

# CDOT 7<sup>th</sup> Pot Projects

# I-25/US 50/SH 47 Interchange



## Project Description

This project completed necessary improvements to the I-25/SH50/SH47 interchange area in Pueblo. The project was constructed in several phases and included:

- An improved I-25 interchange at US 50/SH 47
- An improved I-25 interchange at 29<sup>th</sup> Street
- Reconstruction of US 50 and SH 47 from Dillon Drive to Morris/Fortino, including access roads
- Construction of Dillon Drive
- Drainage improvements throughout the project area

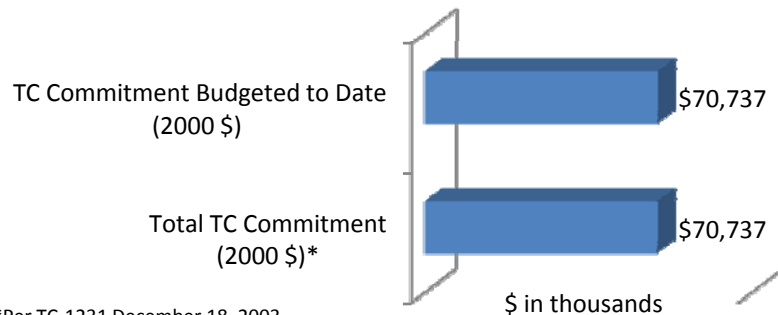
The final construction phase involving the I-25/US 50/SH 47 interchange was completed in November 2002.

**Region:** 2  
**TPR:** PACOG

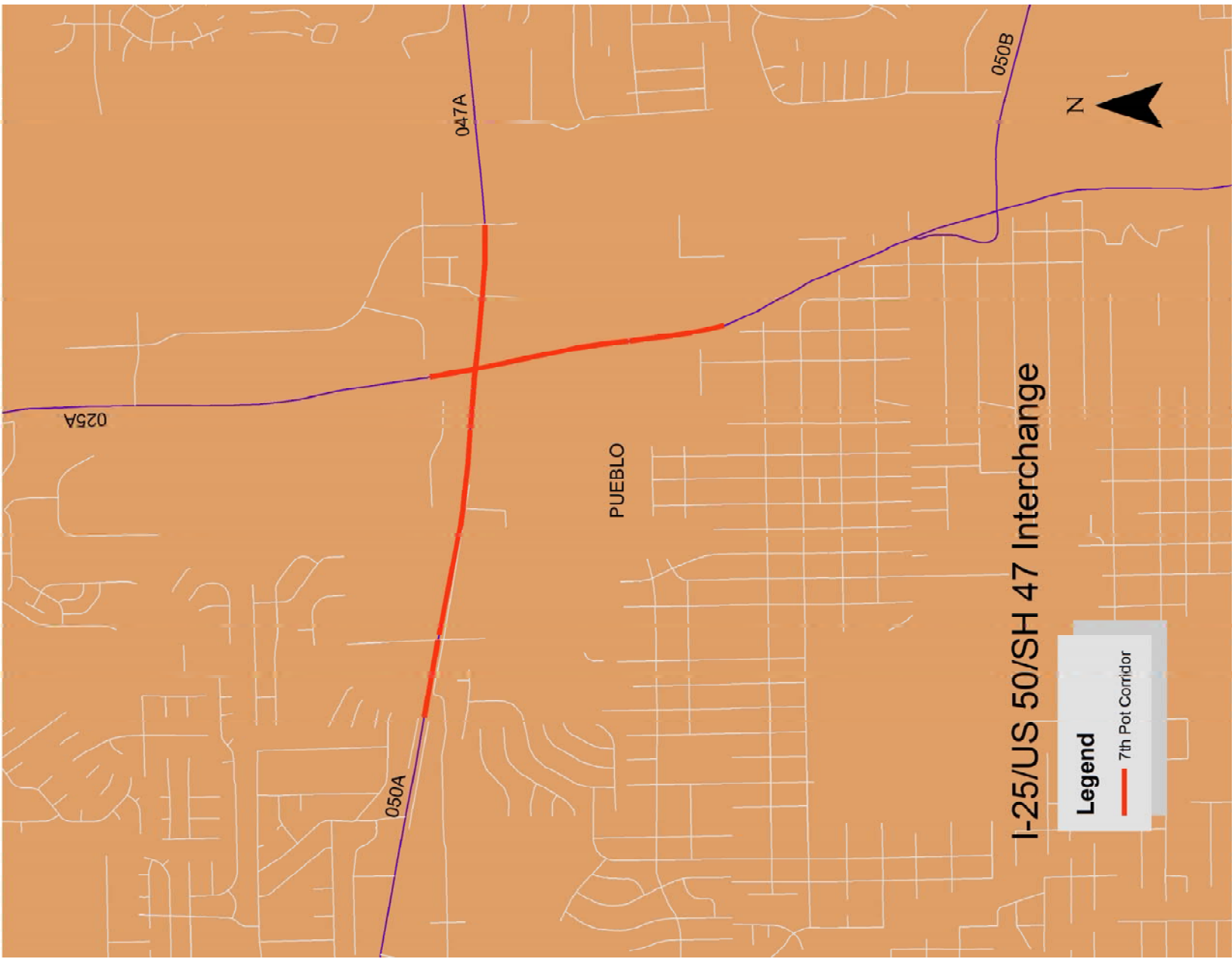
**County:** Pueblo  
**Location:** I-25 at US 50 and SH 47 in City of Pueblo

**Final Phase Completed:** November 2002

**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003



### I-25/US 50/SH 47 Interchange

**Legend**  
— 7th Pot Corridor

# CDOT 7<sup>th</sup> Pot Projects

# I-25 South Academy to Briargate



## Project Description

This project completed a number of significant capacity improvements to I-25 through Colorado Springs. The project provided six lanes of capacity on I-25 for 12 miles extending from the Circle Drive interchange to the North Academy Boulevard interchange. The project specifically reconstructed the following interchanges within these limits:

- Circle Drive Interchange
- Nevada/Tejon Street Interchange
- Bijou Street Interchange
- Uintah Street Interchange
- Fontanero Street Interchange
- Nevada Avenue/Rockrimmon Boulevard Interchange
- Woodmen Road Interchange

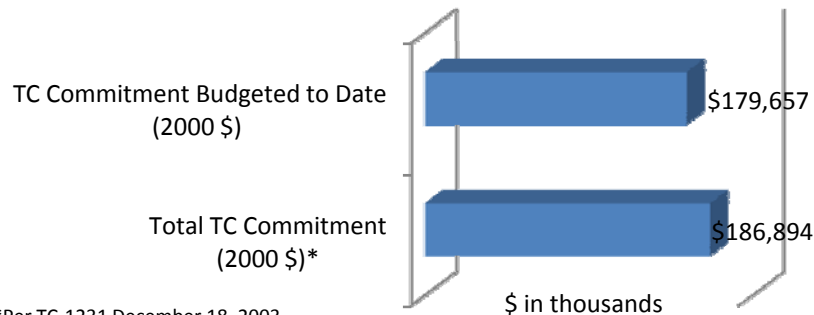
The project reconstructed the roadway elements and provided new concrete pavement for a majority of the project length. A number of project mitigation features were constructed as part of the corridor including; sound walls, water quality features, pedestrian crossings, trail connections and corridor landscaping.

**Region:** 2  
**TPR:** PPACG

**County:** El Paso  
**Location:** I-25 from South Academy Blvd. to Briargate Pkwy. In Colorado Springs

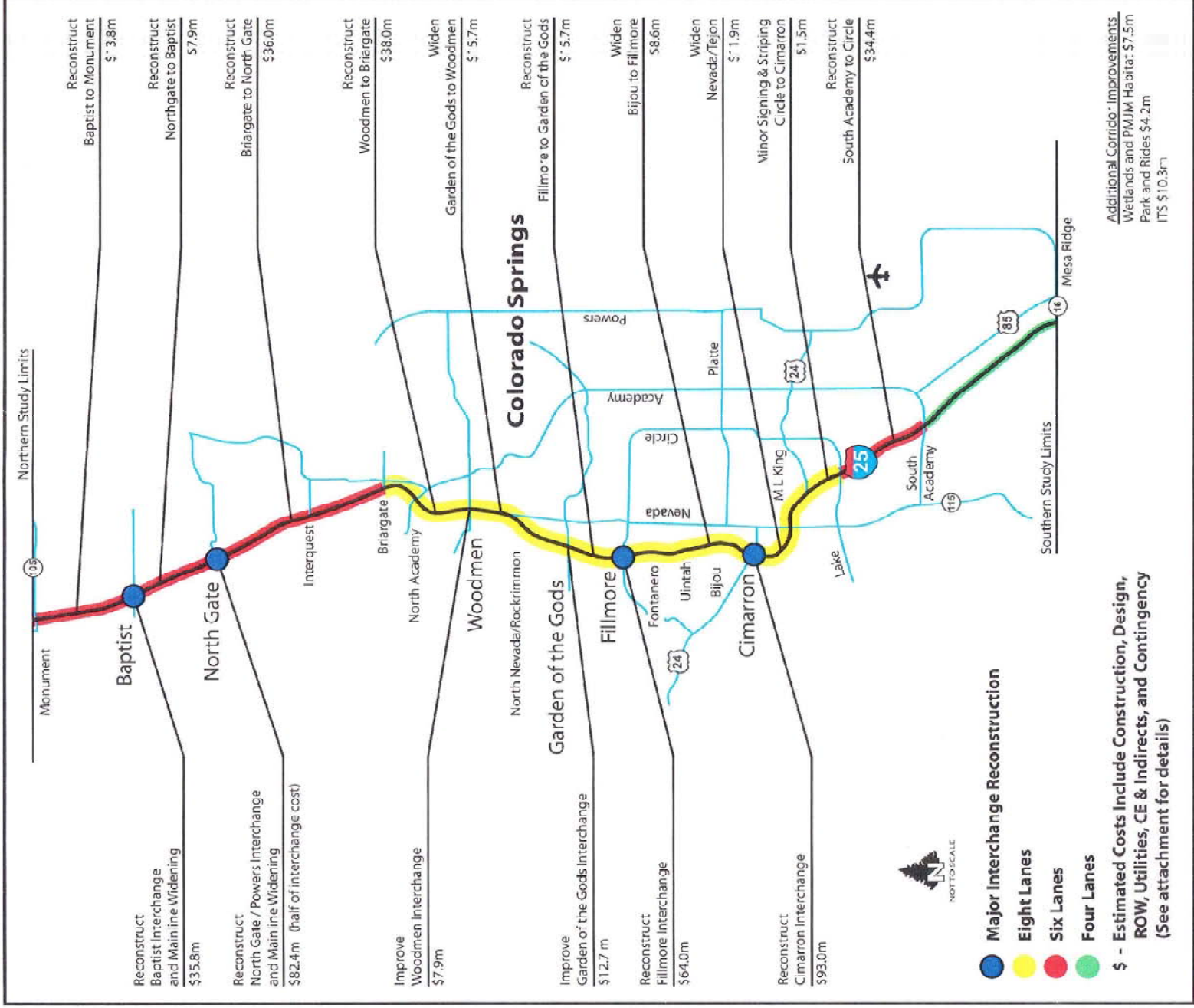
**Final Phase Completed:** December 28, 2007

**TC Commitment- % Funded:** 96%



\*Per TC-1231 December 18, 2003

# I-25 Corridor Improvements Required After COSMIX





## Project Description

This project is located in Denver between Lowell Boulevard and I-270 and I-76 interchanges. The project included:

- Capacity improvements
- Highway and interchange reconstruction
- Westbound I-270 extension from I-76 to US 36
- Eastbound I-270 extension from I-25 to I-76
- Construction of a Direct Connect HOV lane to US 36 from northbound I-25
- Opening of the Bus/HOV lanes in US 36 west of Federal to Lowell

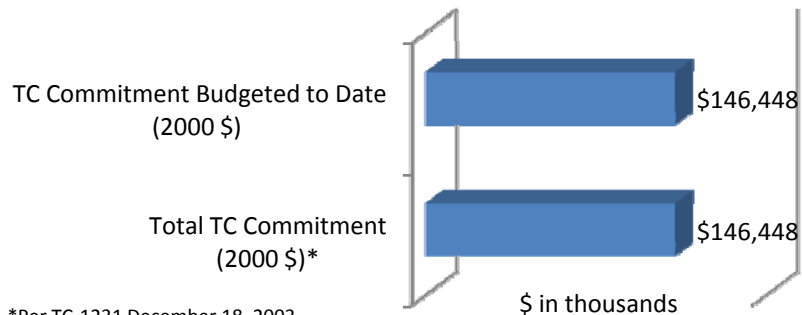
The project was completed in August 2008.

**Region:** 6  
**TPR:** DRCOG

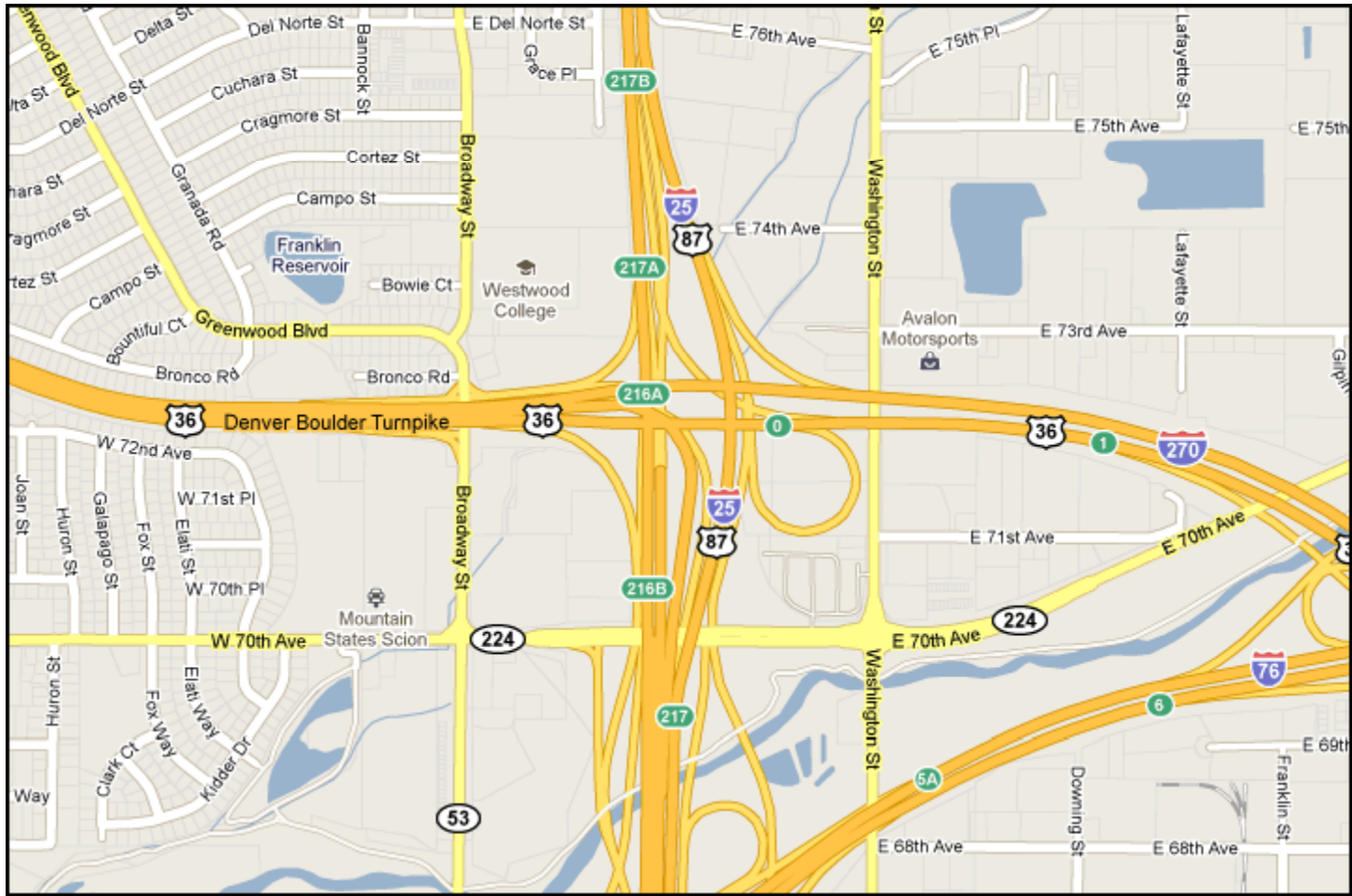
**County:** Adams  
**Location:** Junction of I-25, US-36 and SH 270

**Final Phase Completed:** August 2008

**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003





## Project Description

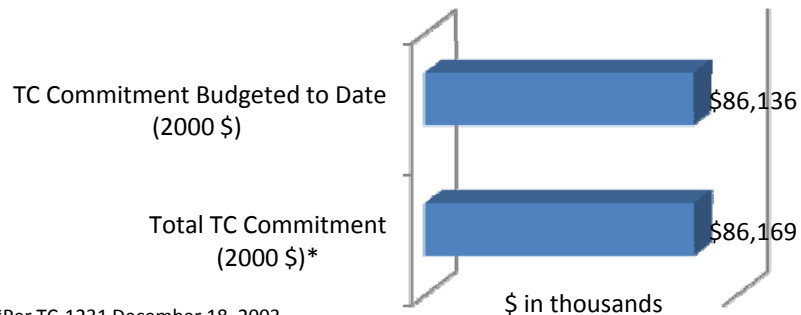
This project included safety and capacity improvements between Peoria and Hampden on Parker Road and the rebuilding of the I-225 and Parker Road interchange. The new interchange was built to accommodate future widening of I-225 and the coming light rail expansion. Other improvements included interchange reconstruction for interchanges along Parker at Peoria, Vaughn and Hampden, in addition to I-225. The project was completed in October 2002.

**Region:** 6  
**TPR:** DRCOG

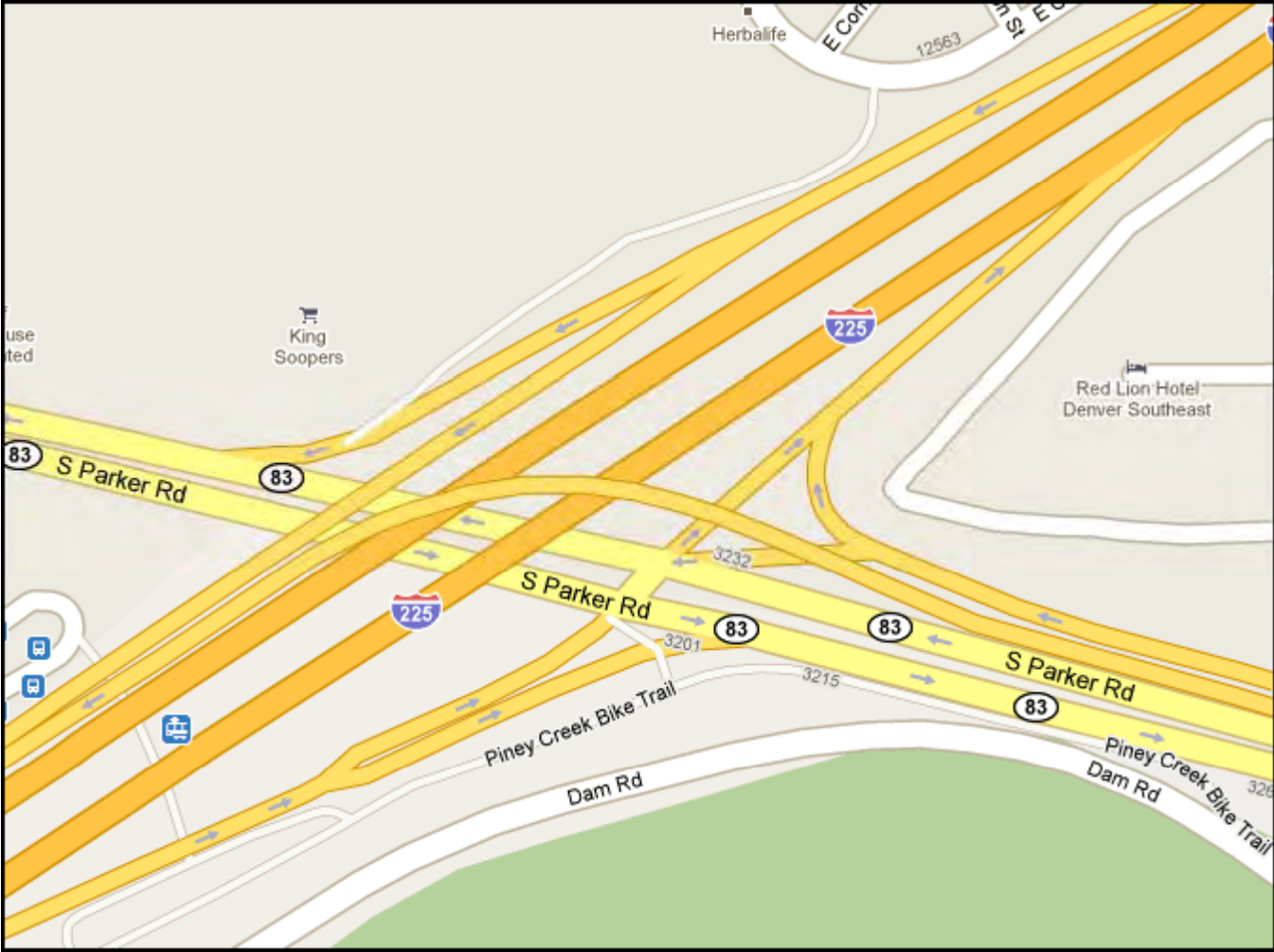
**County:** Arapahoe  
**Location:** I-225 and Parker Rd.

**Final Phase Completed:** October 2002

**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003







## Project Description

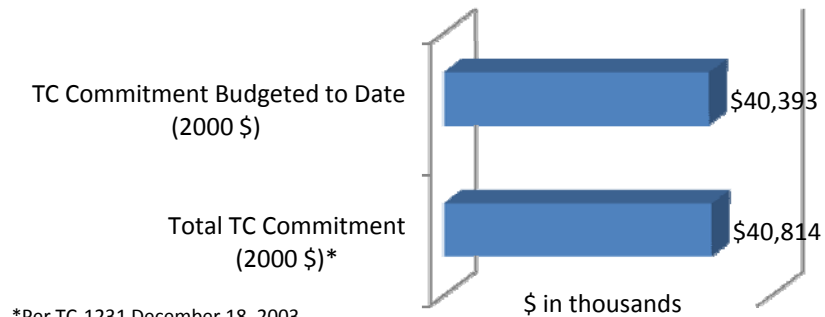
This project replaced the existing bridge built in the 1950s with a new structure and replaced the existing ramps with a new full diamond interchange. It included a new road segment connecting SH 2 and SH 51. The first phase of construction began in mid 1999 and the second in late 2000. The completed interchange opened to traffic in late 2002.

**Region:** 6  
**TPR:** DRCOG

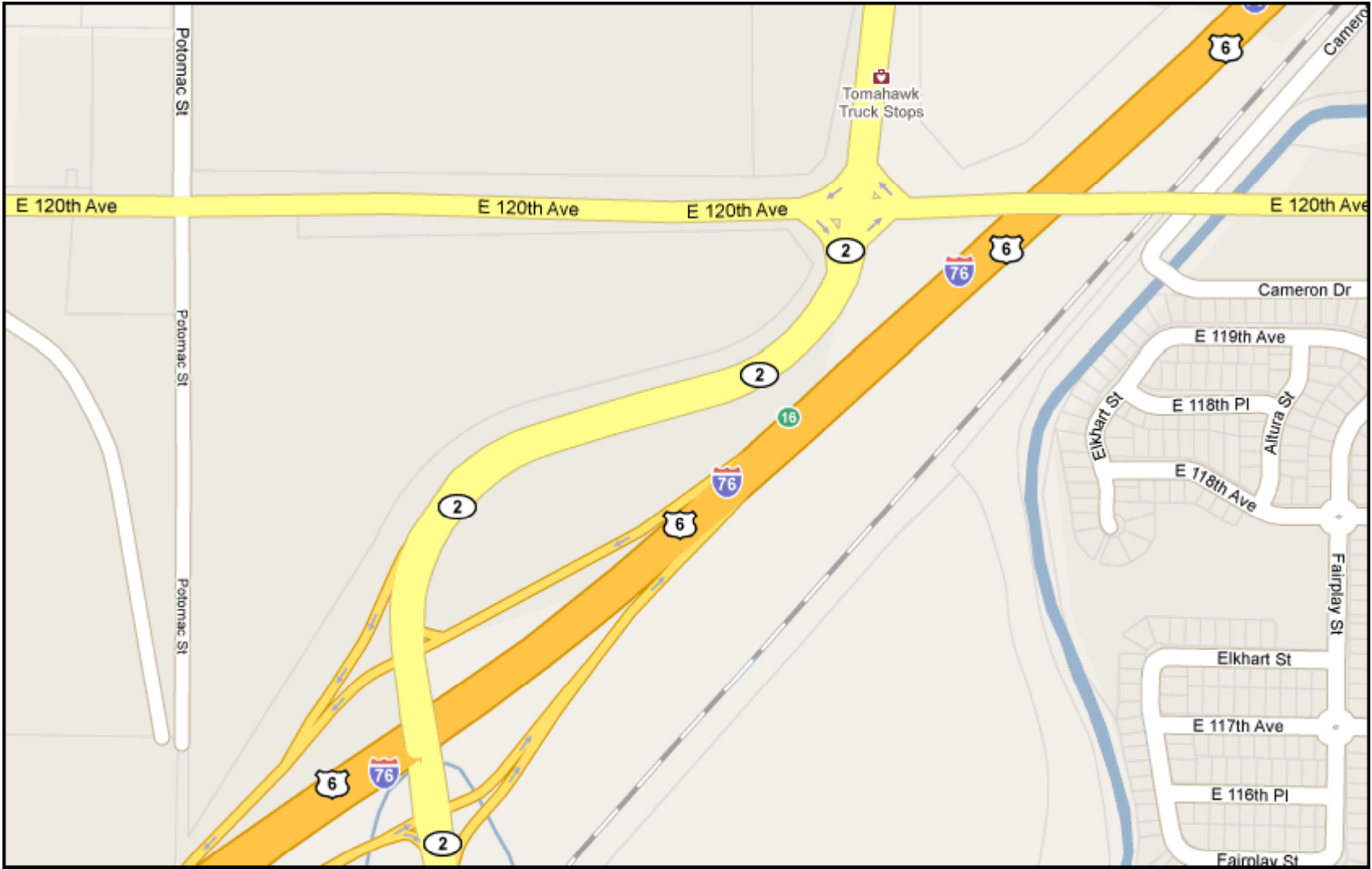
**County:** Adams  
**Location:** I-76 and 120<sup>th</sup> Ave.

**Final Phase Completed:** Late 2002

**TC Commitment- % Funded:** 99%



\*Per TC-1231 December 18, 2003



# CDOT 7<sup>th</sup> Pot Projects

# I-70/I-25 “Mousetrap” Reconstruction



## Project Description

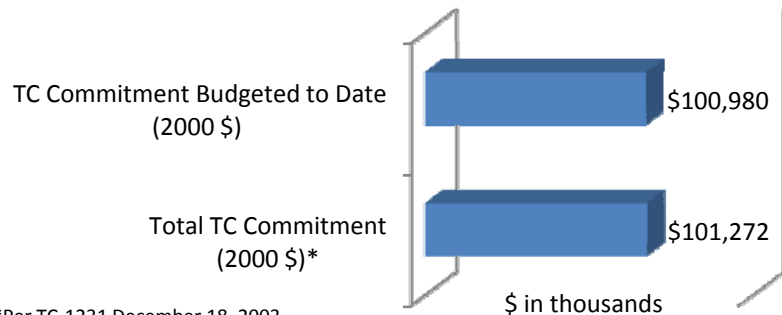
7<sup>th</sup> Pot funds were used to complete the larger interchange complex work that was started at this location. The larger project focused on an area from 38<sup>th</sup> to 58<sup>th</sup> Ave along I-25 and from Pecos to Washington along I-70. The 7<sup>th</sup> Pot funds helped extend that work to Brighton along I-70. In addition to better providing for highway widening and the HOV lanes, the project included wider ramps, improved geometrics and elevating I-70 over I-25 to allow greater capacity and higher operating speeds. It also included reconstruction of the interchanges at Washington and Brighton Boulevard and reconstruction of the I-70 road surface between those interchanges. The project was completed in December 2003.

**Region:** 6  
**TPR:** DRCOG

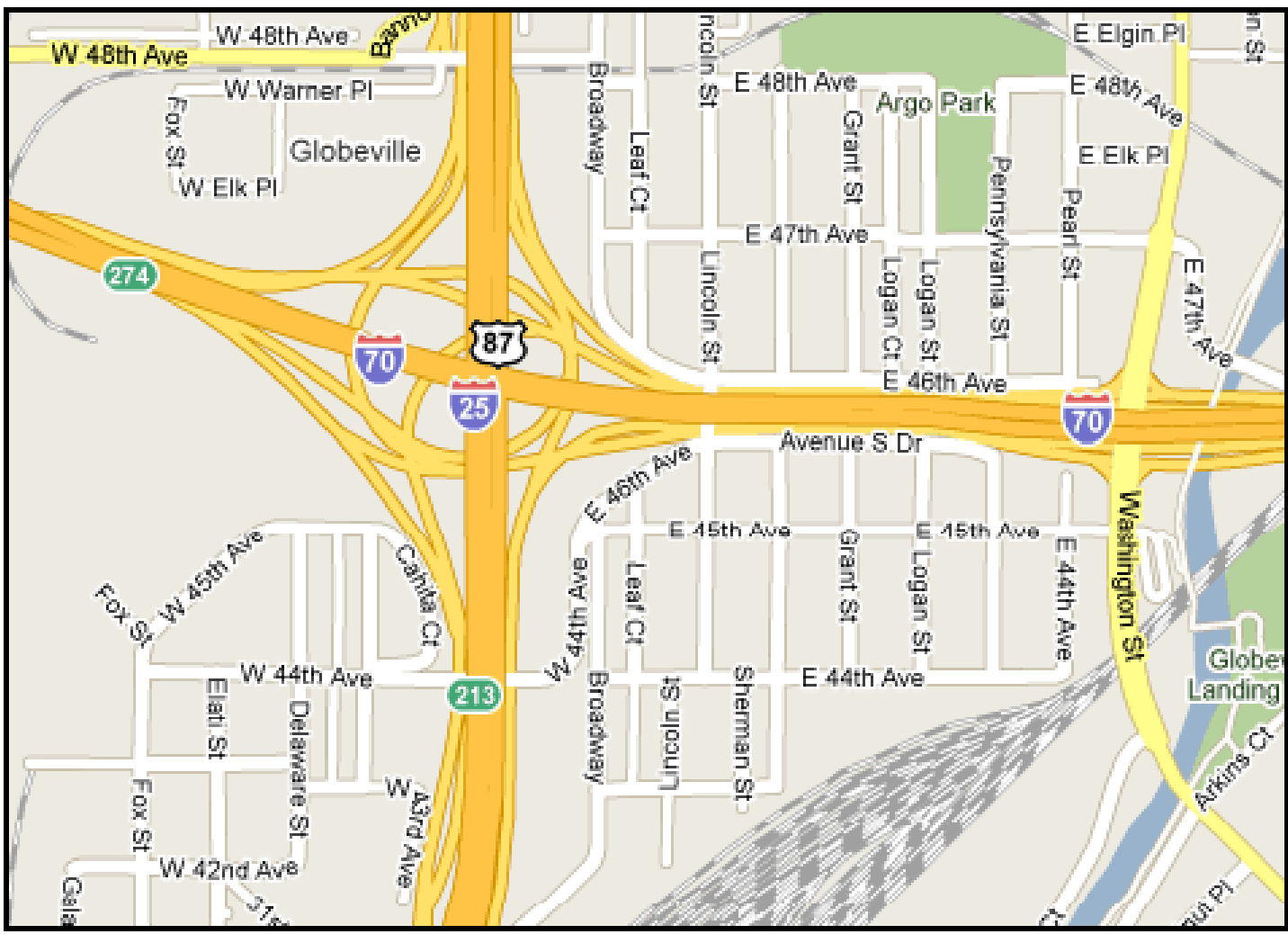
**County:** Denver  
**Location:** I-70 and I-25 in Denver

**Final Phase Completed:** December 2003

**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003



# CDOT 7<sup>th</sup> Pot Projects

# I-25 Owl Canyon Rd. to Wyoming



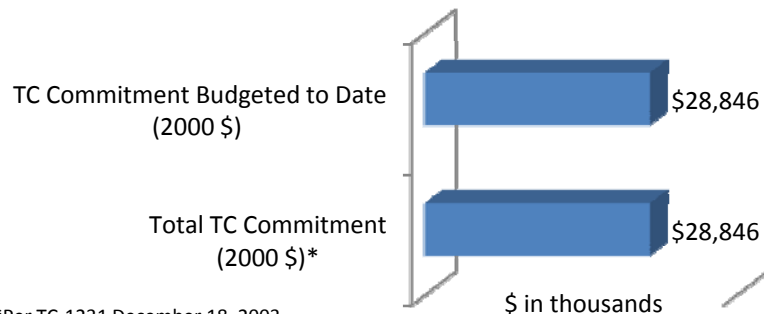
## Project Description

The Owl Canyon North project was a 7th Pot project that was constructed in 1998 and 1999. The project was a concrete overlay from the Owl Canyon interchange north to the Wyoming state line. Work elements also included slope flattening, guardrail modifications, bridge deck rehabilitation and new approach slab construction as well as overlaying the east frontage road from Owl Canyon to the Buckeye Exit. The design-build process was used to deliver the project to construction in a reduced timeframe to meet funding constraints at the time.

**Region:** 4  
**TPR:** Upper Front Range

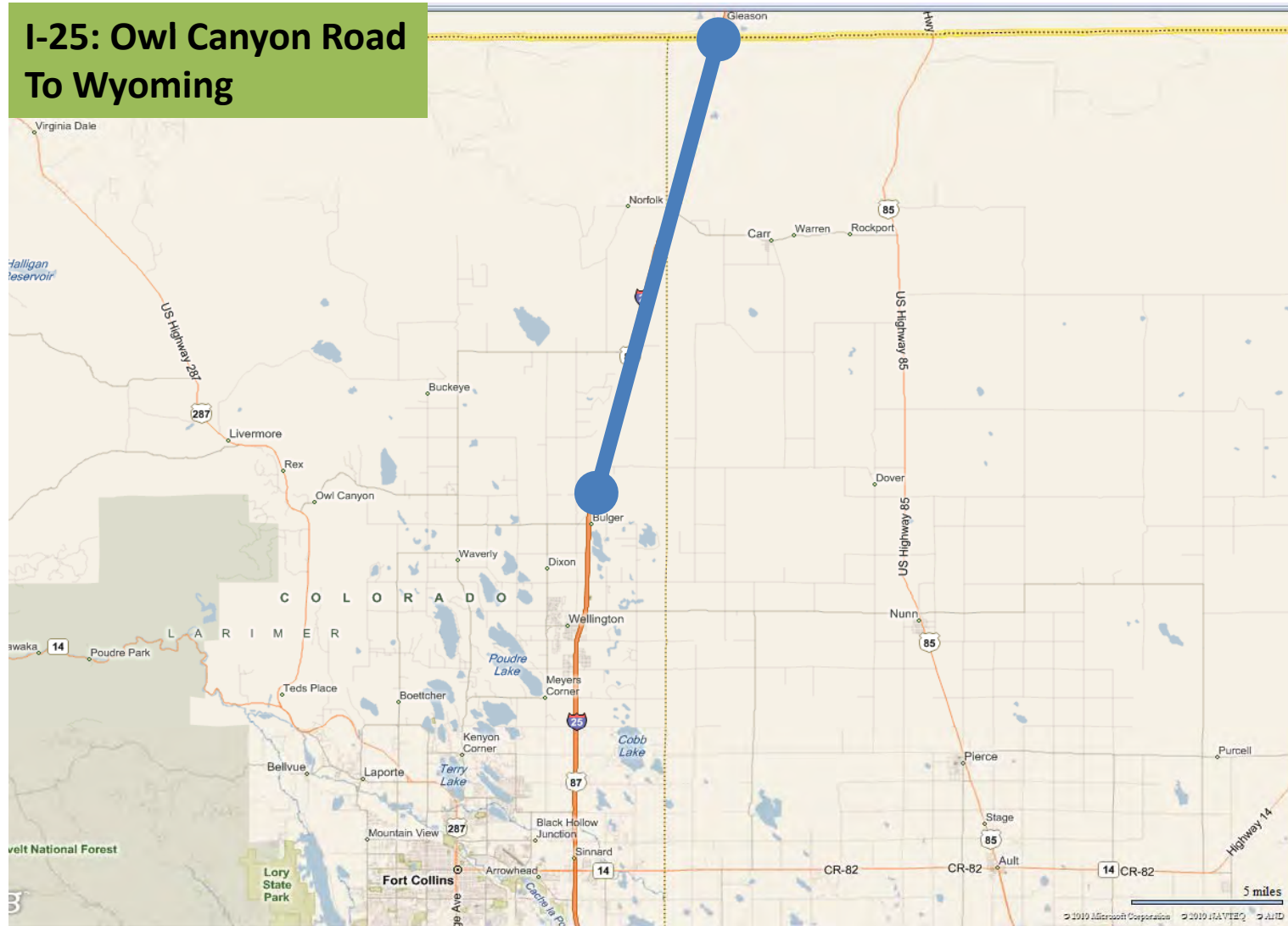
**County:** Larimer and Weld  
**Location:** I-25 from Owl Canyon Rd. north of Wellington to Wyoming

**Final Phase Completed:** 1999  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003

# I-25: Owl Canyon Road To Wyoming





## Project Description

Concrete reconstruction from Tower Road to the Kansas state line. The projects included guardrail, drainage extensions, and shoulder embankments where required.

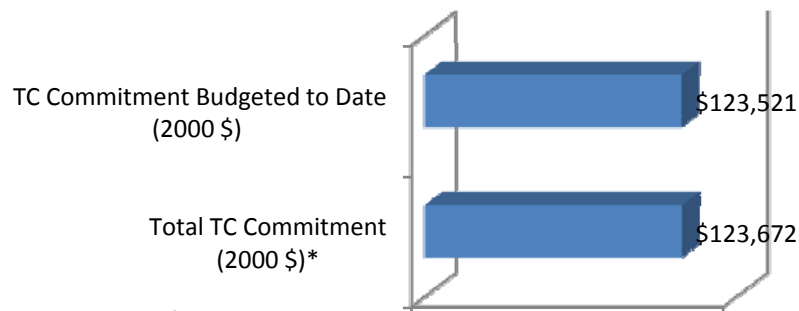
## Completed Projects & Year (Listed west to east)

- Colfax East and West (1987)
- Air Park East (1999)
- West of Bennett- East (1998)
- Strasburg-East (1997)
- Peoria East & West (2000)
- East of Byers- Deer Trail (1991)
- Deer Trail- East (1995)
- Agate- East & West (1999)
- Cedar Point- East (1997)
- Limon Bypass (2001)
- Flagler- East (1995)
- Vona (1994)
- Stratton (2002)
- Burlington (2009)
- Burlington- East (1995)

**Region:** 1  
**TPR:** DRCOG and Eastern

**County:** Arapahoe, Elbert, Lincoln, Kit Carson  
**Location:** East I-70 from Tower Road (Aurora) to Kansas state line

**Final Phase Completed:** 2009  
**TC Commitment- % Funded:** 100%

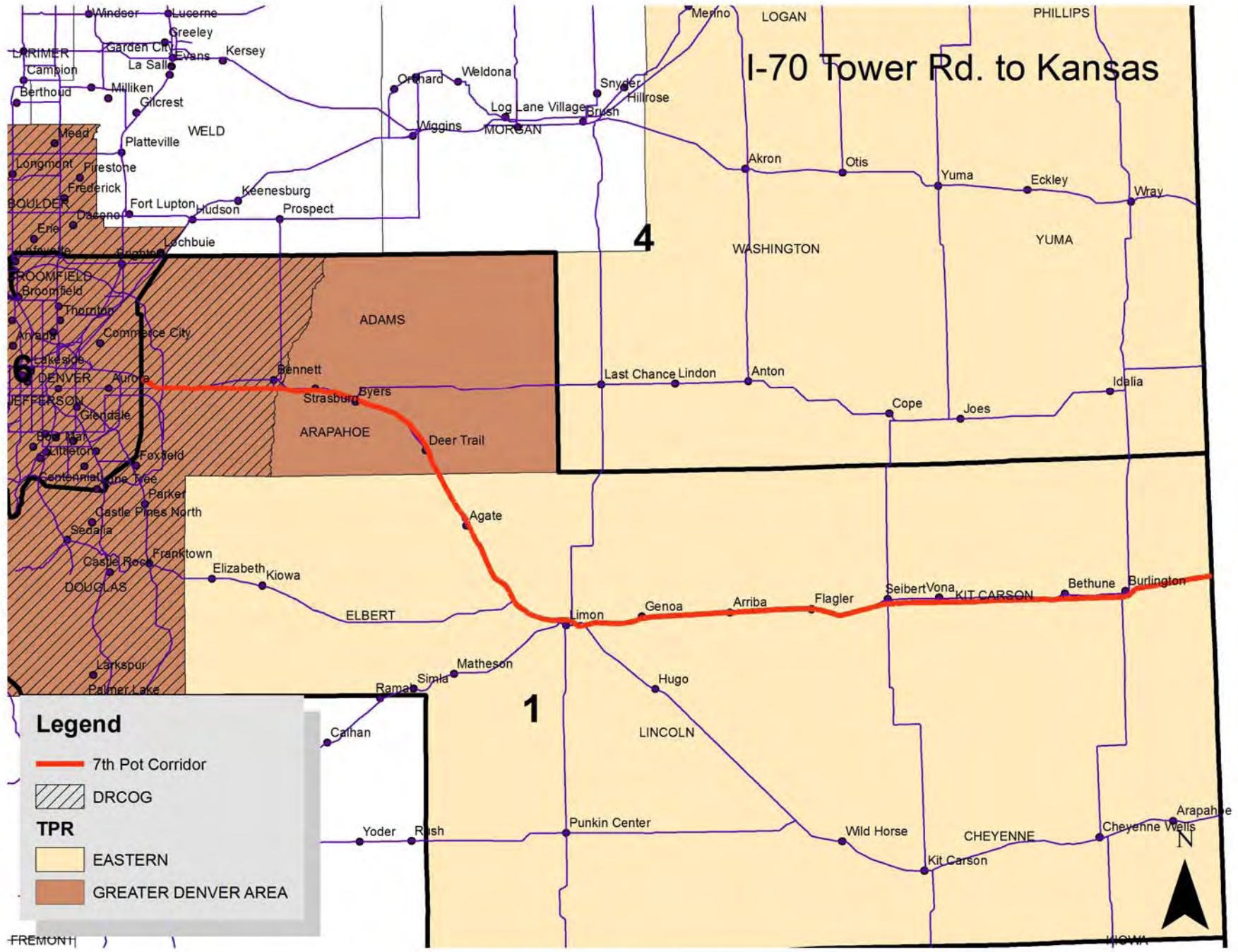


\*Per TC-1231 December 18, 2003

## Remaining (Incomplete) Gap Sections

- Tower Road to Colfax Avenue (fully funded) – Construction begins in FY 12
- Limon East to Flagler (unfunded)
- Stratton East to Burlington (unfunded)

# I-70 Tower Rd. to Kansas



## Legend

- 7th Pot Corridor
- DRCOG
- TPR**
- EASTERN
- GREATER DENVER AREA

FREMONT

KIOWA





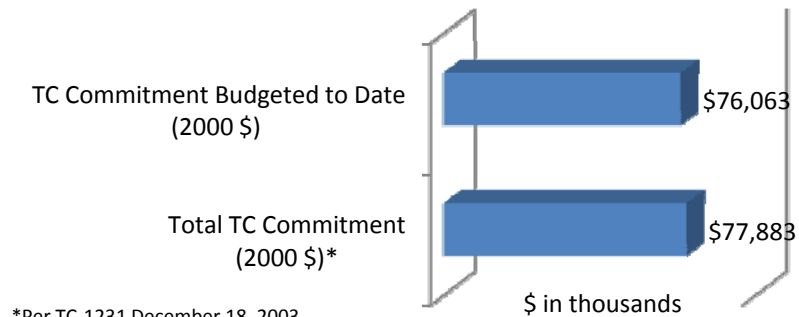
## Project Description

This is the most recent 7<sup>th</sup> Pot project in Region 4. The project scope included reconstruction of interchanges, bridges and box culverts. I-25 was reconstructed and widened from 4-lanes to 6-lanes (2 to 3 lanes in each direction). Major improvements were also made to drainage facilities, signing, striping and median barriers.

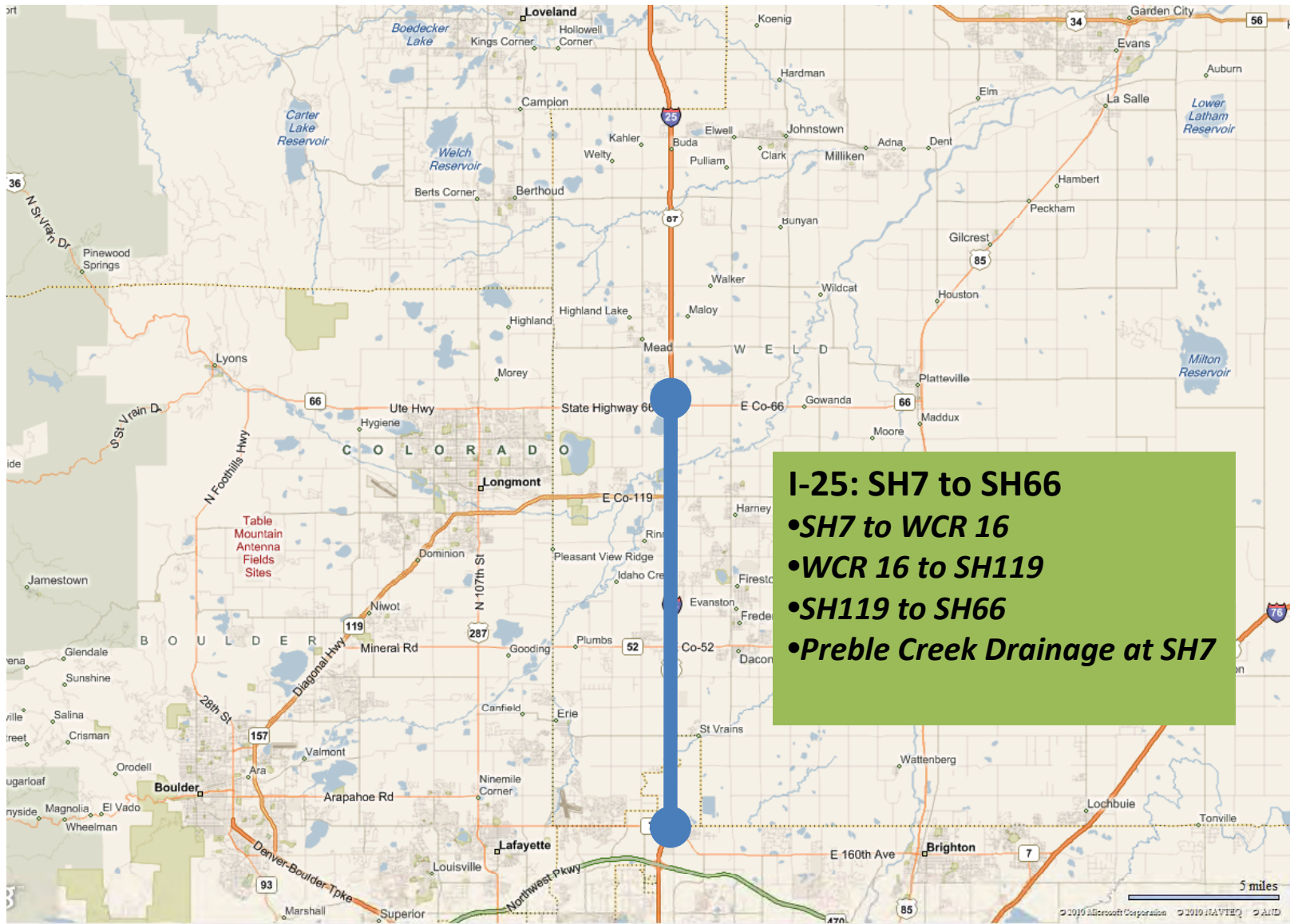
**Region:** 4  
**TPR:** DRCOG

**County:** Weld  
**Location:** I-25 from SH 7 to SH 66

**Final Phase Completed:** 2009  
**TC Commitment- % Funded:** 98%



\*Per TC-1231 December 18, 2003



# CDOT 7<sup>th</sup> Pot Projects

# US 50 Grand Junction to Delta



## Project Description

7<sup>th</sup> Pot construction projects completed by 2004 included expanding existing US 50 to a modern, four-lane highway with a separated narrow, depressed median and eight-foot paved shoulders. A new set of lanes were constructed next to the existing lanes.

In 1996 the existing highway throughout this corridor was a two-lane roadway with six-to-eight foot paved shoulders. It also included three to four short stretches of passing or hill climbing lanes in the middle portion of the corridor to allow passing of slow moving traffic.

US 50 serves as a major transportation link moving goods, services and people to southwestern and south central Colorado and south central Utah. In 1996 traffic volumes through this corridor were steadily increasing; including increases in trucks and large recreational vehicles going to Western Colorado recreation centers. This created additional slow-moving traffic in the corridor, which limited safe passing opportunities and increased driver frustration. From mid 1995 to mid 1996 the fatal accident rate on a 10 mile portion of the corridor increased significantly to more than three times the state average. An additional safety concern was the high portion of accidents involving three or more vehicles.

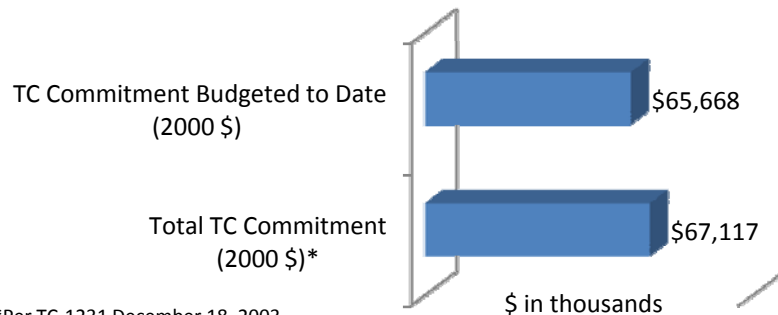
This 34-mile project started in 1996 and was originally scheduled for completion in 2012. The project completion, in 2004, was three years ahead of the original TRANS schedule and eight years ahead of the scheduled completion if there had not been a Transportation bonding program.

This project was the top priority for both the Grand Valley MPO and the Gunnison Valley TPR. Work in this corridor is now complete. The completion of this 7<sup>th</sup> Pot project enhanced the safety and mobility of this highway and will serve the trucking industry and tourism traffic well into the future.

**Region:** 3  
**TPR:** Grand Valley and Gunnison Valley

**County:** Mesa and Delta  
**Location:** US 50 from Grand Junction to Delta (34 miles)

**Final Phase Completed:** 2004  
**TC Commitment- % Funded:** 98%



\*Per TC-1231 December 18, 2003

# SR 4010 U.S. 50, GRAND JUNCTION TO DELTA FOUR LANE IMPROVEMENTS CONSTRUCTION TIMELINE



\*Phase 6 will be advanced to construction rapidly. Phase 5 is in the sequence.



## Project Description

Expanded the highway to a four-lane cross section with new interchanges and intersection improvements. The corridor project included the addition of box culverts and a one-acre wetland mitigation area.

The project also removed signalized intersections at Aspen Park and Conifer.

New interchanges included:

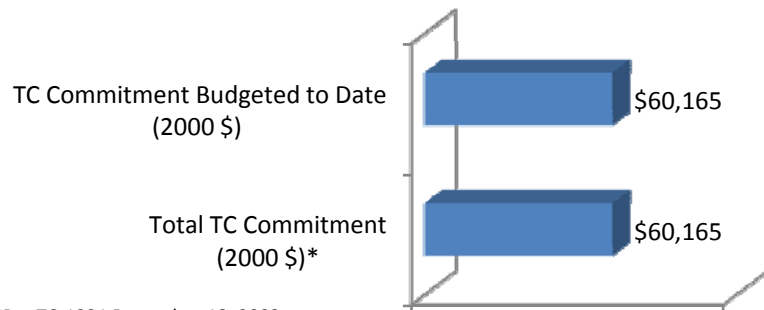
- Meyers Ranch
- Aspen Park
- Conifer

The corridor was completed in 2004.

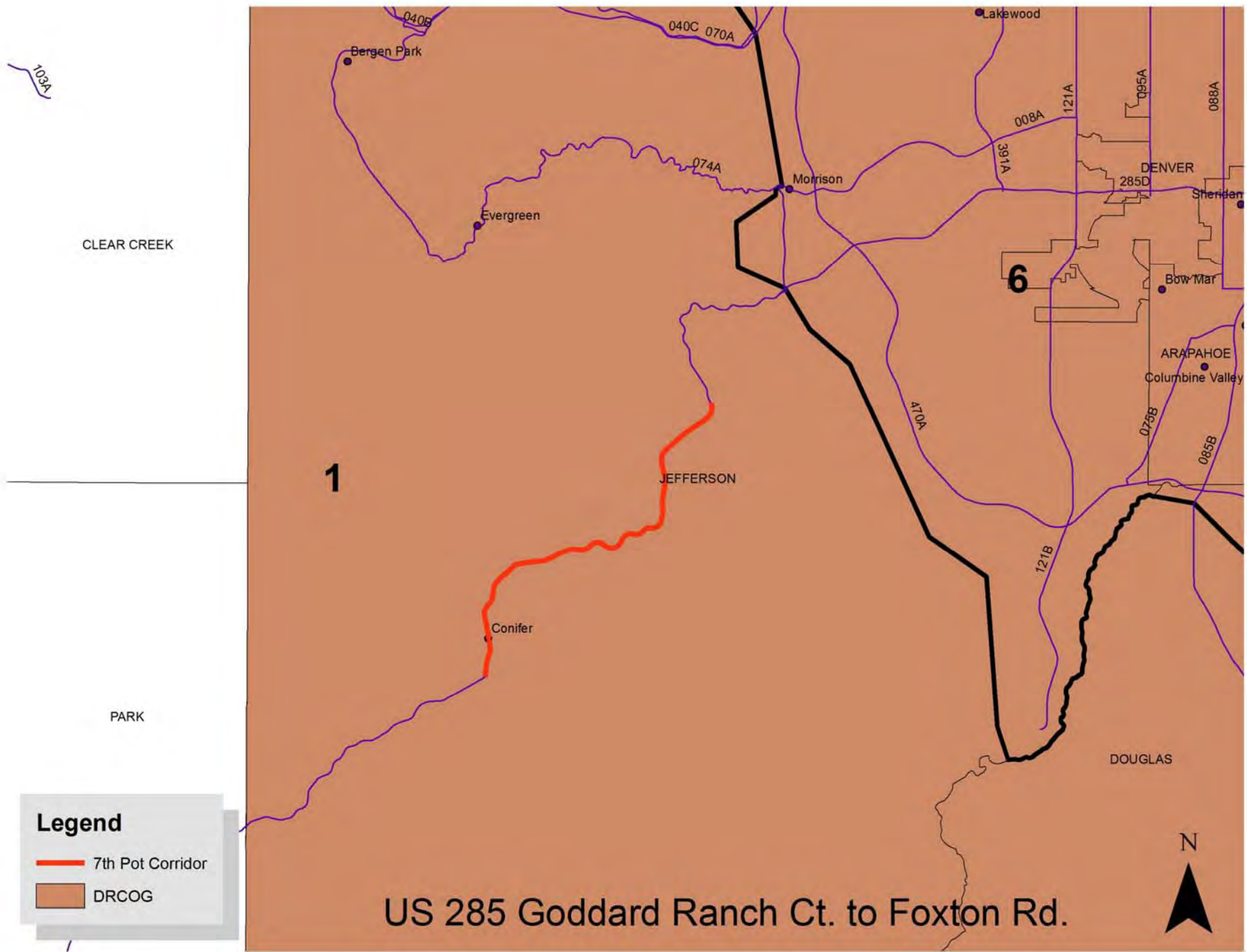
**Region:** 1  
**TPR:** DRCOG

**County:** Jefferson  
**Location:** US 285 from Morrison to Conifer



**Final Phase Completed:** 2004  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003



**Legend**

-  7th Pot Corridor
-  DRCOG

US 285 Goddard Ranch Ct. to Foxton Rd.



## Project Description

A Finding of No Significant Impact was issued for this corridor in April of 1999.

The corridor improvements using 7<sup>th</sup> Pot funds were constructed in four separate projects:

### US 160, Wolf Creek Pass Tunnel (Mileposts 174.0 to 174.6)

Project elements included tunnel lining, concrete pavement through the tunnel, guardrail, drainage work, lighting, rockfall canopies, tunnel systems (fire, data, communications, anti-icing, signing, emergency back-up). Communications are from the Hanging Lakes Tunnel.

### US 160, Big Meadows Access- East (Mileposts 174.7 to 175.1)

Full reconstruction, rock excavation, highway realignment, and widening to provide standard shoulders, construction of auxiliary lanes, and Big Meadows access improvements to address mobility and safety needs.

### US 160, Lake Creek (Mileposts 175.1 to 175.8)

Roadway realignment, reconstruction of driving lanes and shoulder widening, construction of restroom facilities, parking improvements, installation of a crosswalk and pedestrian signal for safe crossing of the highway between the Rio Grande River and restrooms, and construction of an underpass for Canada lynx, which were re-introduced into the area by the Colorado Division of Wildlife in February of 1999.

### Lonesome Dove to Windy Point (Mileposts 179.76 to 181.35)

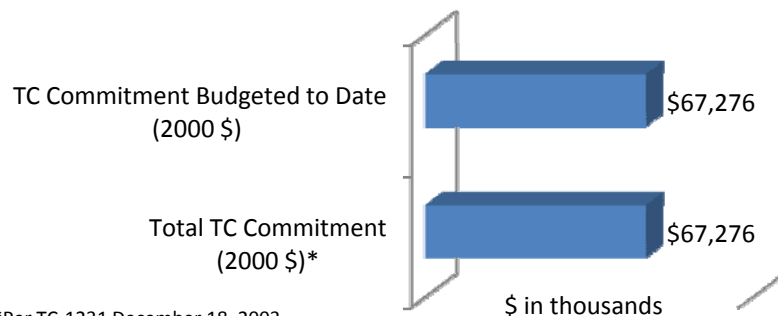
Roadway realignment, new turn lanes, 400,000 cubic yards rock excavation, mechanically-stabilized earth retaining walls, soil nail retaining walls, and wetland mitigation.

**Region:** 5  
**TPR:** San Luis Valley

**County:** Mineral  
**Location:** US 160, Wolf Creek Pass, in Mineral County

**Final Phase Completed:** November 2009

**TC Commitment- % Funded:** 100%



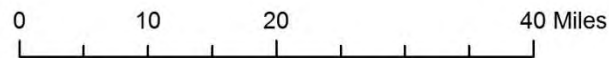
\*Per TC-1231 December 18, 2003

# CDOT Region 5 - 7th Pot Projects



## Legend

- CDOT Region 5
- US 160 SH 3 to Florida River
- US 160 Wolf Creek Pass
- US 550 NM State Line to Durango



September 10, 2010







## Project Description

CDOT did a full reconstruction widening project on the Denver side (east side) of the pass and a series of erosion control projects on the west side of the pass. Projects on both sides of the pass included retaining walls, erosion control features (e.g., sediment traps), native vegetation seeding, a wildlife crossing, and wetland mitigation.

The completed project won various awards and was recognized nationally, including:

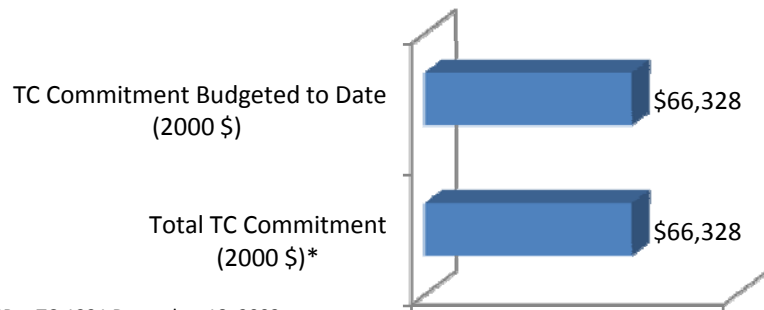
- Federal Highway Administration (FHWA) - Environmental Excellence Award (2005)
- American Council of Engineering Companies (ACEC) - Merit Award for Engineering Excellence (2004)
- International Erosion Control Association – Environmental Achievement Award of Distinction (2003)

The corridor was completed in 2006.

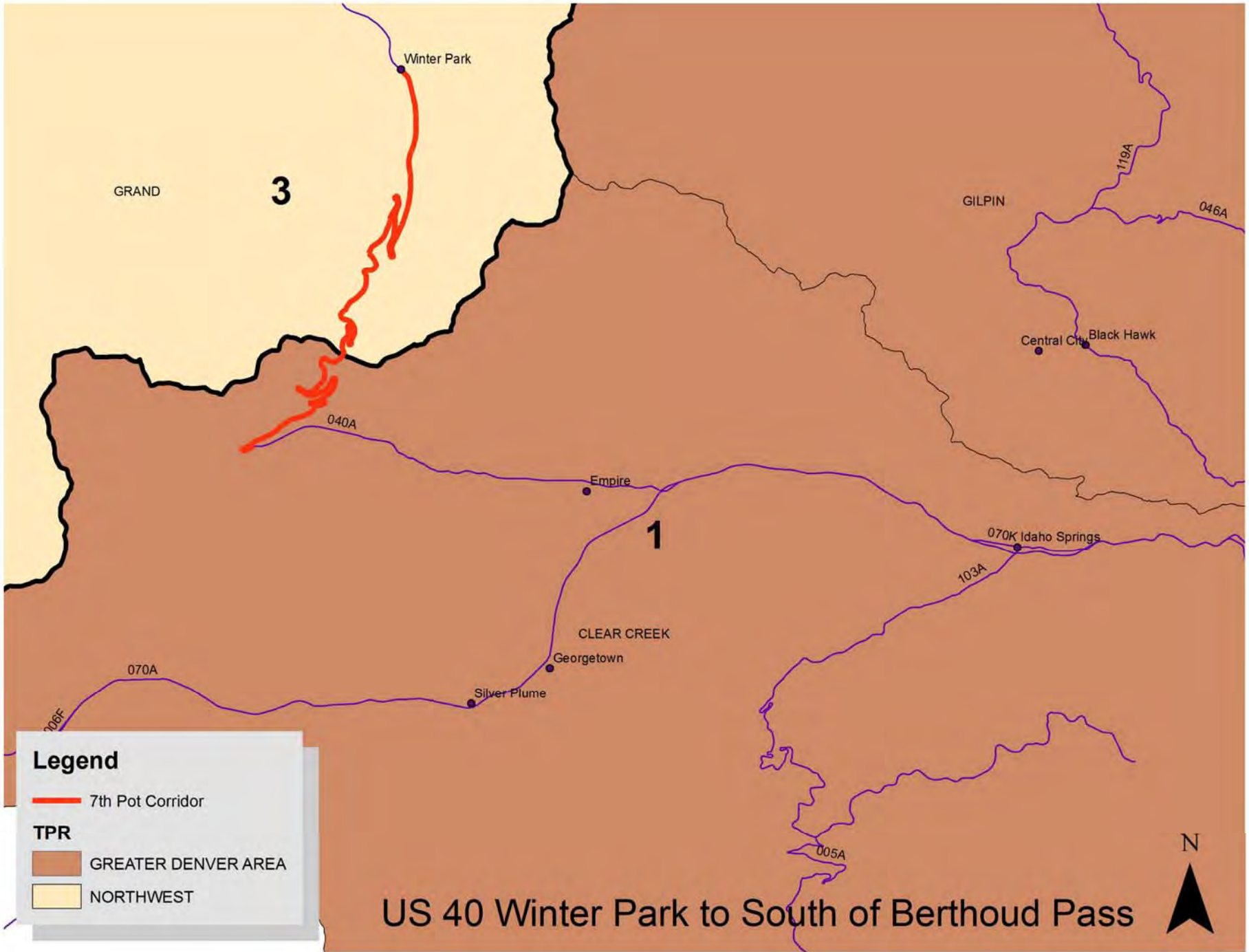
**Region:** 1 & 3  
**TPR:** DRCOG and Northwest

**County:** Clear Creek and Grand  
**Location:** US 40 at Winter Park to Berthoud Falls

**Final Phase Completed:** 2006  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003



# CDOT 7<sup>th</sup> Pot Projects

# US 550 New Mexico State Line to Durango



## Project Description

A Finding of No Significant Impact was issued for the corridor in December of 2005. The preferred alignment was four-laning this 15.4-mile section of highway between the New Mexico state line and Durango.

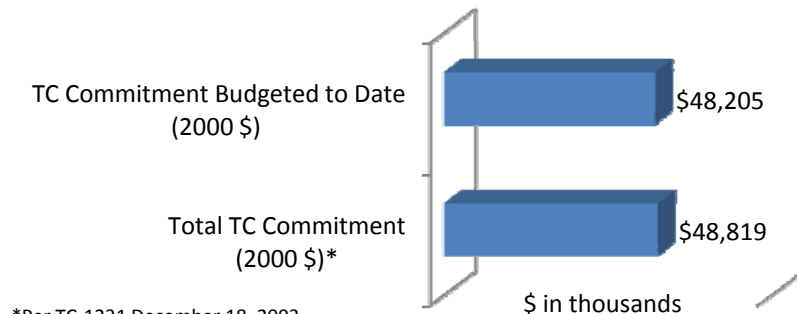
Region 5 completed a project to add two lanes on US 550 from Mileposts 0.5 to 2.75, improving the highway to a four-lane, divided facility. The scope of work also included right-of-way acquisition, construction of two bridges, major earthwork, permanent water quality improvement measures, and deer fencing.

Region 5 is in the process of acquiring right-of-way along the entire corridor to prepare for future four-laning of the remaining 12.65 miles.

**Region:** 5  
**TPR:** Southwest

**County:** La Plata  
**Location:** US 550 from the New Mexico State Line to Durango

**Final Phase Completed:** Fall 2009  
**TC Commitment- % Funded:** 99%



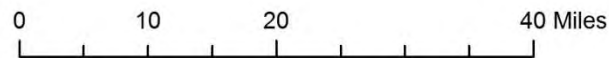
\*Per TC-1231 December 18, 2003

# CDOT Region 5 - 7th Pot Projects



## Legend

- CDOT Region 5
- US 160 SH 3 to Florida River
- US 160 Wolf Creek Pass
- US 550 NM State Line to Durango



September 10, 2010





## Project Description

A Record of Decision was issued for this corridor in November 2006. The Selected Alternative was to four-lane from Grandview (a developing area southeast of Durango) to Bayfield and reconstruct the intersections of US 160 at US 550, County Road 233, and SH 172 as interchanges.

In 2004, Region 5 used \$10 million of American Recovery and Reinvestment Act (ARRA) funds for the following improvements to US 160 through the Grandview area: construction of an additional westbound lane from mileposts 88.5 to 91.7 adjacent to the new medical center, construction of a two-way left turn lane from County Road 233 at the medical center to SH 172 to the east, installation of a traffic signal at County Road 233, and right-of-way acquisition, traffic signal upgrade, and construction of intersection improvements at US 160/SH 172, which accesses the airport and Southern Ute Indian reservation lands.

Region 5 is in the process of constructing an interchange on US 160, east of the existing intersection of US 160 and US 550 at Farmington Hill. This interchange will provide access north and south of US 160 and will address the developing area of Grandview which includes the new regional hospital. The project is being constructed in three phases. Phase 1 is a modified design-build. Major elements of Phase 1 include:

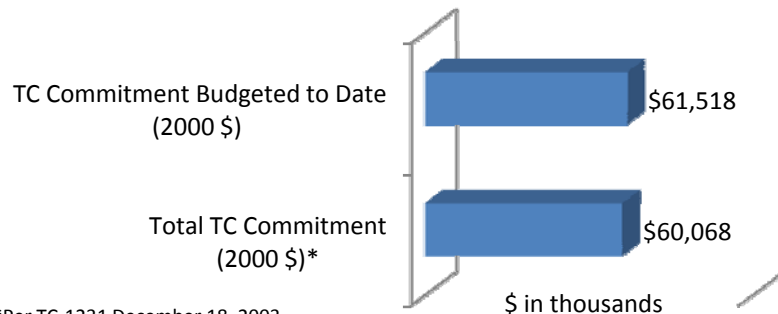
- Right-of-way acquisition
- Widening of US 160 to include an additional westbound lane
- Eastbound off-ramp and bridge over US 160
- Westbound off-ramp and bridge over Wilson Gulch
- Westbound on ramp and bridge over Wilson Gulch
- Southbound bridge over US 160
- Retaining walls
- Grading and paving portions of the future SMART 160 Trail
- Environmental mitigation and landscaping

Phase 2, the eastbound on-ramp, was constructed with \$4 million of ARRA funds. Phase 3 will complete the interchange, with construction of a roundabout, south access road, and connecting ramps. Construction is scheduled to begin in the spring of 2011, with completion in the fall of 2011.

**Region:** 5  
**TPR:** Southwest

**County:** La Plata  
**Location:** US 160 from SH 3 in Durango to Florida River

**Final Phase Completed:** Fall 2011  
**TC Commitment- % Funded:** 102%



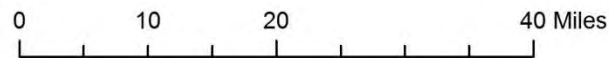
\*Per TC-1231 December 18, 2003

# CDOT Region 5 - 7th Pot Projects



## Legend

- CDOT Region 5
- US 160 SH 3 to Florida River
- US 160 Wolf Creek Pass
- US 550 NM State Line to Durango



September 10, 2010





### Project Description

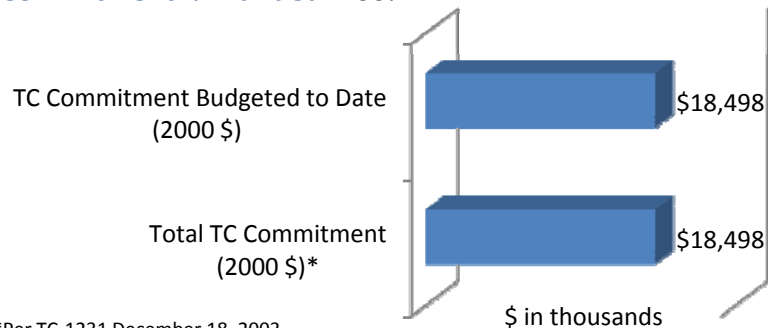
This project included the construction of a new four-lane roadway extending C-470 from I-70 to US 6. This also included the construction of a new interchange at US 6 and C-470 as well as reconfiguring the existing interchange at C-470 and I-70 with new ramps. The project was completed in August of 2000.

**Region:** 6  
**TPR:** DRCOG

**County:** Jefferson  
**Location:** C-470 in Jefferson County

**Final Phase Completed:** August 2000

**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003







### Project Description

This was one of the first 7<sup>th</sup> Pot projects in Region 4. Construction occurred in 1997 and 1998. The project widened US 34 from 2-lanes to 4-lanes from SH 257 to 71<sup>st</sup> Ave. Also included was the grade separation of SH 257 from US 34 and US 34 Business (10<sup>th</sup> Street).

**Region:** 4

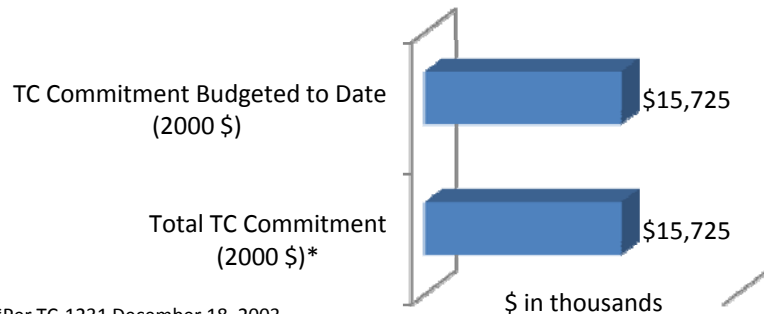
**TPR:** North Front Range

**County:** Larimer and Weld

**Location:** US 34 from I-25 to US 85 in Greeley

**Final Phase Completed:** 1998

**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003



**US34: I-25 to US 85**

2.5 miles

# CDOT 7<sup>th</sup> Pot Projects

# US 287 Broomfield to Loveland



## Project Description

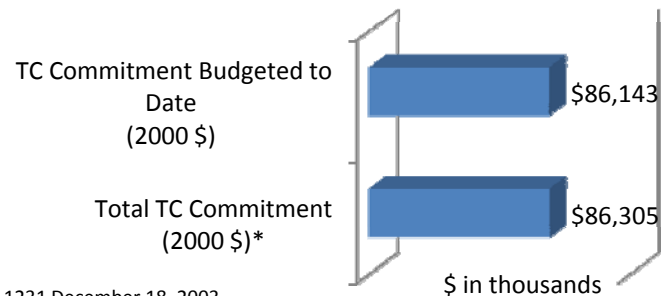
The US 287 project incorporated roadway modifications in Broomfield, Lafayette, Berthoud and Loveland. The project scope included major widening from a narrow 2-lane road without shoulders to a 4-lane concrete facility with 10-foot shoulders. The project replaced structures and box culverts throughout the corridor. New roadway was constructed for the Lafayette and Berthoud Bypasses. Finally, new signing, striping and safety improvements were installed.

This project completed 4-laning US 287 from the Denver Metro area all of the way through Fort Collins.

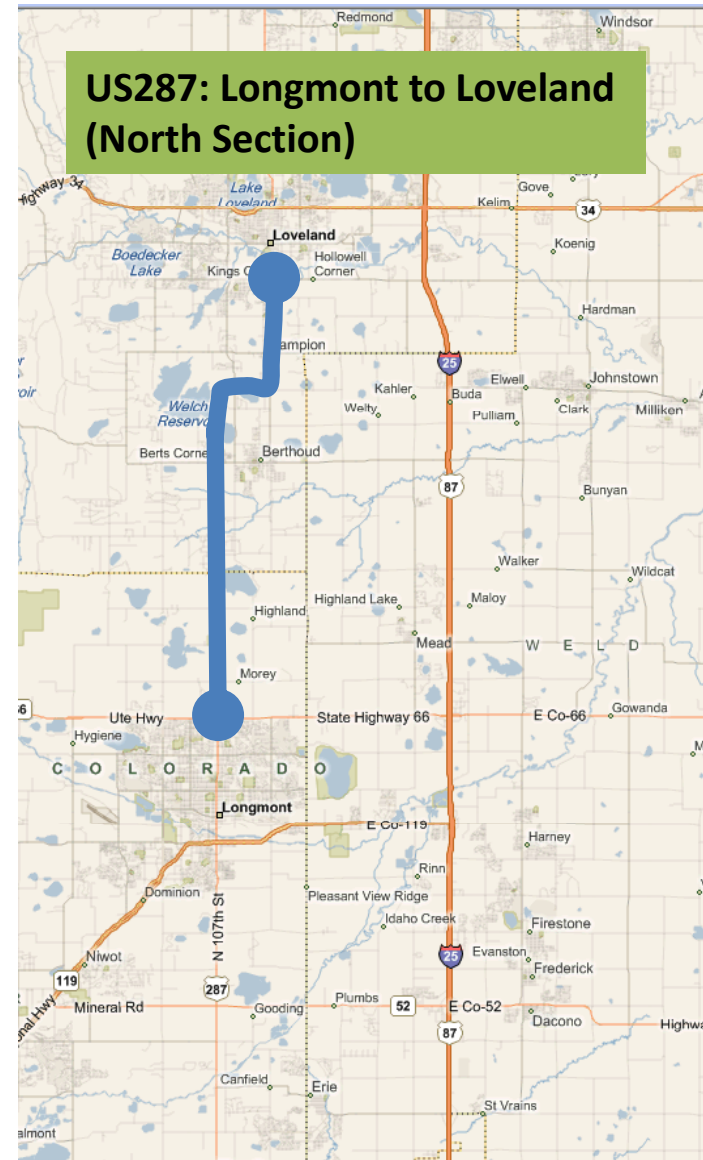
**Region:** 4  
**TPR:** DRCOG and North Front Range

**County:** Boulder and Larimer  
**Location:** US 287 from Broomfield to Loveland

**Final Phase Completed:** 2009  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003





## Project Description

7<sup>th</sup> Pot improvements to State Highway 82 included upgrading to a modern, four-lane highway with 8' paved shoulders. On some of the sections two of the lanes would be used for bus and high occupancy vehicles during peak hours. Transit and other multimodal improvements included park-and-ride facilities at various locations and bicycle/pedestrian trail access.

The existing 1992 traffic congestion on this corridor caused State Highway 82 between Basalt and Buttermilk to function at a level of service E during peak traffic hours; and the upper end of the valley often reached level F. Under those conditions it was estimated that commuters would experience an additional 30 hours of driving time per year.

State Highway 82 from Basalt to Aspen is located in the Roaring Fork Valley and is the major surface transportation link for Pitkin County. It also provides access to county roads and public lands as well as Aspen, Snowmass Village, Basalt, and numerous other commercial and private properties.

In 1992 State Highway 82 was a narrow, two-lane roadway with traffic volumes that far exceeded its capacity. Additional safety concerns were narrow shoulder widths, sharp curves, multiple private access points and inadequate sight distances for passing

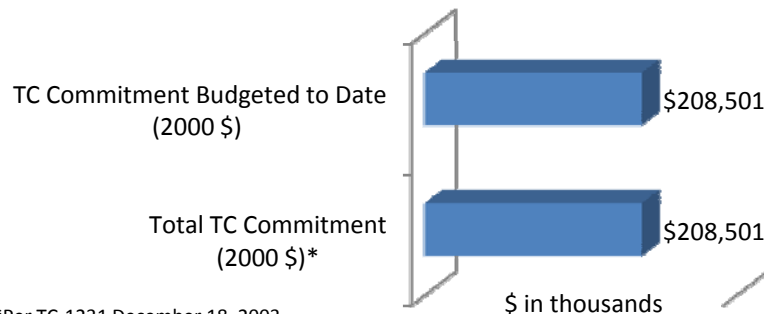
The design of the projects included significant public involvement and support. Widening State Highway 82 was particularly challenging due to the environmentally sensitive issues of steep canyon walls above and the Roaring Fork River below.

7<sup>th</sup> Pot funding greatly accelerated the Region's ability to complete the projects. Prior to 7<sup>th</sup> Pot funds Region 3's allocation to the SH 82 corridor was about \$3 million per year. 7<sup>th</sup> Pot funding to this corridor has reached the Transportation Commission commitment but the corridor is still a high priority to the Intermountain TPR.

**Region:** 3  
**TPR:** Intermountain

**County:** Eagle and Pitkin  
**Location:** SH 82 from Basalt to Aspen

**Final Phase Completed:** 2004  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003



# Colorado Department of Transportation State Highway 82 Construction Projects



**Re-striping Upvalley from below Basalt Spring '98**  
*The realignment will create a wider shoulder extending the current RFTA Bus lanes to by-pass congestion at the "WormHole".*

**Aspen Village to Brush Creek Road (Snowmass Village Entrance)**  
*June 1996 to July 1998 3.5 miles \$10 million*

**Shale Bluffs Project (Brush Creek Road to Airport Business Center)**  
*July 1997 to Fall 2000 3.5 miles \$25 million*

**Airport Business Center to Buttermilk**  
*Start Late '98 to Completion '99 \$5 million*  
*Construction to make highway four-lane from the Airport to Buttermilk. There will also be a new traffic signal creating a new intersection at Buttermilk combined with a realigned Owl Creek Road, dependent on funding.*

**HOV Lanes (Basalt to Buttermilk)**  
*Upon completion one lane in each direction will be an HOV lane. The lanes will be restricted during peak hours except for high occupancy vehicles, including buses, carpools and motorcycles.*

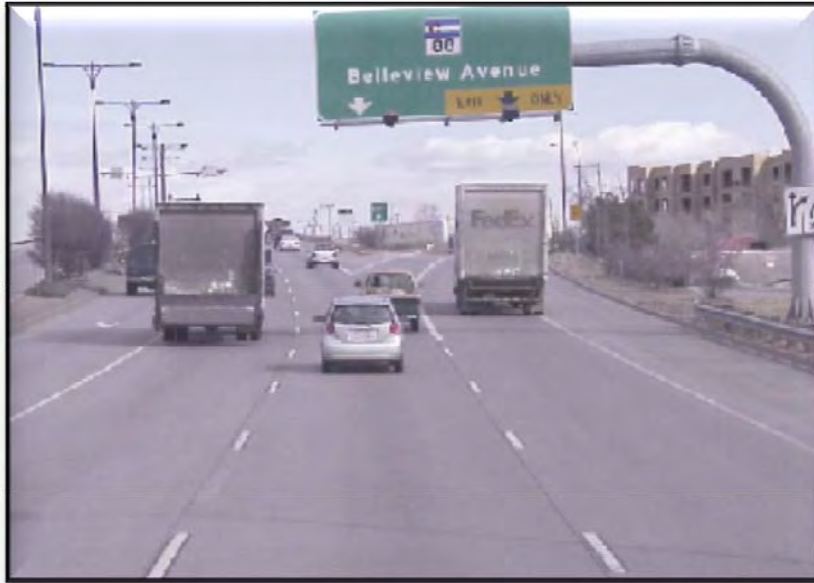
**Holland Hills (Basalt to Wingo Bridge)**  
*Mar '98 to June 2000*  
*1.6 miles \$13 million*

**Snowmass Creek, East and West**  
*Wingo bridge to just past Snowmass Creek Rd. Intersection*  
*Nov '98 to Nov 2000*  
*1.5 miles \$13 million (dependent on funding)*

**Snowmass Creek Rd. to Gerbazzdale**  
*Oct '99 to Dec '02*  
*3.4 miles \$50 million*

**Gerbazzdale to Aspen Village**  
*Mar '98 to Nov '98*  
*1 mile \$6.5 million*





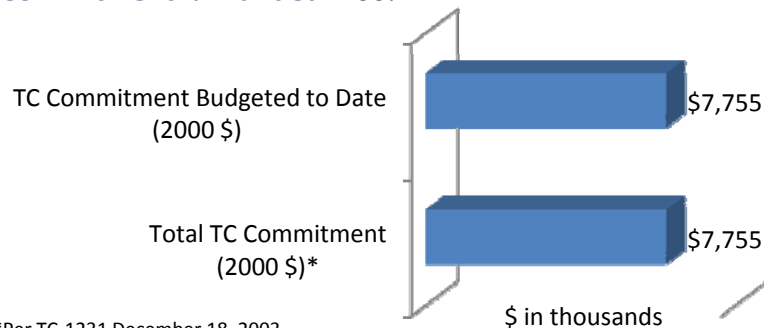
## Project Description

This 7<sup>th</sup> pot project completed corridor improvements already underway on Santa Fe Drive. This funding was focused on the U S85/Bellevue Interchange reconstruction and completing the other corridor improvements which included a light rail line, corridor widening, the HOV lane and other interchange improvements.

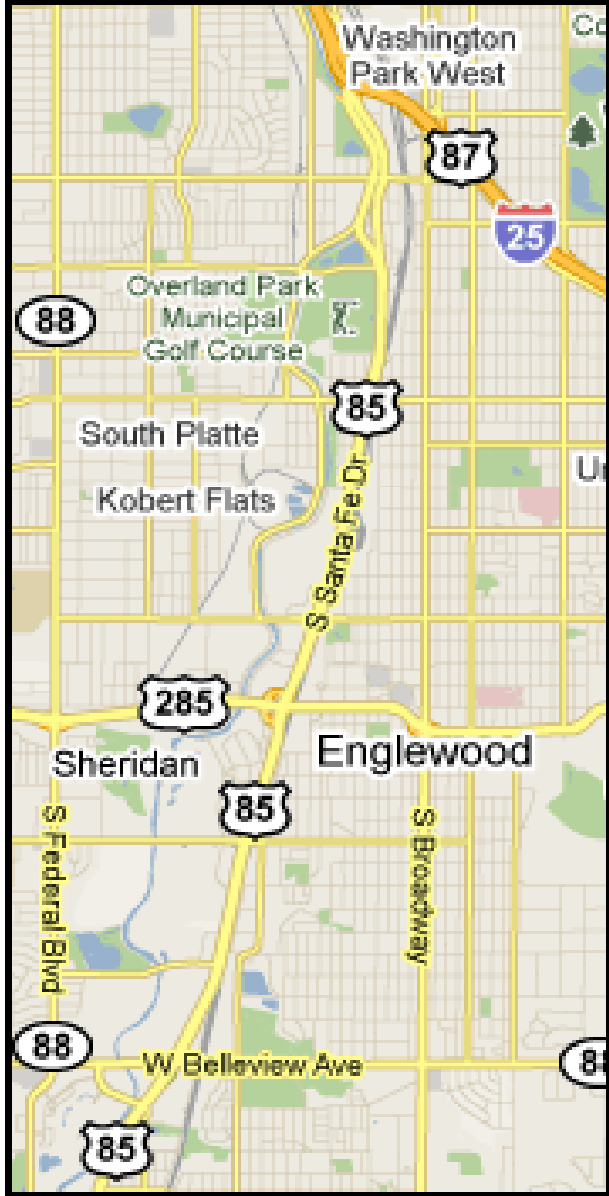
**Region:** 6  
**TPR:** DRCOG

**County:** Denver  
**Location:** Santa Fe Blvd. (SH 85) in Denver

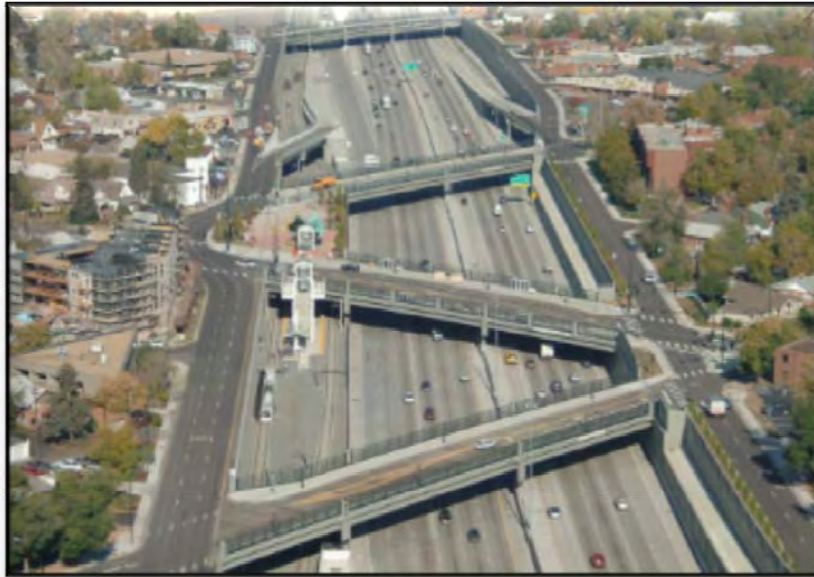
**Final Phase Completed:** 1999  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003







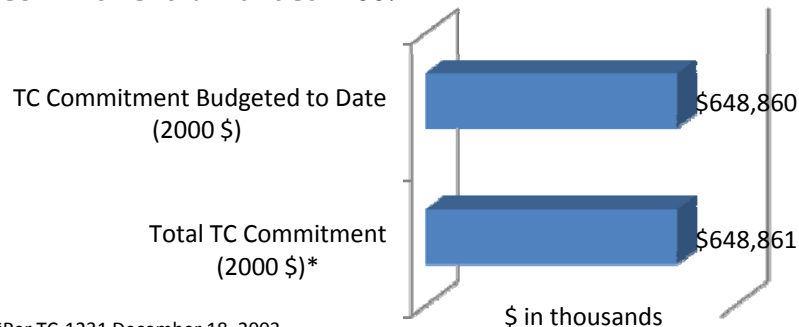
### Project Description

The Southeast MIS led to the T-REX project. This project is the largest multi-modal project in Colorado history. Construction began in late 2001 and concluded in late 2006 ahead of schedule. The project limits included 19 miles of I-25 and I-225 in the metro area. The project, jointly sponsored by CDOT and RTD, included safety improvements, light rail lines, rebuilding interchanges, adding lanes and adding light rail line along the corridor. In all, eight interchanges were rebuilt, over 19 miles of new light rail track was installed and the project was delivered early and under budget utilizing the design-build format.

**Region:** 6  
**TPR:** DRCOG

**County:** Denver, Arapahoe and Douglas  
**Location:** I-25 from Broadway to Lincoln Ave.

**Final Phase Completed:** Late 2006  
**TC Commitment- % Funded:** 100%



\*Per TC-1231 December 18, 2003

