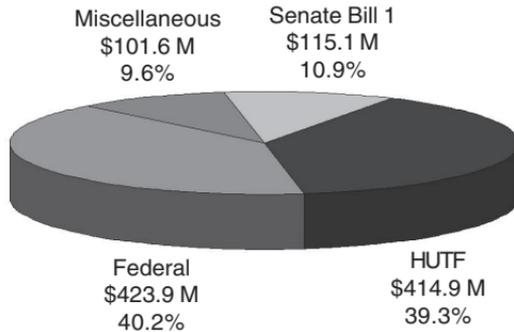


HUTF: Highway Users Trust Fund

FY 2007 Allocations \$1.5 Billion

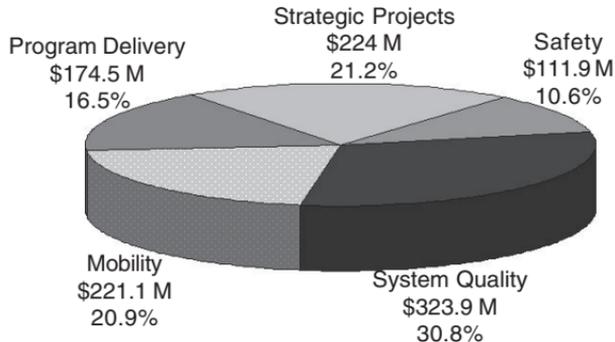


FY 2008 Estimated Revenue \$1.1 Billion



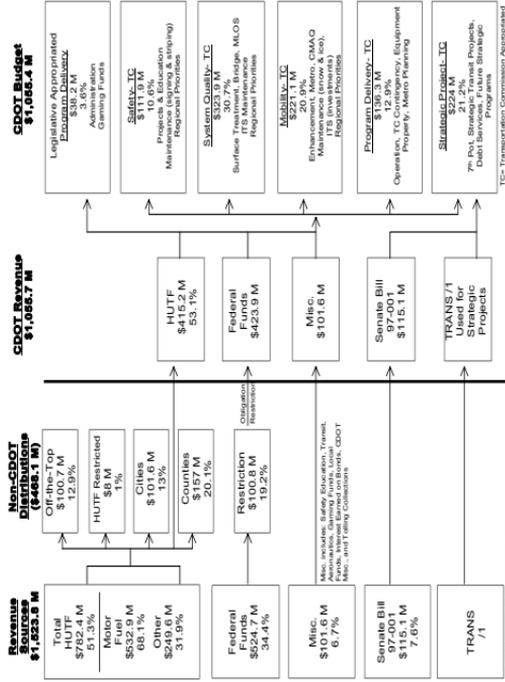
HUTF: Highway Users Trust Fund

FY 2008 Allocations \$1.1 Billion



Revenue Distribution

Estimated FY 2008 Financing System by Investment Category

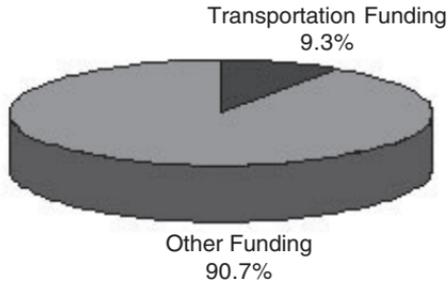


T: Transfers not include Bond proceeds

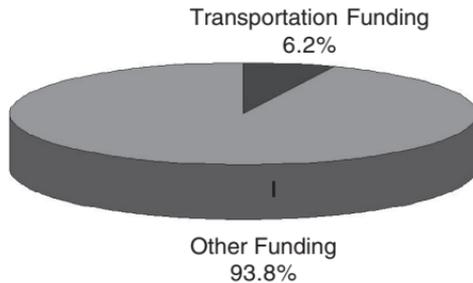
Source: Division of Financial Management and Budget (303) 757-9262

Percentage of State Budget Going Towards Transportation

FY 1987

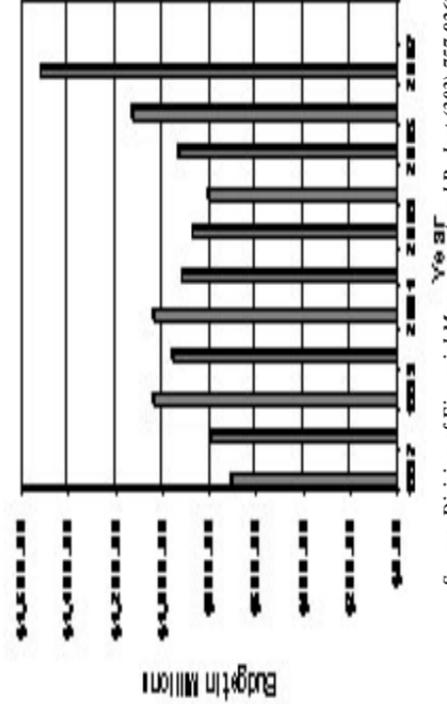


FY 2007



CDOT Budget History

CDOT's Budget Over 10 Years



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

Colorado's Fuel Tax History

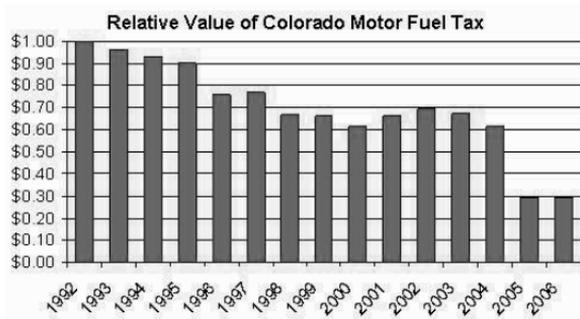
	Fuel Tax	Diesel Tax
1969	.07	.07
1981	.09	.09
1983	.12	.13
1986	.18	.205
1989	.20	.18
1991	.22	.18
1992	.22	.205

State Motor Fuel Tax Rates for Colorado and Surrounding States*

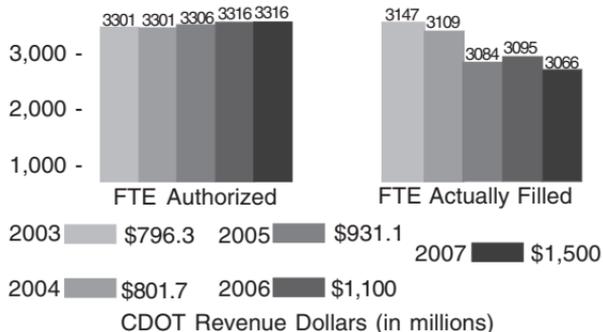
	Fuel Tax	Diesel Tax
Colorado	.22	.205
Kansas	.24	.26
Nebraska	.253	.253
New Mexico	.188	.2288
Utah	.245	.245
Wyoming	.14	.14
National Average	.2030	.2047
Federal	.184	.244

Source: Federal Highway Administration

Relative Value of Motor Fuel Tax



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



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

Already Completed or Fully Funded

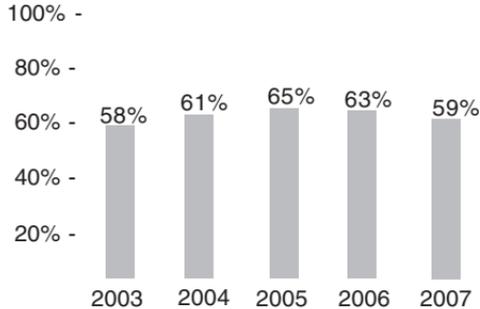
I-25/US 50/SH 47 Interchange
 I-25/US 36/I-76/I-270
 I-25- Owl Canyon Road to Wyoming
 C-470 Extension
 US 34- I-25 to US 85
 Santa Fe Corridor
 I-76/120th Avenue
 I-70/I-25 Mousetrap
 US 285- Goddard Ranch Court to Foxton Road
 SH 82- Basalt to Aspen
 I-225 and Parker Road (State Highway 83)
 I-70 East-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

Projects with Remaining Work

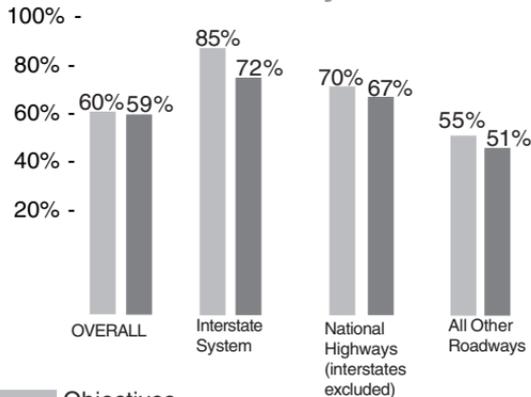
US 287- Campo to Hugo
 US 160- SH 3 to the Florida River
 US 550- New Mexico State Line to Durango
 Powers Boulevard in Colorado Springs
 I-70 West- Denver to Eagle
 I-25 North- Denver to Fort Collins
 I-25- Denver to Colorado Springs
 East and West Corridors- environmental clearance will identify future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

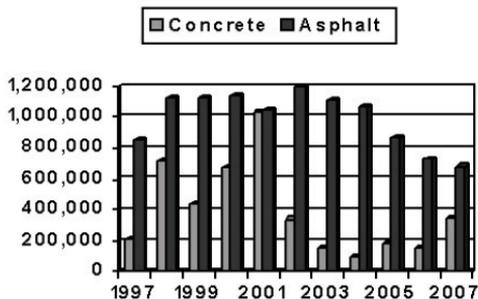


Present Condition of Colorado Roadways



Objectives
 Actual Condition

Highway Road Surface Concrete VS. Asphalt



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

Bridge Conditions (State-Owned Bridges Only)

Functional Classification	Total Bridges	Rehabilitation Needed	Replacement Needed
Principal Arterial (Interstate, Expressways, & Freeways)	1,686	175	51
Other Principal Arterial	911	97	31
Minor Arterial	802	68	21
Collector	350	36	13
Local	26	3	0
Total	3,775	379	116

Typical Costs to Build/Maintain Highways (Per Mile)

New Capacity

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway	\$900,000 to \$3,750,000	\$950,000 to \$5,600,000	\$400,000 to \$2,100,000	\$1,350,000 to \$2,600,000
Arterial	\$400,000 to \$5,600,000	\$410,000 to \$2,300,000	\$300,000 to \$1,100,000	\$330,000 to \$2,900,000

Reconstruction

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway	\$2,200,000 to \$3,750,000	\$2,300,000 to \$8,000,000	\$400,000 to \$3,000,000	\$430,000 to \$750,000
Arterial	\$700,000 to \$4,000,000	\$1,100,000 to \$14,000,000	\$350,000 to \$600,000	\$270,000 to \$600,000

Interchange

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway and Arterial	\$2,300,000 to \$18,000,000	\$5,000,000 to \$35,000,000	\$2,600,000 to \$30,000,000	\$2,500,000 to \$7,800,000

Resurfacing

	Mountain	Front Range		Eastern
		Urban	Suburban	
Freeway HMA/SMA	\$80,000 to \$150,000	\$46,000 to \$240,000	\$107,000 to \$170,000	\$115,000 to \$170,000
Arterial HMA/SMA	\$50,000 to \$300,000	\$50,000 to \$250,000	\$40,000 to \$300,000	\$30,000 to \$220,000
Chipseal	\$13,000 to \$16,000	N/A	N/A	\$19,000 to \$31,000

Colorado's Public Roads (2006/2007)

	Roadway Center Line Miles	Number of Bridges
State	9,161	3,775
County	58,810	3,223
City	15,108	1,553
Other*	4,944	109
Total	88,023	8,660

*Includes E-470 and Northwest Parkway

Highway Miles and Vehicle-Miles of Travel (2006)

State Highway System		Change*
Center-line miles	9,161	.14%
Lane-miles	23,106	.33%
Vehicle-miles traveled	28.6 billion	.42%

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.

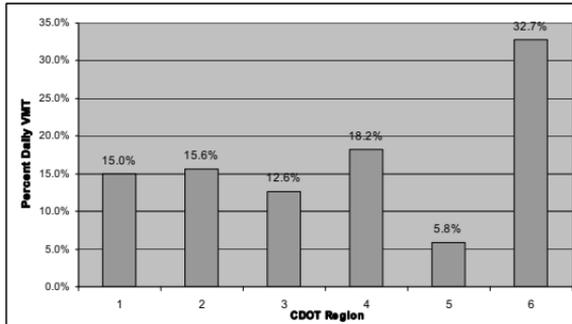
Vehicle miles traveled (VMT) on all Colorado roads were 48.6 billion; VMT on state highways accounts for 59% of this total.

The interstate system accounts for 10% of the total state system mileage, yet 40% of all VMT takes place on the interstate system.

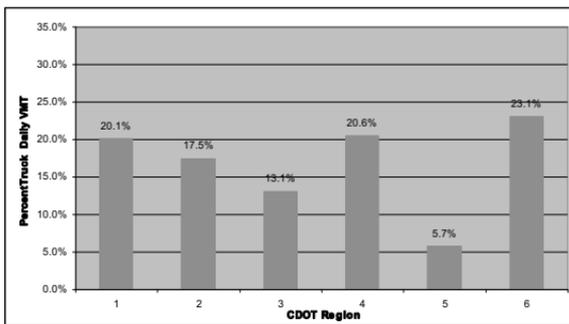
*Difference over the last year.

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

Daily Vehicle-Miles Traveled by CDOT Region (2006)



Daily Truck Vehicle-Miles Traveled by CDOT Region (2006)



Registered Vehicles in Colorado 2006

Automobiles	2,906,604
Buses	10,493
Trucks	982,792
Motorcycles	145,630
Other	646,857
Total	4,692,376

Source: Colorado Department of Revenue

Number of Licensed Drivers in Colorado 2006

Male	1,751,824	51%
Female	1,672,051	49%
Total	3,423,875	

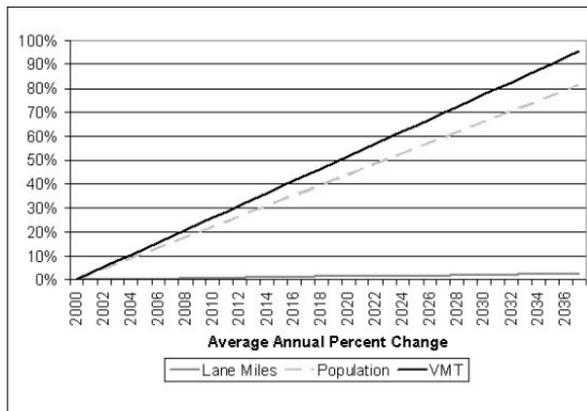
Source: Colorado Department of Revenue

Colorado Population

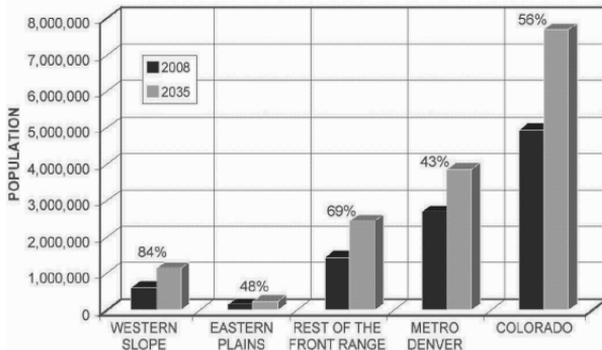
Colorado's population increased by 44% from 1990 to 2006, from approximately 3.3 million to 4.8 million. This rate increase was more than double the national average.

Source: The Road Information Program

VMT Growing Faster Than Population & Lane Miles



Regional Growth Chart 2008-2035



Congestion Statistics

In 2006, 28% of Colorado's urban highways were congested (based on lane miles). Today, approximately 520 miles of state highway are congested. Congested roadway miles are projected to more than triple by 2035.

From 1990 to 2006, vehicle miles of travel on Colorado's interstates increased by 68% while the number of lane miles of interstates increased by 2%.

Vehicle travel on Colorado State Highways increased by 62% between 1990 and 2006, from 17.7 billion vehicle miles of travel (VMT) to 28.6 billion VMT. Vehicle travel on Colorado State Highways is projected to increase by another 70% by 2035, to 48.7 billion vehicle miles of travel.

In 2005, the average delay in congested corridors was 22 minutes per commuter. That average delay is expected to increase to 70 minutes by 2035.

Traffic congestion in Colorado costs licensed drivers \$1.35 billion a year in delays and wasted fuel. In the Denver metro area, the annual average cost is \$909 per person, in Colorado Springs it is \$490 per person and in Boulder it is \$277 per person. These figures are from Texas Transportation Institute's 2007 Urban Mobility Report.

Overview and Statistics

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 2007 fiscal year, members of the Maintenance Program staff tended more than 26,000 lane miles by:

- Repairing and maintaining more than 9.7 million square yards of roadway surface
- Utilizing 270,941 tons of asphalt and 196,646 gallons of liquid asphalt in asphalt preservation activities
- Stripping more than 43,820 miles of roadway and creating 535,033 square feet of pavement markings using 4.4 million pounds of glass beads, 224,554 gallons of paint
- Snowplowing, sanding, and/or deicing 7.1 million miles of highway
- Applying 1.6 million tons of salt/sand and 9.9 million gallons of liquid deicer to the highways
- Repairing and installing 215,330 feet of snow fence
- Disposing of 107,665 cubic yards of trash off the right-of-way with the help of 10,800 Adopt-A-Highway volunteers and another 6,368 bags of trash with the support of 80 corporate sponsors
- Replacing and repairing 139,612 signs and sign posts
- Replacing, installing, and repairing over 25.556 million linear feet of fencing along CDOT right-of-way

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 2006-2007
 - CDOT triggered more than **464** *avalanches* with explosives, of which, **159** *impacted* Colorado highways
 - CDOT experienced **184.5 hours** of road closures, at various locations statewide, due to avalanche control
 - CDOT spent **7,586 hours** performing avalanche mitigation activities and cleanup

Alcohol/Seat Belts/Young Drivers

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

In 2006, (the most recent statistics available), traffic deaths decreased by 11.7% to 535 compared to 606 in 2005.

In 2006, alcohol was involved in 219 (40.9%) of Colorado's 535 fatalities. On July 1, 2004, a .08 blood alcohol content (BAC) law took effect, lowering a Driving Under the Influence (DUI) charge from .10 BAC to .08 BAC. Colorado also retains a Driving With Ability Impaired (DWAI) offense at .05 BAC.

In 2006, drivers and passengers accounted for 461 of the traffic-related deaths, in which 75 were motorcycle fatalities and 386 were drivers and passengers in other motor vehicles. Of the 386 fatalities, 233 (60.3%) were not buckled up. If everyone had buckled up, about half of those victims should have survived. The 386 driver and passenger deaths included 25 children under the age of 16. Thirteen or 52% of these young victims were riding unrestrained.

Overall seat belt use in Colorado increased from 80.3% in 2006 to 81.1% in 2007. For children under age five, car seat use decreased from 85.5% in 2006 to 83.1% in 2007. Seat belt use for children ages five through 15 remained the same at 69.7% in 2006 and 2007.

In 2006, 66 young drivers and passengers, ages 16 to 20, died on Colorado highways and 45 or 68% of these victims were not using seat belts. In 2006, 42 or 64% of these fatalities occurred with teen drivers at the wheel. An additional six teens, ages 16-20, died in motorcycle crashes in 2006. The 2007 seat belt usage rate for ages 16 to 20 was 72.9%, which is about 8% lower than the overall usage rate for Colorado.

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

	2002	2003	2004	2005	2006
TOTAL TRAFFIC FATALITIES	743	644	667	606	535
Alcohol-Related Fatalities	317	258	249	242	219
<i>Percentage of Alcohol-Related Fatalities</i>	<i>42.7</i>	<i>40.1</i>	<i>37.3</i>	<i>39.9</i>	<i>40.9</i>
Occupant Fatalities (both drivers and passengers)	662	575	586	549	461
Fatalities per 100 million VMT*	1.71	1.48	1.46	1.26	1.10

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 U.S. Secretary of Transportation (eight are National Scenic Byways and two are All-American Roads.) For more information on this program visit

<http://www.coloradobyways.org>

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, 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 800-530-7168 or visit

<http://www.dot.state.co.us/AdoptAHighway/Sponsor.cfm>

Chain Regulations

Colorado chain laws apply to every state highway, federal highway and interstate throughout the state. In addition, Colorado law requires that chains be carried in/on a commercial vehicle traveling on I-70 between mileposts 163 and 259 (Edwards to Morrison) from September 1st through May 31st and 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 178, MM 183, MM 184, MM 187, MM 203, MM 205, MM 219, MM 228, and MM 241, MM 251

Westbound I-70:

MM 263, MM 260, MM 254, MM 229, MM 223, MM 221, MM 213 and MM 197

Trucks are urged to chain up/down in designated chain stations for their safety.

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")
- Colorado Law: 75' maximum (Saddlemounts) not exceed four total units
- Colorado Law: 75' maximum (Saddlemounts with Fullmount combination) not to exceed three pulled units
- 75' maximum specialized equipment used in combination for transporting automobiles or boats

Legal Axle Weights:

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

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

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

www.dot.state.co.us/truckpermits/

I-25 HOV/Tolled *Express Lanes*

I-25- Downtown Denver to US 36

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

Solo Drivers: **Must have a transponder** and will be charged the designated toll rate. Remain in the *Express Lane* marked “toll” when passing through the toll collection zone, the only section in the facility where you must drive in the designated lane. Tickets will be issued for driving in the wrong lane and evading the toll or for not having a transponder.

Operation Schedule:

Morning: Between 5 a.m. and 10 a.m. (Southbound)

Enter: I-25 at 84th Avenue; 70th Avenue; US 36 at Pecos St. (HOVs can enter at Sheridan Blvd., but solo drivers cannot enter until Pecos Street)

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

Afternoon: Between noon and 3 a.m. (Northbound)

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

Exit: I-25 north of US 36; 70th Avenue; US 36 at Pecos St.

To obtain a transponder:

- Go to www.expresstoll.com
- Call EXpressToll® customer service locally at (303) 537-3470 or 888-946-3470
- Visit a participating retail establishment

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



HOV Lanes

US 36/Boulder Turnpike

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

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

US 85/Santa Fe Drive

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

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

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

State Highway 82

Buses, carpools, and motorcycles are permitted during restricted hours.

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

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

Alternate Fuel Vehicle HOV Permits

Vehicles using the following dedicated alternate fuels may use HOV lanes, with an approved CDOT decal, regardless of the number of occupants: **natural gas, propane, electricity, liquefied petroleum gas (LPG), and compressed natural gas.** The required decal for HOV lane usage may be obtained from CDOT by calling 303-757-9539.

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

CDOT provides 24-hour “real-time” traveler information including road and weather conditions, chain laws, highway closures, and construction/maintenance schedules and accident detours. In 2006, the road condition web site received nearly 500 million hits with 1.1 million people calling the road condition hotline.

CDOT Road Condition Numbers

Call 511 (see note below)

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	(866) 511-8824
Wyoming	(888) 996-7623

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

Route	MM	Location
US 40	101	Hayden+
US 50	388.69	Hadley (E. of La Junta)
US 50	467.39	Holly
SH 139	55.9	Rangely
US 160	46.42	Cortez (6 mi East)
US 160	191.39	Shaw Creek*
US 287	55.20	Gobblers Knob
US 287	383.5	Virginia Dale+
US 287	407.8	Hugo
I-25	17.72	El Moro
I-25	74.39	Cuerno Verde- Colorado City*
I-25	111.69	Pueblo (Southbound)
I-25	114.99	Pueblo (Northbound)
I-25	170.27	Larkspur (Northbound)
I-25	170.89	Larkspur (Southbound)
I-25	268	Prospect Road, Fort Collins*
SH 340	.3	Fruita Welcome Center*
I-70	90	Rifle*
I-70	114.92	West Glenwood Springs
I-70	118.64	No Name, Glenwood Canyon
I-70	121.02	Grizzly Creek, Glenwood Canyon
I-70	125.13	Hanging Lake, Glenwood Canyon
I-70	128.5	Bair Ranch, Glenwood Canyon
I-70	160	Edwards
I-70	190	Vail Pass Rest Area+
I-70	226.51	Georgetown Overlook Pull-Out
I-70	254	Genessee Buffalo Herd Pull-Out
I-70	306.85	Bennett
I-70	332.01	Deer Trail
I-70	383.3	Arriba
I-70	437.6	Burlington*
I-76	180.5	Julesburg*
I-70	125	Sterling*
I-76	66	Wiggins

MM = Mile Marker

*Visitor information available

+Seasonal rest area

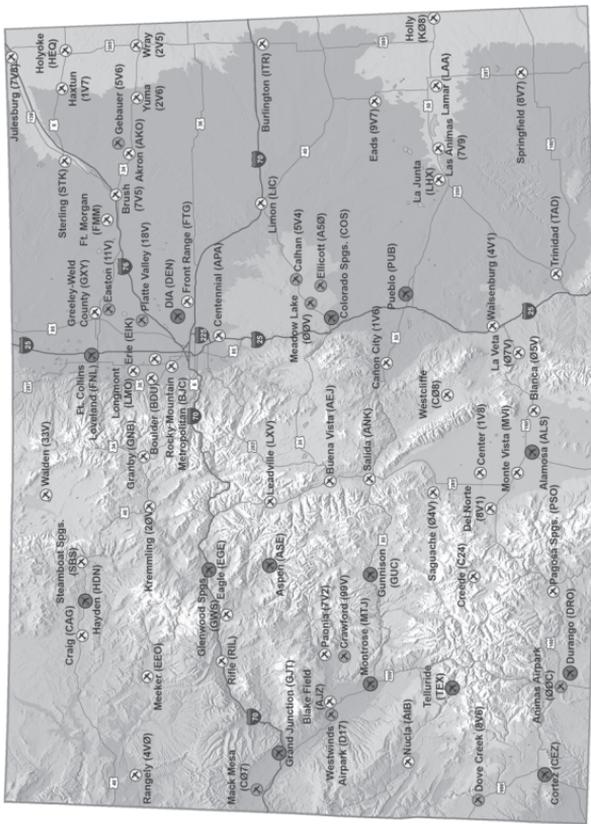
Types of Airports

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

General Aviation Airports provide a full range of aviation facilities and services to business and recreational users. Full-service fixed base operations, instrument approaches, refueling, corporate 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 62 general aviation airports.

The State's airports have a variety of uses:

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



Aeronautics Division - Airports

Source: Aeronautics Division (303) 261-4418

Frequently Called Numbers

Road Conditions	511
Road Conditions	(303) 639-1111
In-State Toll Free	(877) 315-7623
Websites	www.cotrip.org www.dot.state.co.us
CDOT Public Relations Office	(303) 757-9228
Traffic Operations Center (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) 533-1200
Public Utilities Commission	(303) 894-2000
US DOT/FHWA	(720) 963-3000
Motor Carriers Association	(303) 433-3375
Permits (Oversize/Overweight)	
Local	(303) 757-9539
Statewide Toll-Free	(800) 350-3765
Risk Management	(303) 866-3848
State Map Requests	(303) 757-9228
Bicycle Information	(303) 757-9982
Colorado Tourism Board	(800) 265-6723

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



Taking care to get you there.