

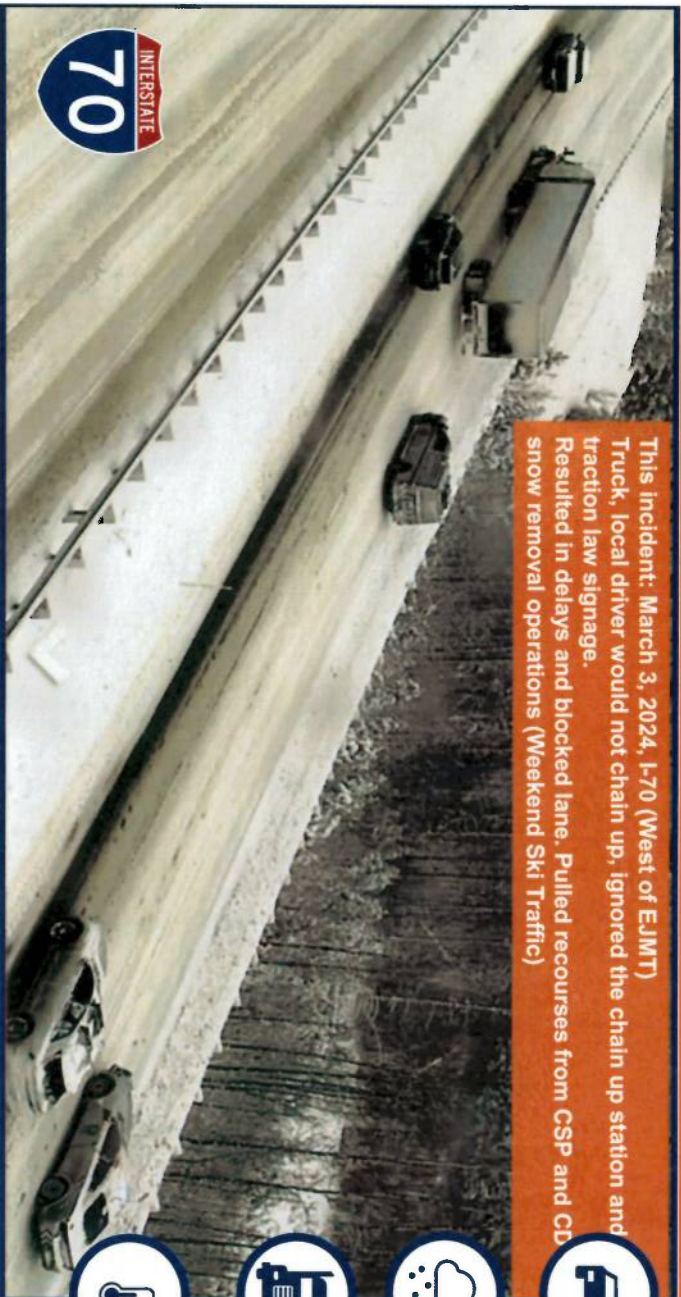
COLORADO

Department of Transportation

CDOT Traction Law



What's required



This incident: March 3, 2024, I-70 (West of EJMT) Truck, local driver would not chain up, ignored the chain up station and traction law signage. Resulted in delays and blocked lane. Pulled recourses from CSP and CD snow removal operations (Weekend Ski Traffic)



Passenger Vehicle Chain Law Code 15

Goes into effect due to inclement weather, all motorists must have either snow tires, tires with the mud/snow (M+S) designation (which is marked on the tire) or a four-wheel/all-wheel drive vehicle.



Passenger Vehicle Chain Law Code 16

Which is the final measure before highways are closed, every vehicle on the roadway must have chains or an alternative traction device (like AutoSock) on their tires.



Chain Law 1/17

Combination commercial vehicles must chain all four drive wheels. All other commercial vehicles must have snow tires or chains. Implemented any time there is snow covering any part of the traveled portion of pavement on an ascending grade.



Chain Law 2/18

All commercial vehicles must chain up. Snow covering the entire traveled portion of pavement on an ascending grade, or when driving conditions dictate that this level is necessary to protect safety and to minimize road closures.

- Colorado's chain law applies to all state, federal and interstate highways, and was initially enacted in 1996. Colorado's chain law defines commercial vehicles as being used in commerce to transport passengers or property and fitting into one of the following categories:
- Gross combination weight rating of 16,001 or more pounds, inclusive of a towed unit, which has a gross vehicle weight-rating of more than 10,000 pounds
 - Gross vehicle weight rating of 16,001 or more pounds
 - Designed to transport 16 or more passengers, including the driver The Colorado Department of Transportation (CDOT) requires that commercial vehicle drivers (GCWR/GVWR of 16,001 pounds or more) traveling on I-70 between mile markers 133 (Dotsero) and 259 (Morrison) carry sufficient chains from September 1 through May 31 each year.





Do you really need snow chains?

The simple answer is YES!



This incident: March 3, 2024, I-70 West Vail (Westbound)
CMV, No Chains, Slide Off. Resulted in 4+ hour closure (awaiting heavy tow)
Costly, Heavy Recovery Operation, Damaged Guardrail, Long Highway Queue (Weekend Ski Traffic)





Operational Challenges

Reduced Levels of Service

CMV and automobile spinouts, distract from winter maintenance operations with increased operational costs.

Travelor Expectations

Often the public does not the reason for the delay. A 1-hour delay has an average economic impact of up to \$800,000 depending on the highway.

Safety Hazards

Secondary collisions, blocked first responders, HAZMAT Spills, and State and Private Property Damage.

Vehicle Recovery

CMV vehicle recovery often requires a full road closure for extended periods of time, cost a lot of money for the operator, towing and citations.

Knowledge Management

Many out of state professional drivers do not know how-to put-on chains or that they are even required along I 70 in the Mtn corridor (Sept-May)



* Costs include lost wages of people and truck driver salaries, average car and truck operating costs, and monetary value of time. Costs do not include lost revenues to destination locations.



Operational Challenges

This incident: US50 Monarch Pass
Truck (left), local driver would not chain up ignored the chain up station and traction law signage.

Truck (center), out of state driver, no chains (hit another CMV)
Truck (right), local fuel hauler, chained

Three CMVs, No Chains (2), Resulted In 4+ hour closure (awaiting heavy tow)
Costly, Heavy Recovery Operation, Damaged to fuel tanker, Long Highway Queue (Weekend Ski Traffic)



This incident: MLK Weekend 2024, I-70 (West of EJM T)
Truck, local driver would not chain up, ignored the chain up station and traction law signage.

CDOT maintainer had to push CMV, resulted delays and blocked lane. Pulled resources from snow removal operations and delayed opening roadLong Highway Queue (Weekend Ski Traffic)





I-70 Mtn Corridor Safety Patrol and Heavy Tow

The CDOT Safety Patrol is an integral part of the state's incident management program. CDOT continues to offer this service on the I-70 Mountain Corridor between Morrison and Vail to all motorists, including commercial vehicles.



Targeted Approach

Weekends and Holidays
6 a.m. – 8 p.m.



I-70 Mtn Corridor

From Morrison (mile marker 259)
to Vail (mile marker 170)



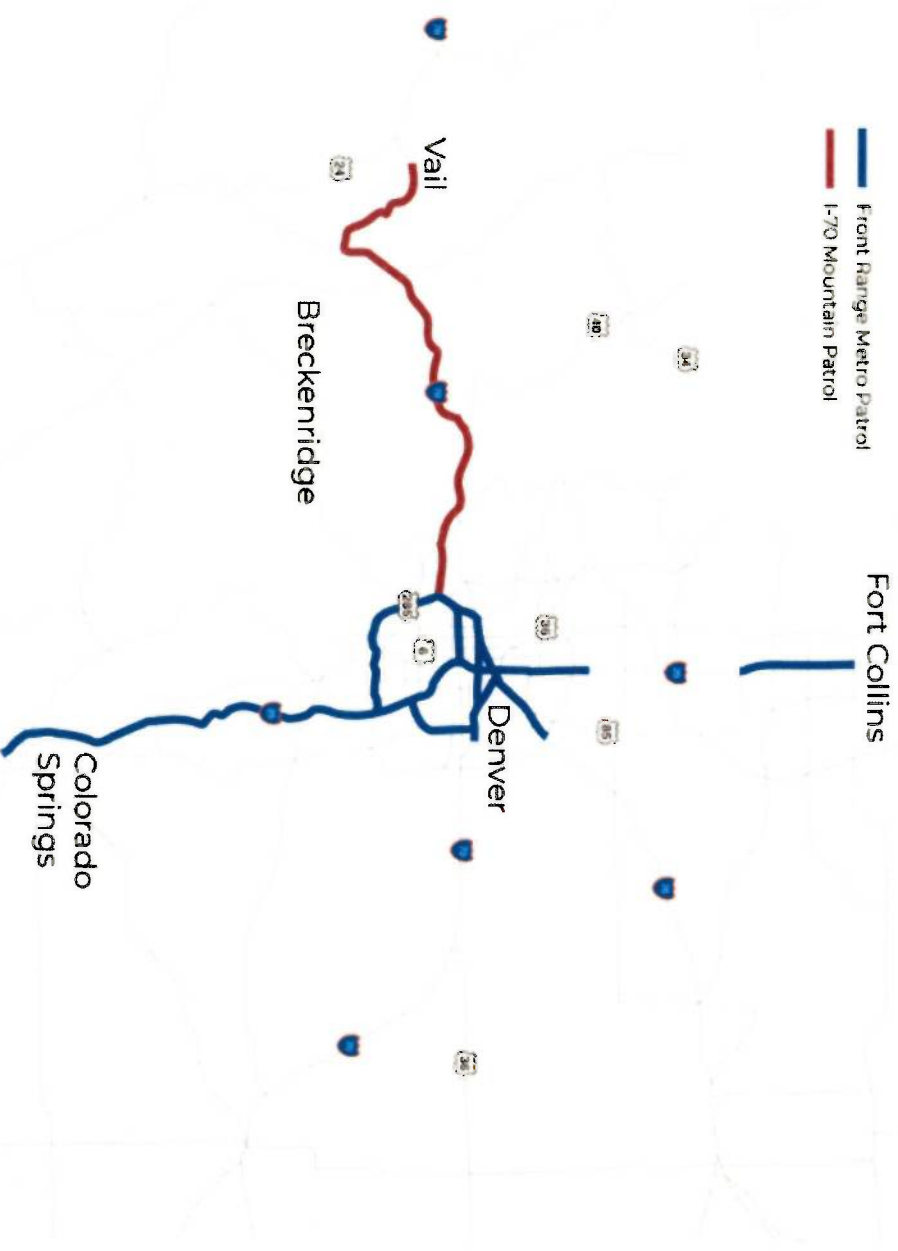
Transit Services*

CDOT increased Snowstang
to relieve congestion runs 40 days
on weekends and major holidays



30%

\$2.1M of \$6.2M of the
Traffic Incident Management Budget

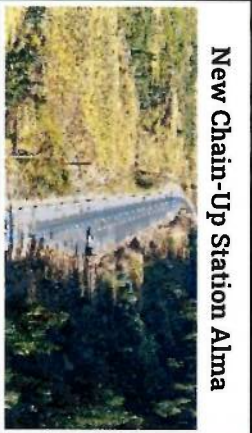




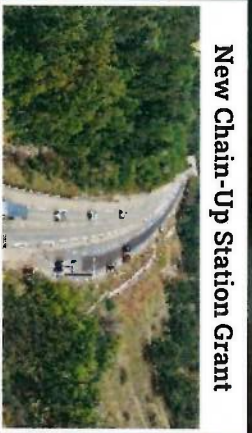
Chain Stations



**Hoosier Pass; Elevation 11,542 ft
Out of State CMV, following GPS, No Chains
Resulted in 4+ hour closure (awaiting heavy tow), citation, frustrated
motorists, blocked snowplows and first responders**



New Chain-Up Station Alma

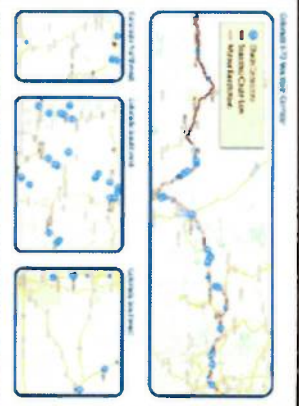


New Chain-Up Station Grant

I-70 Eastbound: Mile markers 178, 183, 184 (shoulder), 187 (shoulder), 195, 203 (scenic area), 205, 219, 228, 241, 251, 289, 343

I-70 Westbound: Mile markers 358, 263, 260, 254 (Buffalo Overlook), 228, 223, 221, 219, 213, 197, 179

**I-25 Northbound: Mile marker 159
I-25 Southbound: Mile marker 172**





Colorado Hwy 9 Hoosier Pass



This incident: March 2024 CO09 Hoosier Pass
Truck (left), out of state CMV driver would not chain up ignored the chain up station and traction law signage.
Truck (right), CDOT snowplow (sits idle waiting heavy tow for CMV
Resulted in 3+ hour closure (awaiting heavy tow)
Costly, Long Highway Queue (Weekend Ski Traffic)
Pictures are from the same day, every time CDOT/CSP got CMVs cleared another stalled

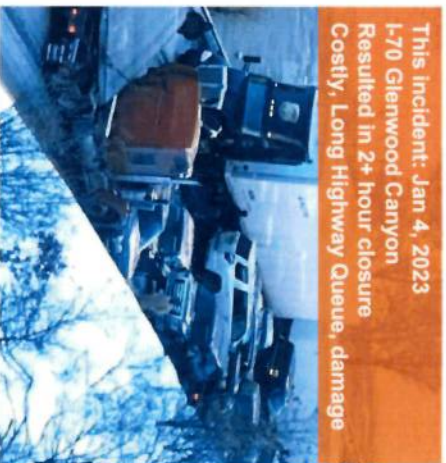




Glenwood Canyon



This incident: Jan 17, 2023, I-70 Glenwood Canyon
Resulted in fuel spill and 4+ hour closure (awaiting heavy tow)
Costly, Long Highway Queue



This incident: Jan 4, 2023
I-70 Glenwood Canyon
Resulted in 2+ hour closure
Costly, Long Highway Queue, damage



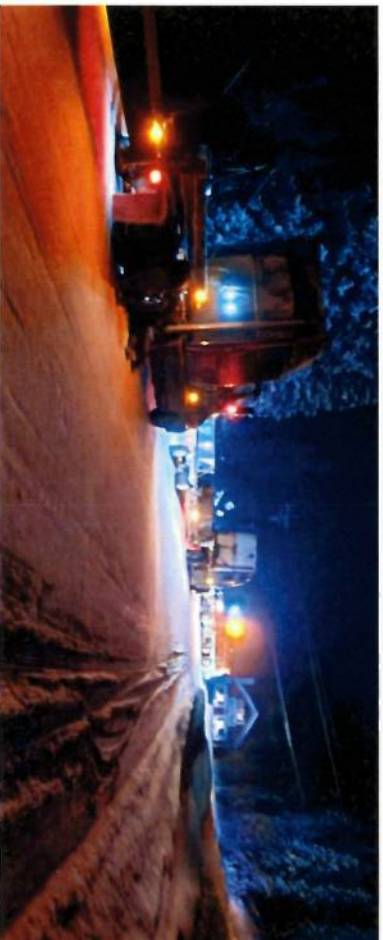
This incident: Feb 6, 2023, I-70 Glenwood Canyon
Truck, instate CMV driver driving to fast, jackknifed
Resulted in 2+ hour closure (awaiting heavy tow)
Costly, Long Highway Queue



This incident: Feb 15, 2023
I-70 Glenwood Canyon
Resulted in fuel/freight Spill
4+ hour closure (awaiting heavy tow)
Costly, Long Highway Queue, damage



No Chains Resulted in Road Closures





COLORADO

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Thank you for your support

