

Colorado Department of Transportation

Transportation Facts

2011



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DEPARTMENT HISTORY

Late 1800s The majority of Colorado's roads were privately built by stage or mining companies or built as toll roads by individuals.

1909/1910 In 1909, a three-member Highway Commission was formed to approve highway work and allocate funds. The Commission first took action on highway projects in 1910.

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 with the newly created Department of Public Safety.

1987 The General Assembly increased the number of highway commissioners to 11.

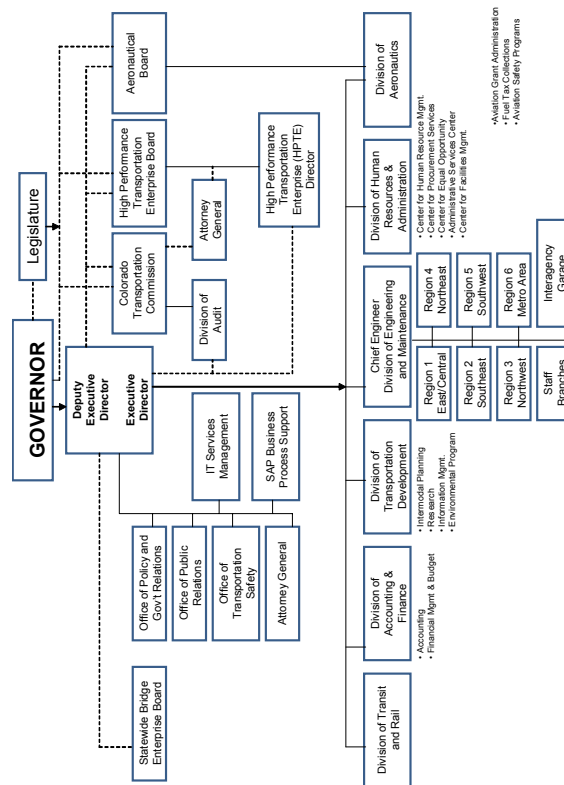
1991 The Department of Highways became the Colorado Department of Transportation (CDOT).

2009 The Colorado General Assembly passed FASTER legislation, creating the Colorado High Performance Transportation Enterprise (HPTE) and the Statewide Bridge Enterprise.

2009 The Division of Transit and Rail within CDOT was created by legislation.

2010 CDOT celebrated its 100 year anniversary.

ORGANIZATION CHART



TRANSPORTATION COMMISSION

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

District 1
Trey Rogers

District 7
Doug Aden

District 2
Jeanne Erickson

District 8
Steve Parker, Vice Chair

District 3
Gary Reiff

District 9
Les Gruen, Chair

District 4
Heather Barry

District 10
Gilbert Ortiz, Sr.

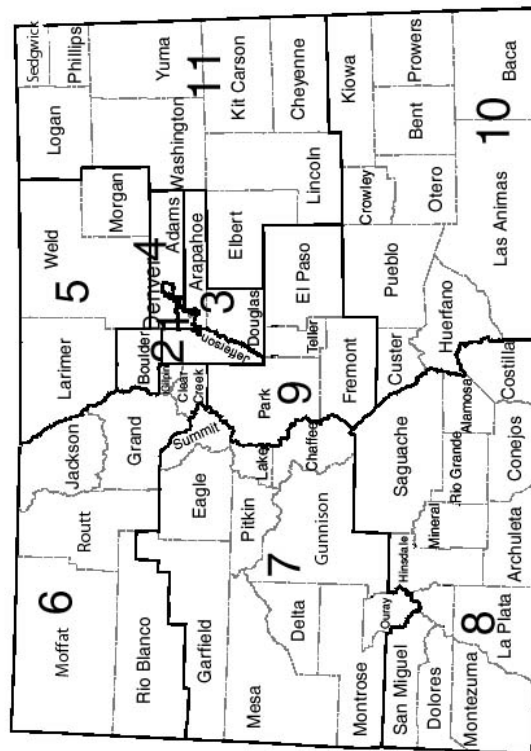
District 5
Bill Kaufman

District 11
Kimbra Killin

District 6
Joyce Burford

Secretary
Herman Stockinger

COMMISSION DISTRICTS



HIGH-PERFORMANCE TRANSPORTATION ENTERPRISE

The High-Performance Transportation Enterprise (HPTE) was formed in 2009 as part of the FASTER legislation, taking the place of the Colorado Tolling Enterprise. The HPTE operates as a government-owned business within the Department and is a division of CDOT.

The goal of the HPTE is to pursue innovative means of more efficiently financing important surface transportation infrastructure projects that will improve the safety, capacity and accessibility of the surface transportation system; can feasibly be commenced in a reasonable amount of time; will allow more efficient movement of people, goods and information throughout the state; and will accelerate the economic recovery of the state.

Such innovative means of financing projects includes, but aren't limited to, public-private partnerships, operations concession agreements, user fee-based project financing, and availability payment and design-build contracting.

HPTE MEMBERS

Charlotte Robinson
Denver Metro Area Appointee

Dan Cleveland
Pikes Peak Area Appointee

Doug Aden
Transportation Commissioner

Stan Matsunaka
North Front Range Appointee

Heather Barry
Transportation Commissioner

Tim Gagen
I-70 Corridor Appointee

Trey Rogers
Transportation Commissioner

Michael Cheroutes
Director

GENERAL INFORMATION

COLORADO BRIDGE ENTERPRISE

The Colorado Bridge Enterprise (CBE) was formed in 2009 as part of the FASTER legislation. It operates as a government-owned business within the Department. The Colorado Transportation Commission serves as the Colorado Bridge Enterprise Board.

The purpose of the CBE is to finance, repair, reconstruct and replace bridges designated as structurally deficient or functionally obsolete and rated “poor” by CDOT.

In order to accomplish this goal, the CBE may issue revenue bonds or contract with any other governmental or nongovernmental source of funding for loans or grants. A bridge safety surcharge has been implemented through vehicle registration fees and all funds collected through the surcharge are placed in a “bridge special fund.” The CBE has initiated the bond program to accelerate the completion of Colorado’s worst bridges.

COLORADO AERONAUTICAL BOARD

The seven-member Colorado Aeronautical Board was created by statute in 1988 and works closely with the 76 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 funds, 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.

**Eastern Plains
Governments**

Harold Patton, Chair

**Eastern Plains
Governments**

Louis Spera

**Western Slope
Governments**

Dale Hancock, Vice Chair

**Western Slope
Governments**

Dave Ubell

Airport Management

Dennis Heap, Secretary

Pilot Organizations

Joseph Thibodeau

Aviation Interests-at-Large

Debra Wilcox

Director

David Gordon

DEPARTMENT CONTACTS

Office of the Executive Director

Don Hunt
Executive Director
Peggy Catlin
Deputy Executive Director
(303) 757-9201

Office of the Chief of Engineer

Pam Hutton, Chief Engineer
(303) 757-9204

Division of Staff Branches

Scott McDaniel, Director
(303) 512-4009

Regional Transportation Directors

Region 1 Tony DeVito
(303) 365-7001

Region 2 Tim Harris
(719) 546-5452

Region 3 Dave Eller
(970) 683-6202

Region 4 Johnny Olson
(970) 350-2102

Region 5 Richard Reynolds
(970) 385-1402

Region 6 Reza Akhavan
(303) 757-9459

Division of Accounting and Finance

Ben Stein
Chief Financial Officer
(303) 757-9262

**Division of Transportation
Development**

Jennifer Finch, Director
(303) 757-9525

**Division of Human Resources and
Administration**

Heidi Bimmerle
(303) 757-9163

Office of Government Relations

Herman Stockinger, Director
(303) 757-9077

Office of Public Relations

Stacey Stegman, Director
(303) 757-9228

Information Technology Office

Thom Rivera
Director of Service Management
(303) 757-9586

Olga Ekberg
Director of Agency Services
(303) 512-4048

Division of Audit

Casey Tighe, Director
(303) 757-9687

Division of Aeronautics

David Gordon
(303) 261-4418

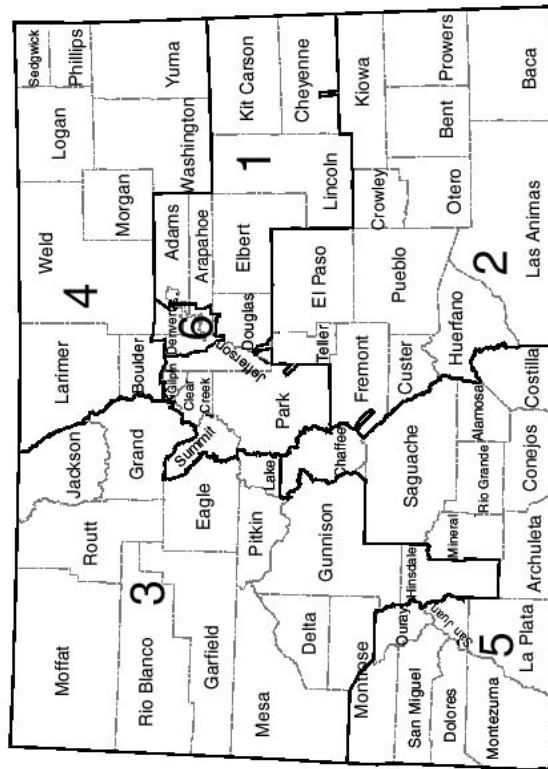
Division of Transit and Rail

Mark Imhoff
(303) 757-9007

**High Performance Transportation
Enterprise**

Michael Cheroutes, Director
(303) 757-9607

TRANSPORTATION REGIONS



PLANNING PROCESS

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 (20-year) Planning Process – Statewide and Regional Transportation 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 – Six-Year STIP

4. The STIP process determines how available funds will be programmed over the next six years. In the process, regional representatives from CDOT conduct 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.

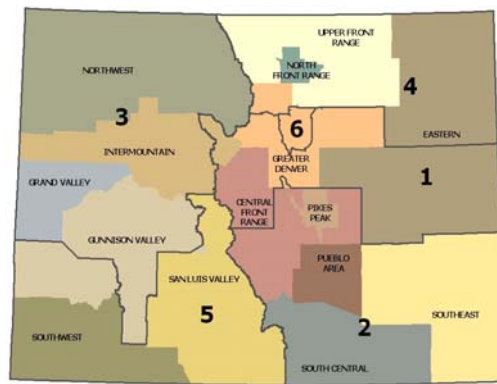
5. Projects that are selected to be in the STIP must be consistent with the corridor visions, goals and strategies in the regional and Statewide Transportation Plans and CDOT's regional constrained budget. CDOT prepares the draft STIP that identifies project funding.

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.

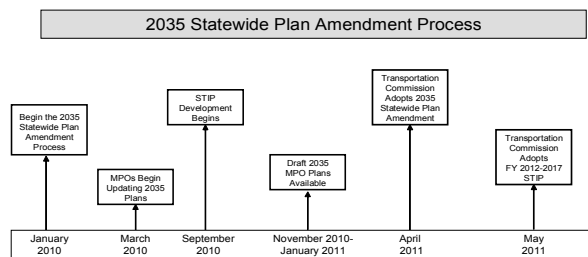
7. STIP projects are then budgeted and designed.

8. In the case that STIP projects are advertised, a contractor is selected and work begins.

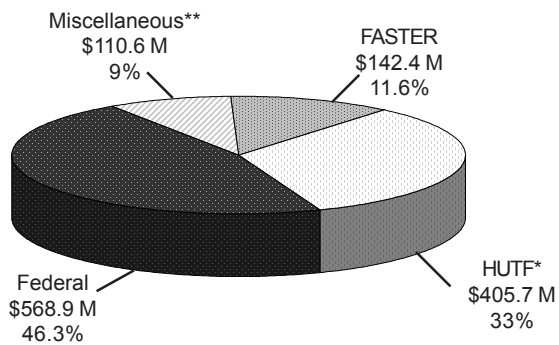
PLANNING REGIONS



PLANNING TIMELINE



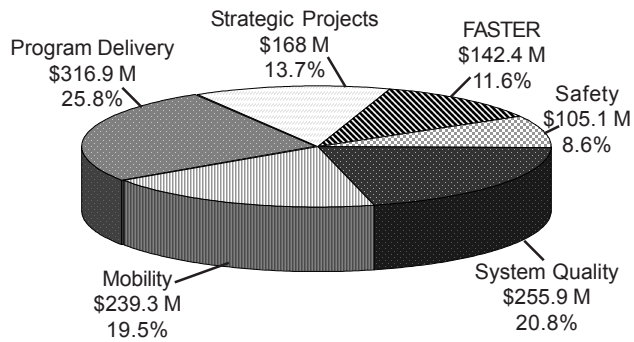
FY 2010 ACTUAL REVENUE \$1.2 BILLION



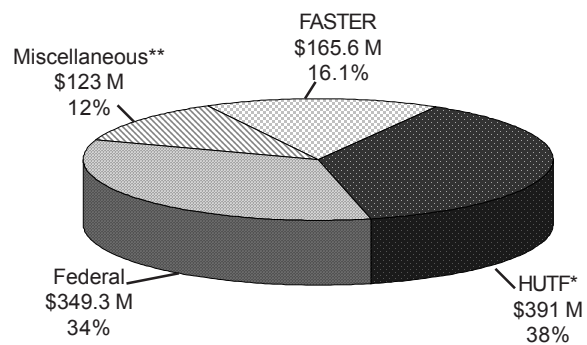
*HUTF: Highway Users Trust Fund

**Miscellaneous: Local match, permit sales and interest earnings

FY 2010 ALLOCATIONS



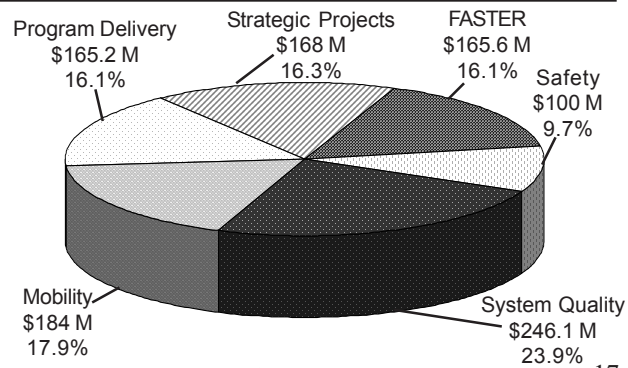
FY 2011 ESTIMATED REVENUE \$1 BILLION



*HUTF: Highway Users Trust Fund

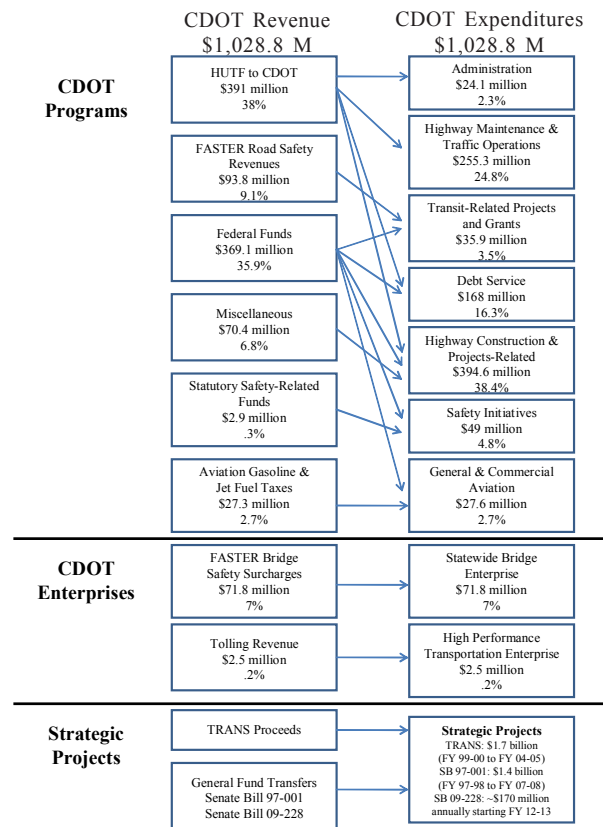
**Miscellaneous: Local match, permit sales and interest earnings

FY 2011 ALLOCATIONS

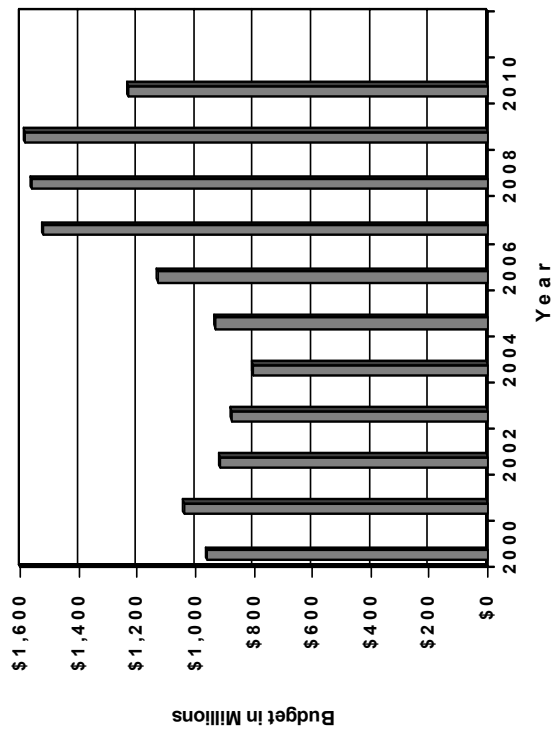


FINANCES

FY 2011 REVENUE DISTRIBUTION



CDOT BUDGET HISTORY



Source: Division of Financial Management and Budget (303) 757-9262
 2009 included \$404.2 million in American Recovery and Reinvestment Act (ARRA) funds.

COLORADO'S FUEL TAX HISTORY

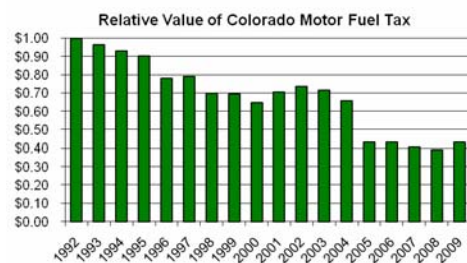
	Fuel Tax	Diesel Tax
1969	.07	.07
1981	.09	.09
1983	.12	.13
1986	.18	.205
1989	.20	.18
1991	.22	.18
1992	.22	.205

STATE MOTOR FUEL TAX RATES FOR COLORADO & SURROUNDING STATES

	Fuel Tax	Diesel Tax
Colorado	.22	.205
Kansas	.25	.27
Nebraska	.28	.274
New Mexico	.188	.228
Utah	.245	.245
Wyoming	.14	.14
National Average	.29	.281
Federal	.184	.244

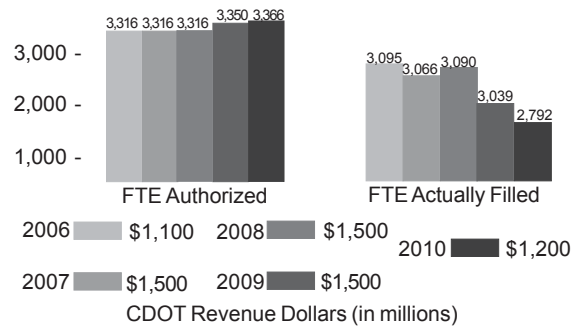
Source: American Petroleum Institute, October 2010

RELATIVE VALUE OF MOTOR FUEL TAX



Due to inflation, each dollar received from the motor fuel tax only has 42% of the purchasing power that it had in 1992.

CDOT REVENUE (MILLIONS) VS FULL-TIME EQUIVALENT (FTE)



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

STATE ROAD CONDITION HISTORY

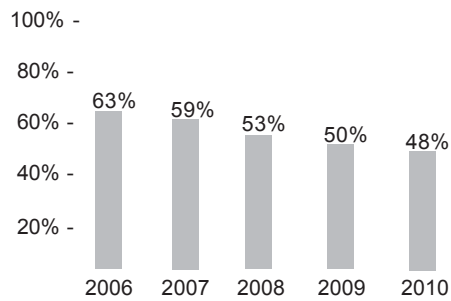
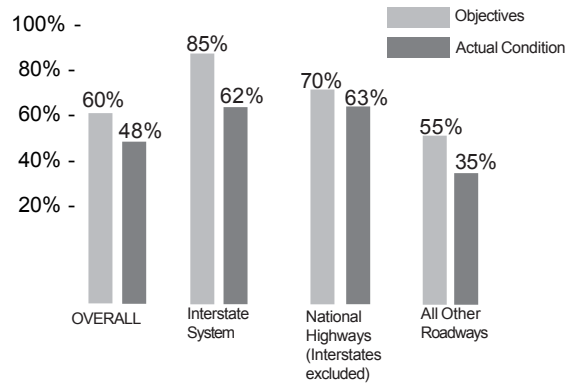


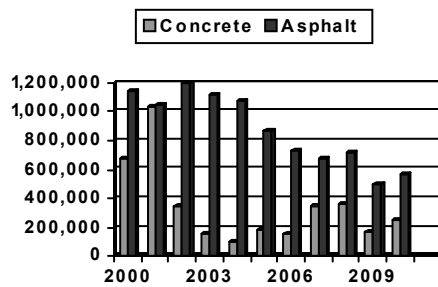
Chart shows all Colorado roadways in "fair" or "good" condition (condition data based on number of years remaining in service life).

2010 CONDITION OF STATE ROADS



Source: Division of Staff Branches (303) 512-4009

HIGHWAY ROAD SURFACE



All volume data is presented in cubic yards, for asphalt, 1.98 tons= 1 cubic yard

BRIDGE CONDITIONS (MAJOR STATE-OWNED BRIDGES)

Functional Classification	Total Bridges	Good	Fair	Poor
Principal Arterial (Interstate, Expressways & Freeways)	1,376	1,193	135	48
Other Principal Arterial	801	685	85	31
Minor Arterial	759	663	68	28
Collector	431	359	54	18
Local	80	69	9	2
Total	3,447	2,969	351	127

Source: Division of Staff Branches (303) 512-4009 (April 2010)

ROADWAY STATISTICS 2009/2010

	Roadway Center Line Miles	Number of Bridges
State	9,146	3,447
County	58,675	3,153
City	15,611	1,542
Other*	4,827	118
Total	88,259	8,260

*Includes E-470 and Northwest Parkway

HIGHWAY MILES AND VEHICLE-MILES OF TRAVEL (2009)

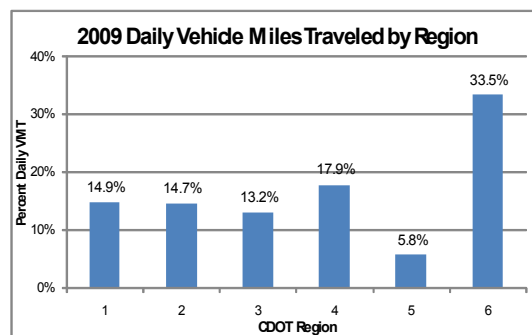
State Highway System		Change*
Center-line miles	9,146	.022%
Lane-miles	23,061	.11%
Vehicle-miles traveled	27.4 billion	-.2.5%

Center-line miles measure roadway miles without accounting for the number of lanes.
Lane-miles, which measure the total distance of all roadway lanes, are a better indicator of CDOT's actual maintenance requirements.
Vehicle miles traveled (VMT) on all Colorado roads were 46.2 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.

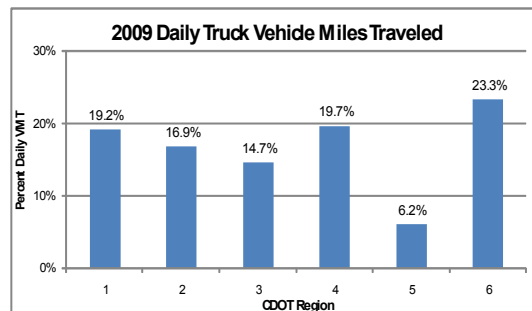
*Difference over the last year.

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

DAILY VEHICLES-MILES TRAVELED



DAILY TRUCK VEHICLE-MILES TRAVELED



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

TYPICAL COSTS TO BUILD AND MAINTAIN HIGHWAYS (PER MILE)

Type of Improvement	Average Cost
Maintenance*	\$182,611
Resurfacing	\$263,494
New Construction	\$645,421
Reconstruction	\$572,725
Bridge Replacement	\$5,909,778

** Includes sign repair, chip seals, guardrail work, minor resurfacing and patching.*

Costs include right of way and design for one mile of one lane only. Average costs are based on figures from Fiscal Year 2010.

Source: Division of Staff Branches (303) 512-4009

TYPICAL COSTS TO MAINTAIN/PLOW HIGHWAYS (PER MILE)

Activity	Average Cost
Maintain	\$8,916 per lane mile*
Plow/De-Ice	\$9.75 per plow mile**

** Cost includes all activities CDOT maintenance forces perform such as pavement repairs, minor resurfacing, sweeping, etc.*

*** Cost assumes one pass clears one full lane of highway. Cost is calculated on actual miles driven and includes product used in snow and ice control. All costs are based on Fiscal Year 2010 figures.*

Source: CDOT Staff Maintenance (303) 512-5502

REGISTERED VEHICLES IN COLORADO 2009

Automobiles	3,125,488
Buses	11,263
Trucks	1,026,790
Motorcycles	174,915
Other	685,689
Total	5,024,145

Source: Colorado Department of Revenue (2009)

LICENSED DRIVERS IN COLORADO 2010

Male	1,811,068	50%
Female	1,827,306	50%
Total	3,638,374	

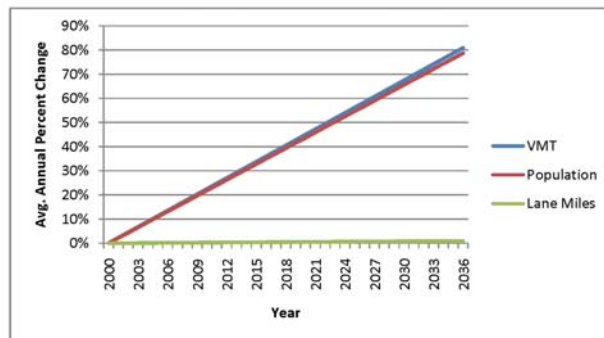
Source: Colorado Department of Revenue (November 2010)

COLORADO POPULATION

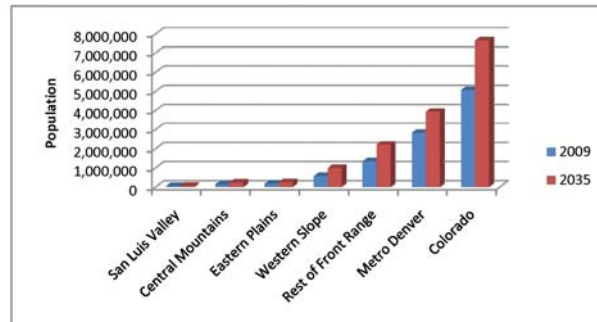
Colorado's population increased by 16.9% from 2000 to 2010, from approximately 4.3 million to over 5 million. Colorado ranks ninth nationally for the highest increase in population.

Source: US Census Bureau (December 2010)

VTM GROWING FASTER THAN POPULATION & LANE MILES



REGIONAL GROWTH CHART 2009-2035



CONGESTION STATISTICS

In 2009, approximately eight percent of Colorado's State Highway lane miles were congested and 26% of Colorado's urban highways were congested (based on lane miles). Congested roadway miles are projected to almost triple by 2035.

From 1990 to 2009, vehicle miles of travel (VMT) on Colorado's Interstates increased by 65% while the number of lane miles of Interstates increased by 2%.

Vehicle travel on Colorado State Highways increased by 55% between 1990 and 2009, from 17.7 billion VMT to 27.4 billion VMT. Vehicle travel on Colorado State Highways is projected to increase by another 64% by 2035, to 44.9 billion vehicle miles of travel.

In 2009, the average delay in congested corridors was 17 minutes per commuter. That average delay is expected to increase to 48 minutes by 2035.

Traffic congestion in Colorado costs licensed drivers \$1.35 billion (includes total cost for the three cities listed below and does not include other locations) a year in delays and wasted fuel. In the Denver metro area, the annual average cost is \$913 per person, in Colorado Springs it is \$460 per person and in Boulder it is \$229 per person. These figures are from Texas Transportation Institute's 2009 Urban Mobility Report.

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

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 2010 fiscal year, CDOT maintenance employees tended more than 23,000 lane miles by:

- Repairing and maintaining more than 4.2 million square yards of roadway surface
- Utilizing 220,571 tons of asphalt and 1.7 million gallons of liquid asphalt in asphalt preservation activities
- Striping more than 31,583 miles of roadway and creating 349,026 square feet of pavement markings using 2.2 million pounds of glass beads, 241,264 gallons of paint
- Snowplowing, sanding, and/or deicing 6.8 million miles of highway
- Applying 279,586 tons of solid de-icer and 12.7 million gallons of liquid deicer to the highways
- Repairing and installing 330,453 feet of snow fence
- Disposing of 92,273 cubic yards of trash off the right-of-way with the help of 10,164 Adopt-A-Highway volunteers.
- Replacing and repairing 82,593 signs and sign posts
- Replacing, installing, and repairing over 19.22 million linear feet of fencing along CDOT right-of-way

Source: CDOT Staff Maintenance (303) 512-5502

AVALANCHE 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 2009-2010
 - CDOT triggered more than 700 **avalanches** with explosives, of which, 252 impacted Colorado's highways.
 - CDOT experienced 838 **hours** of road closures, at various locations statewide, due to avalanche control
 - CDOT spent **5,788 hours** performing avalanche mitigation activities and cleanup

Source: CDOT Staff Maintenance (303) 512-5502

DRIVER SAFETY PROGRAMS

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 2009, (the most recent statistics available), traffic deaths decreased by 15.2% to 465 compared to 548 in 2008. Colorado is also showing a downward trend in fatalities from 743 in 2002 to 465 in 2009.

In 2009, alcohol was involved in 194 (41.7%) of Colorado's 465 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 2009, drivers and passengers accounted for 404 of the traffic-related deaths, in which 88 were motorcycle fatalities and 316 were drivers and passengers in other motor vehicles. Of the 316 fatalities, 177 (56%) were not buckled up. If everyone had buckled up, about half of those victims should have survived. The 316 driver and passenger deaths included 12 (3.8%) children under the age of 16. Ten or 83.3% of these young victims were riding unrestrained.

Overall seat belt use in Colorado increased from 81.1% in 2009 to 82.9% in 2010. For children under age five, car seat use decline from 87.2% in 2009 to 85% in 2010. Seat belt use for children ages five through 15 increased from 73.7% in 2009 to 75.5% in 2010.

In 2009, 38 young drivers and passengers, ages 16 to 20, died on Colorado highways and 23 or 60.5% of these victims were not using seat belts. In 2009, 32 or 84.2% of these fatalities occurred with teen drivers at the wheel. Of these 32 fatalities, 21 were the teen drivers themselves and 11 were teen passengers. An additional four teens, ages 16-20, died in motorcycle crashes in 2009.

In 2009, the seat belt usage rate for ages 16 to 20 was 80.6% and increased to 82.2% in 2010, which is slightly lower than the overall usage rate of 82.9% for Colorado.

Source: Safety and Traffic Engineering Branch (303) 757-9654

STATE HIGHWAY FATALITIES

	2005	2006	2007	2008	2009
TOTAL TRAFFIC FATALITIES	606	535	554	548	465
Alcohol-Related Fatalities	242	219	226	213	194
Motor Vehicle Fatalities	549	461	480	486	404
Motorcycle Fatalities*	87	74	90	98	88
Bicycle Fatalities	8	10	11	12	10
Pedestrian Fatalities	48	59	58	44	47
Other Fatalities	1	5	5	6	4
Fatalities per 100 million VMT*	1.26	1.10	1.14	1.15	1.01

**Motorcycle Fatalities are also included in Motor Vehicle Fatalities*

Source: CDOT Safety and Traffic Engineering Branch, DTD and FARS

SAFETY PROGRAM

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. Eleven of the byways are also designated nationally by the U.S. Secretary of Transportation (nine are National Scenic Byways and two are All-American Roads.)
<http://www.coloradobyways.org>.

ADOPT-A-HIGHWAY

This program relies on volunteer groups such as service clubs, churches, scout groups, and employee associations, in order to clean up litter along our highways. CDOT provides litter bags, safety vests, and an informational video, and will haul the litter bags away.
<http://www.coloradodot.info/programs/adopt-a-highway>

SPONSOR-A-HIGHWAY

The Adopt-A-Highway program also includes 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. Contact Scott Shinedling at 800-200-0003 extension 302.
<http://www.coloradodot.info/programs/adopt-a-highway/sponsor-a-highway.html>

ROADSIDE MEMORIAL SIGNAGE

This signage program offers families of fatal crash victims an opportunity to honor and remember their loved ones while reminding motorists of their responsibility to drive safely and sober. An application must be completed and the applicant will be required to pay \$100 for the signs costs, installation, maintenance and removal.
<http://www.coloradodot.info/programs/memorial-sign.html>

CHAIN LAW AND CHAIN STATIONS

Colorado chain laws apply to every state highway, federal highway and Interstate throughout the state. When in effect, chains or an approved traction device must be used. In addition, Colorado law requires that chains be carried in/on a commercial vehicle traveling on I-70 between mileposts 133 and 259 (Dotsero 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, 195, MM 203, MM 205, MM 219, MM 228, MM 241, MM 251, MM 289 and MM 343

Westbound I-70:

MM 358, MM 263, MM 260, MM 254, MM 228, MM 223, MM 221, MM 219, MM 213, MM 197 and MM 179

I-25 Chain-up Stations (MM=mile marker)

Southbound I-25: MM 172

Northbound I-25: MM 157

Source: Permits (303) 757-9539

TRUCK SIZE AND WEIGHT LIMITS

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")
- Federal Regulation: 97' maximum (Saddlemounts) not exceed four total units
- Federal Regulation: 97' 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

Source: Permits (303) 757-9539

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: Vehicles with a transponder will automatically be charged the designated toll rate. Those without a transponder will receive a bill in the mail. 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.

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 Boulevard 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 Street

Toll Rates:

AM		PM	
5:00-6:00	\$0.50	Noon-3:00	\$0.50
6:00-6:45	\$1.75	3:00-3:30	\$1.50
6:45-7:15	\$2.75	3:30-4:30	\$2.00
7:15-8:15	\$4.00	4:30-6:00	\$4.00
8:15-8:45	\$2.75	6:00-7:00	\$1.50
8:45-10:00	\$1.25	7:00-3:00a	\$0.50

To obtain a transponder:

- Go to www.expresstoll.com;
- Call EXpressToll® customer service locally at (303) 537-3470 or 888-946-3470



OTHER 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 Street (there is a small portion east of Pecos Street where toll-paying vehicles are allowed) and continue until Federal Boulevard for westbound traffic. For eastbound traffic, the HOV lanes begin at Sheridan Boulevard and end at Pecos Street

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 Avenue and end at Alameda Avenue for northbound traffic. For southbound traffic, the HOV lanes begin at Platte River Drive and end at Bowles Avenue.

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.

HOV PERMITS

A limited number of hybrid vehicles and vehicles using the following dedicated alternate fuels may use HOV lanes, with an approved CDOT permit, 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 303-757-9716. Applications for a hybrid permit can also be obtained at <http://www.coloradodot.info/programs/hybrids>

ROAD CONDITION INFORMATION

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 calendar year 2009, the road condition Web site received 1.3 billion hits and 2.7 million people called the road condition hotline.

COLORADO RESOURCES



Websites: Visit www.cotrip.org or www.coloradodot.info

Twitter: Follow us on Twitter @ColoradoDOT

E-mail and Text Message Alerts: Visit www.coloradodot.info and click on the link in the upper right corner under the search function

OTHER STATE ROAD CONDITION NUMBERS

Kansas	(800) 585-7623*
Idaho	(888) 432-7623*
Nebraska	(800) 906-9069*
New Mexico	(800) 432-4269*
Utah	(866) 511-8824*

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

COLORADO REST AREAS

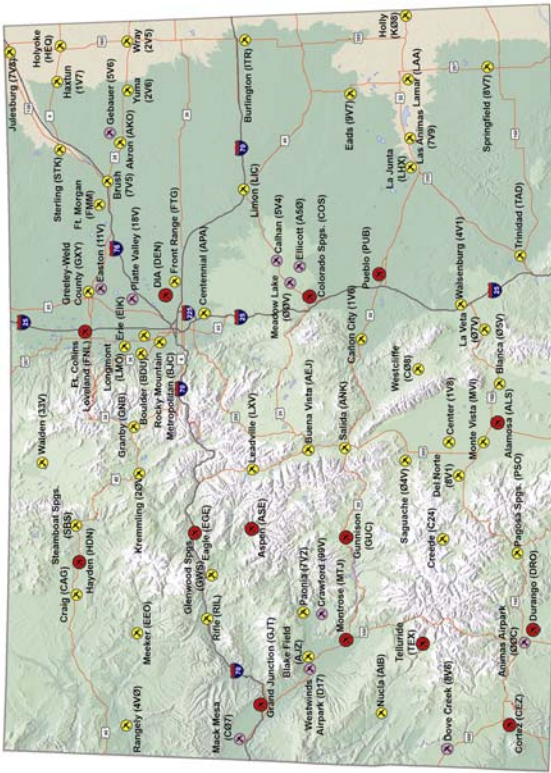
Route	MM	Location
US 40	101	Hayden+
US 50	388.69	Hadley (E. of La Junta)
US 50	467.39	Holly
SH 139	55.9	Rangely
US 160	46.42	Cortez (6 mi East)
US 160	191.39	Shaw Creek*
US 287	55.20	Gobblers Knob
US 287	383.5	Virginia Dale+
US 287	407.8	Hugo
I-25	17.72	El Moro
I-25	74.39	Cuerno Verde- Colorado City*
I-25	111.69	Pueblo (Southbound)
I-25	114.99	Pueblo (Northbound)
I-25	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

AIRPORTS MAP



Source: Aeronautics Division (303) 261-4418

FREQUENTLY CALLED NUMBERS

Road Conditions	511
Websites	www.cotrip.org www.coloradodot.info
CDOT Main Number	(303) 757-9011
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) 273-1900
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
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Colorado Department of Transportation
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Denver, CO 80222

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