



MATTERS TRANSPORTATION M



**COLORADO**  
Department of  
Transportation

Annual Report :::: Fiscal Year 2012

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# CONTENTS

Contact Information .....	3
Message from the Executive Director .....	4
Organizational Chart .....	5
Funding Sources .....	6
Revenue Sources and Uses .....	7
FASTER (Funding Advancement for Surface Transportation & Economic Recovery) .....	8
Transportation Regions .....	9
Key Accomplishments .....	10–11
Maintenance and Operations .....	12–13
Message from the Transportation Commission Chair .....	14

## MISSION

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

## VISION

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



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### Colorado Aeronautical Board

Harold Patton, *Chair* (eastern slope governments)  
Dale Hancock, *Vice Chair* (western slope governments)  
Debra Wilcox, *Secretary* (aviation interests-at-large)  
Kenny Maenpa (airport management)  
Louis Spera (eastern slope governments)  
Dave Ubell (western slope governments)  
Joseph Thibodeau (pilot organizations)

### State Transportation Commission (303) 757-9025

(Counties in each Commissioner's district are noted)

DISTRICT 1—Trey Rogers (Denver)

DISTRICT 2—Edward J. Peterson (Jefferson)

DISTRICT 3—Gary M. Reiff, *Chair* (Douglas, Arapahoe)

DISTRICT 4—Heather Barry (Adams, Boulder)

DISTRICT 5—Kathy Gilliland (Larimer, Morgan, Weld)

DISTRICT 6—Kathy Connell (Clear Creek, Gilpin, Grand, Jackson, Moffat, Rio Blanco, Routt)

DISTRICT 7—Douglas Aden, *Vice Chair* (Chaffee, Delta, Eagle, Garfield, Gunnison, Lake, Mesa, Montrose, Ouray, Pitkin, Summit)

DISTRICT 8—Steve Parker, *past FY 2012 Chair* (Alamosa, Archuleta, Conejos, Costilla, Dolores, Hinsdale, La Plata, Mineral, Montezuma, Montrose (southern), Rio Grande, Saguache, San Juan, San Miguel)

DISTRICT 9—Les Gruen, (El Paso, Fremont, Park, Teller)

DISTRICT 10—Gilbert Ortiz, Sr. (Baca, Bent, Crowley, Custer, Huerfano, Kiowa, Las Animas, Otero, Prowers, Pueblo)

DISTRICT 11—Steven Hofmeister, (Cheyenne, Elbert, Kit Carson, Lincoln, Logan, Phillips, Sedgwick, Washington, Yuma)

Transportation Commission Secretary, Herman Stockinger

### HPTE Board Members

Trey Rogers, *Chair* (Transportation Commissioner)

Tim Gagen, *Vice Chair* (I-70 Corridor Appointee)

Doug Aden (Transportation Commissioner)

Dan Cleveland (Pikes Peak Area Appointee)

Kathy Gilliland (Transportation Commissioner)

Don Marostica (North Front Range Area)

Charlotte Robinson (Denver Metro Area Appointee)

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**Cover photos** (left to right, top to bottom):

Signal electricians from CDOT Region 3 work at the intersection of US 50 and SH 92 in Delta; Wildlife Zones (per House Bill 10-1238) continue to test the effectiveness of lowered speeds and doubled fines on designated stretches; a lear jet lands at Pueblo Airport; maintenance crews clear rocks from a site on SH 119; work on an I-25 bridge in the Denver metro area.

## FROM THE EXECUTIVE DIRECTOR



The fiscal year July 1, 2011 through June 30, 2012 was filled with big achievements along the 9,100-plus miles of the state transportation system. Equally important, however, were the impressive accomplishments within CDOT.

During the year, we asked employees to dig deeper and analyze and improve our many systems and processes. This Process Improvement Program is looking at nearly every area we have, from contracting to permitting, from accounting to public and private partnerships, from fleet management to purchasing.

The purpose of this program is to help make our processes and procedures more flexible and more responsive to the needs of our customers, both external and internal. Through this program, we are aligning our business practices much more closely with Governor Hickenlooper's mandate of "efficient, effective and elegant" state services.

I am very pleased with the work done by these Process Improvement teams. We all know that change can be difficult, but I am especially proud of our many employees who have embraced positive change and are now involved in providing even better public service.

One of the critical ways we are assisting the traveling public is by replacing, as quickly as possible, structurally deficient or obsolete bridges on the state highway system. Utilizing much-needed Funding Advancements for Surface Transportation and Economic Recovery (FASTER) funds authorized by the General Assembly in 2009, CDOT has been able to make remarkable progress in the ongoing battle against aging bridge structures that are carrying increasing traffic loads.

At recent reporting (into FY 13), CDOT had replaced 35 bridges with this program. There are 24 more under construction, six more with designs complete, and 38 others in the design process. Additional funding sources have also been found for replacement or repair of 31 more poor-rated bridges. Some of the replacements have used cutting-edge technology, such as built-in-place structures that are slid or rolled into position, greatly reducing project costs, duration and inconvenience for the traveling public.

Further, we had over 150 projects ongoing during the spring/summer construction season in all parts of the state, including fiber optics installation, rockfall mitigation, intersection safety improvements and critical culvert replacements. Major improvements continue on I-25 in Denver, where the I-25/Alameda Avenue Bridge project was completed, and work is progressing rapidly on the I-25/Santa Fe interchange.

On the I-225 corridor in Aurora, a multi-year project of widening and light rail construction is on schedule or, in some phases, well ahead of it. Construction began on the U.S. 36/Boulder Turnpike corridor managed lanes project, which will increase capacity and help reduce congestion in that area. Approval was received for the expansion of the I-70 Twin Tunnels area near Idaho Springs, the first I-70 mountain corridor improvement project since the interstate was constructed a half century ago.

This year we launched our new communications plan in order to better inform our customers about the transportation system, what it costs, and how we pay to upgrade and maintain it. In the interest of transparency, new pages on our external website give unprecedented public access to our financial records and our accounting procedures.

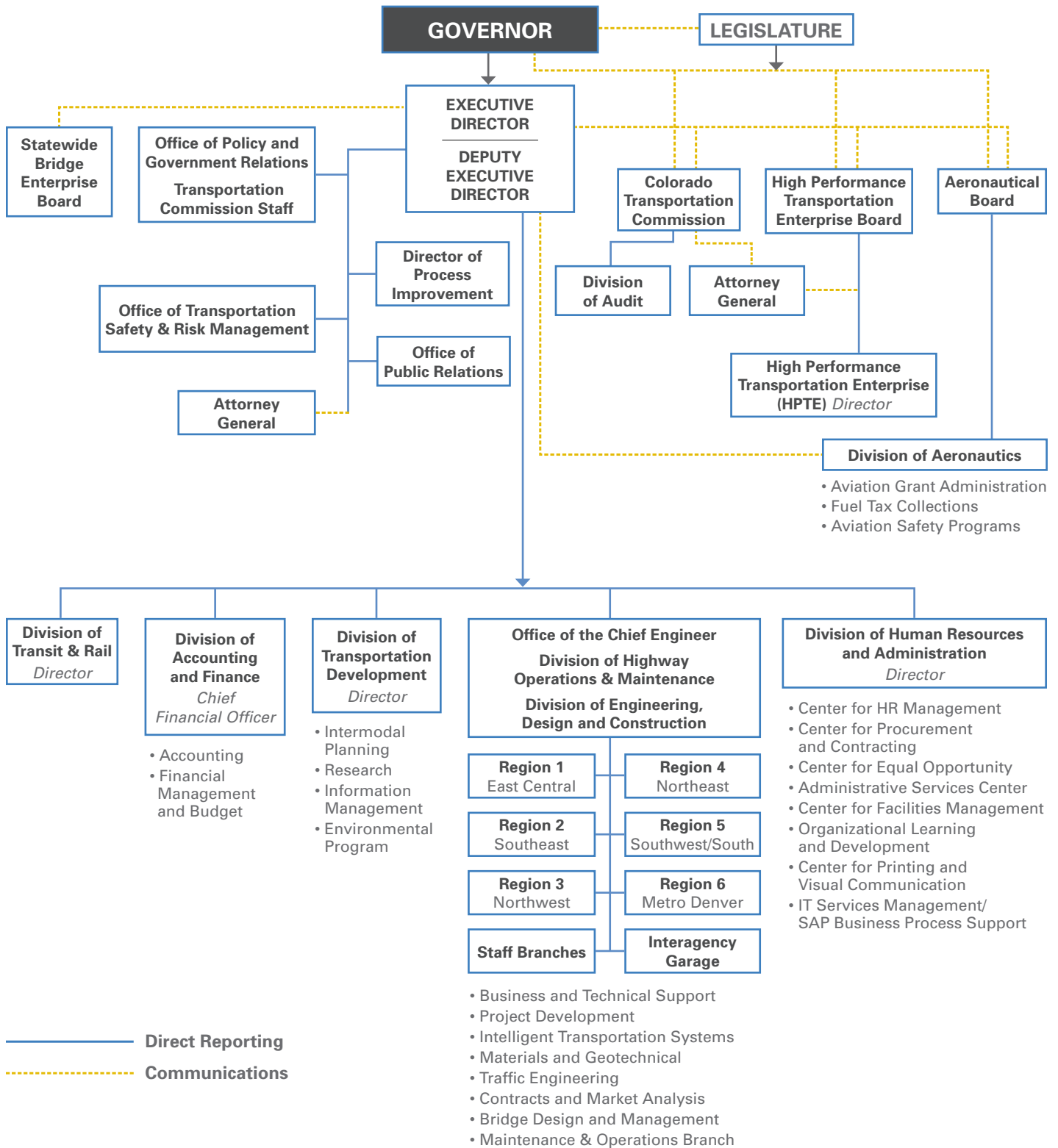
Throughout the year, our employees continued a high standard of service to the traveling public. We fought snow and ice around the clock, rescued stranded motorists, and did everything possible to ensure that avalanches were brought down before they could impact the roadways.

Our employees provided exemplary service to the traveling public during numerous fires in what many consider Colorado's worst wildfire season in memory. These fires occurred in all sections of the state and included two of the nation's worst—the High Park and Waldo Canyon Fires. In particular, our employees cleared I-25 in Colorado Springs to make room for thousands of vehicles obeying mandatory evacuation orders and fleeing the oncoming Waldo Canyon fire as it breached containment lines and roared into the northwestern part of the city.

This report contains more information and data on the accomplishments of which we are most proud. I hope it will bring recognition to the outstanding CDOT employees who have made these achievements possible.

**Don Hunt**, Executive Director

# ORGANIZATIONAL CHART



## FUNDING SOURCES

Transportation is one of the most affordable services provided today. Consider what the average consumer might spend on a smart phone, utilities, or cable TV—each upwards of \$60 a month. Yet a Coloradan driving 12,000 miles a year in a vehicle that averages 18 miles per gallon pays just \$22 per month in state and federal fuel taxes to travel on state roadways. (A portion of drivers' vehicle registration fees go towards highways as well).

The following details all funding received by CDOT in fiscal year 2012. It is identified in four categories: Highway Users Tax Fund (HUTF), federal-aid highway funding, Bridge Safety surcharges and revenues from miscellaneous sources. CDOT allocates these funds into the categories noted in the Funding & Investment chart, page 6.

**Highway Users Tax Fund (HUTF)** revenue is the primary source of state transportation funding in Colorado. The fund is comprised of motor fuel taxes (approximately 60 percent of the total), motor vehicle registration fees, the road safety surcharge, daily rental car surcharges and oversize/overweight vehicle permit fees.

Distribution of the HUTF includes appropriations to the Colorado State Patrol, including its Ports of Entry Unit, with the remaining funds allocated to municipalities, counties and CDOT based on statutory formulas. Roughly speaking, a bit more than half of the total collected for the HUTF flows to CDOT.

**Federal Funding** comes from the federal Highway Trust Fund (HTF) consisting primarily of federal motor fuel taxes. The Moving Ahead for Progress in the 21st Century (MAP-21) Act was signed by President Obama in July, 2012, authorizing funding for two fiscal years—FY 2013 and FY 2014. MAP-21 has greatly reduced the number of federal programs, creating a streamlined and performance-based surface transportation program. MAP-21 provides Colorado with over \$1 billion in apportionments for the total of the two years.

**Highway Safety & Bridge Safety Surcharges** constitute a dedicated, ongoing funding source, per FASTER. With FASTER (SB 09-108) monies collected through vehicle registration fees are used for highway safety projects and to repair or replace poor-rated bridges through the Colorado Bridge Enterprise. Please read more about FASTER on page 8.

**High Performance Transportation Enterprise** FASTER (see above) also established a High-Performance Transportation Enterprise to encourage innovative financing strategies, including certificates of participation, public-private partnerships, operating agreements, user-fee financing and design/build contracting.

**Miscellaneous Funding Sources** include fees for overweight and oversize permits on state highways and interest on balances in the State Highway Fund.



CDOT maintenance crews handle challenges brought on by Colorado's extreme weather, including mudslides like this one after an August rainstorm on US 550 north of Silverton. [REGION 5].

Colorado ranks **33rd** in the nation—**8 cents below the national average** in what we pay per gallon in gas taxes. Yet, Colorado has some of the most costly maintenance challenges including extreme weather, high mountain passes, and avalanches. We pay the same amount as Iowa, and less than Kansas or Nebraska.

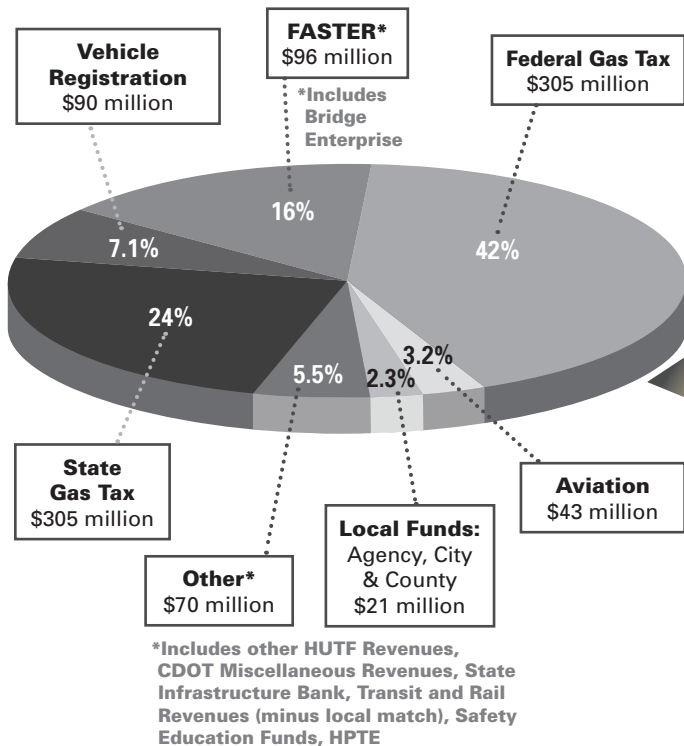
TRANSPORTATION MATTERS



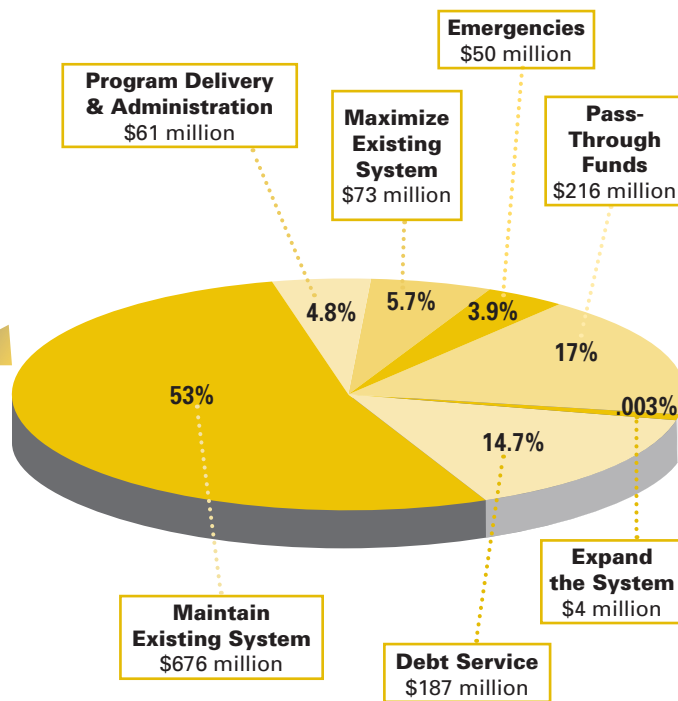
# FY 2012 REVENUE SOURCES AND USES

TOTAL Sources/Revenues = \$1,267 million

## CDOT Programs



TOTAL Uses/Expenditures = \$1,267 million



## CDOT Enterprises



## Acronyms

**CDOT** Colorado Department of Transportation  
**FAA** Federal Aviation Administration  
**FASTER** Senate Bill 09-108  
**FHWA** Federal Highway Administration  
**FTA** Federal Transit Administration  
**FTDDOA** First Time Drunk Driving Offenders Account

**HUTF** Highway Users Tax Fund  
**ITS** Intelligent Traffic Systems  
**LEAF** Law Enforcement Assistance Fund  
**MOST** Motorcycle Operator Safety Training Fund  
**NHTSA** National Highway Traffic Safety Administration  
**TRANS** Transportation Revenue Anticipation Notes

## IMPROVING TRANSPORTATION WITH FASTER

**The Colorado Bridge Enterprise (CBE)**, formed in 2009 as part of the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation, operates as a government-owned business within CDOT. The Colorado Transportation Commission serves as the Colorado Bridge Enterprise board. CBE's purpose is to finance, repair, reconstruct or replace bridges designated structurally deficient or functionally obsolete and rated "poor." To accomplish this, a bridge safety surcharge of \$13–32 was imposed on vehicle registration based on vehicle weight. This fee was phased in over three years and is now estimated to generate about \$92 million annually.



Dry Creek Bridge on US 287 in Ft. Collins was replaced with a concrete box culvert to meet new safety standards. [REGION 4]

In addition, CBE sold \$300 million in Build America Bonds in December 2010 to partially or fully fund completion of work on 76 poor-rated bridges. The program accelerates finishing these bridges by making funds available now, thus greatly improving our transportation infrastructure. In August 2011, the Pecos over I-70 Bridge Replacement Project in Region 6 was selected to receive a \$4.38 million Federal Highway Administration (FHWA) Highways for Life grant. More than 1,800 applications were submitted, and only 316 grants were awarded. The program continues to use innovation to expedite project delivery, with initiatives in project management, accelerated bridge construction techniques and agreements with both FHWA and railroads.

**Overall Accomplishments** As of October 31, 2012 (latest reporting), 130 CBE bridges were in the following phases: **35** completed, **24** in construction, **6** design complete, **38** in design, and **27** not yet scheduled. (The list of bridges eligible for FASTER funding constantly changes as newly rated "poor" structures are identified on a quarterly basis.)

**High Performance Transportation Enterprise** FASTER also established a High Performance Transportation Enterprise (HPTE) to encourage innovative financing including certificates of participation, public-private partnerships, operating agreements, user-fee financing and design/build contracting. HPTE is a government-owned business and operates as a division of CDOT, replacing what was formerly known as the Colorado Tolling Enterprise. It is governed by a seven-member board of directors—three members of the Colorado Transportation Commission and four Governor-appointed representatives from outside CDOT.

In September 2011, the HPTE closed a TIFIA (Transportation Infrastructure Finance & Innovation Act) loan of \$54 million at 3.5 percent interest over 39 years. This funding, secured by toll revenues, is being used to complete Phase 1 of the US 36 Managed Lanes/Bus Rapid Transit project between Federal and 88th Street. In addition, the HPTE launched a public-private partnership procurement for Phase 2. The successful proposer will set up a 50-year operating concession (or business) to design, build, finance, operate and maintain the US 36 facility, as well as operate and maintain Phase 1 and the I-25 Express lanes between US 36 and downtown. This innovation accelerates the US 36 project for completion by late 2015; without the concession, this part of the US 36 corridor would not be built until 2035.

**Safety Improvements** FASTER provides a dedicated funding source for highway safety improvements. A road safety fee ranging from \$16–39 has been imposed on vehicle registration based upon vehicle weight. Monies collected are used for construction, reconstruction or maintenance projects that the State Transportation Commission, a county or municipality determine are needed to enhance the safety of a state highway, county road or city street. FASTER safety funding allocates about \$150 million annually to state and local road safety projects based on the existing HUTF distribution formula for allocating funds of 60 percent to the state, 22 percent to counties and 18 percent to municipalities.

FASTER provides dedicated funding for poor-rated bridges and critical safety projects, directs funding for transit projects and has established the High Performance Transportation Enterprise to encourage innovative financing.

### TRANSPORTATION MATTERS

**Transit Program** CDOT's Division of Transit and Rail oversees statewide and federally funded transit programs, which promote, plan, design and fund transit services. The statewide transit program is funded with a \$15 million "off the top" allocation from the FASTER Safety fees—\$5 million is transferred from what would otherwise be allocated to local governments, and \$10 million is transferred from the state's allotment. Since 2010, CDOT has awarded 122 FASTER Transit Grants to 68 transit providers and local governments around the state, including the collective purchase of 157 buses and transit vehicles. In addition, FASTER Transit grants have been awarded to the US 36 Bus/HOV project, the I-25 North Managed Lanes extension and the Denver Union Station renovation of the AMTRAK facilities.



# CDOT'S SIX TRANSPORTATION REGIONS

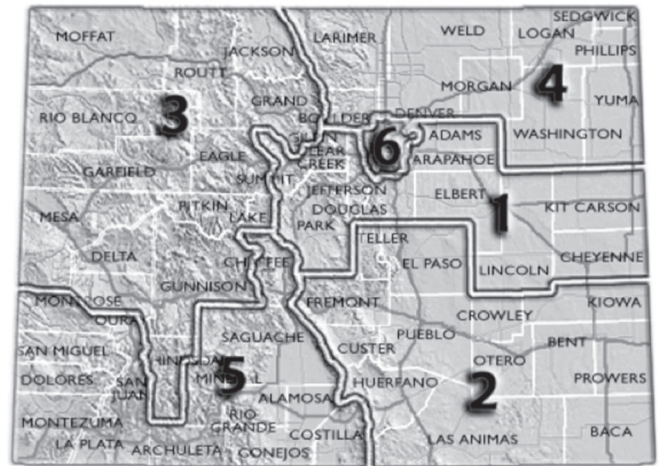
CDOT's engineering staff awarded 171 contracts for highway and bridge construction projects totaling \$538 million in FY 2012. Some of these were multi-year projects.

**Surface Treatment Program** Annual funding is directed to surface treatment in order to meet objectives set by the Transportation Commission (specifically, that 60 percent of pavement would be rated in fair or good condition). In FY 2012, \$148.6 million was budgeted for this program.



CDOT completed major resurfacing and safety improvements on I-70 west over Vail Pass. [REGION 3]

**Bridge Program** The objective is to replace or repair—over the next 20-plus years—the structurally deficient bridges on the state system. The budget for the Bridge Program (both on- and off-system) was \$50.9 million for FY 2012. In addition, the Colorado Bridge Enterprise received about \$92 million to repair or replace poor-rated bridges on the state system via FASTER, or SB 09-108 (please see page 8).



CDOT Transportation Region Map

### FY 2012 ALLOCATIONS By Region (in millions of dollars)

REGION	1	2	3	4	5	6
Capital Maintenance	42.9	62.7	46.2	31.5	36.0	122.1
Annual Maintenance	40.2	28.1	41.5	26.6	28.4	27.3
Traffic/Safety	9.1	7.5	8.1	9.0	6.1	10.6
<b>TOTAL</b>	<b>\$92.2</b>	<b>\$98.3</b>	<b>\$95.8</b>	<b>\$67.1</b>	<b>\$70.5</b>	<b>\$160.0</b>

**Regional Priority Program (RPP)** The projects selected and completed under this category are established through the regional planning process. Due to the economic conditions, there was no money budgeted for the RPP in FY 2012.

**Additional Statewide Construction Programs** These include CDOT's safety initiatives, budgeted \$30.5 million, and intelligent transportation systems, budgeted \$14.7 million.

Transportation impacts us nearly every day. The groceries we buy are delivered by trucks using roads that CDOT builds and maintains. The outdoor lifestyle we enjoy depends on highways in good condition. Our economy depends on the transportation system. Companies evaluate Colorado's infrastructure when deciding to locate or expand here.

TRANSPORTATION MATTERS



The new flyover from southbound Santa Fe Drive to eastbound C-470 provides a smoother connection at this heavily used interchange. In addition, a new climbing lane was constructed on eastbound C-470 to give motorists more time to reach travel speeds before merging with traffic. [REGION 6]

## KEY ACCOMPLISHMENTS

We are proud of our many accomplishments over the past year, from the obvious actions that keep our highways safe and passable to the behind-the-scenes initiatives that keep our offices lean and efficient. Here is sampling of what we felt were our most notable overall achievements. (Please read more about our engineering regions' and maintenance sections' activities in the following pages).

### In Innovative Financing ...

Issued \$9.3 million in Certificates of Participation (a type of financing where an investor purchases a share of lease revenues) for five years at an interest cost of two percent. The proceeds will be used to make CDOT facilities more energy efficient. In turn, the energy savings generated by these improvements will fund repayment to the lender. To stretch the savings even further, CDOT will refinance after five years for an additional five years, allowing the department 10 years to repay the lender using the energy savings.

Refunded \$19.9 million in Certificates of Participation issued in 2004 at a rate of 4.97 percent. The new interest rate is 2.09 percent, resulting in a term that was shortened by 12 years and a savings of \$5.3 million in current dollars.

Completed the implementation of an online database for all of CDOT's financial information (to comply with HB 11-1002). All revenues and expenditures of CDOT starting July 1, 2012, are now available online for any citizen to see at <http://apps.coloradodot.info/tops>.

Obligated 93 percent of our federal highway funds by July 31—the largest percentage in the nation. Utah was second with 88 percent obligated.

We are proud of our accomplishments. Still, our transportation system is not keeping pace with growth. Over the past 20 years Colorado's population has increased 53 percent. Travel on our highways has gone up 57 percent; yet road capacity added to handle growth has increased less than 2 percent.

## TRANSPORTATION MATTERS



Federal funding covered a third of the \$1.5 million cost of Georgetown's new roundabout. Constructed at the connector road to I-70, it provides better traffic flow and easier access for emergency vehicles responding to incidents on I-70. [REGION 1]

### In Business and Process Improvement Ventures ...

Aggressively pursuing Lean process improvement efforts—both internally and externally focused—to ultimately serve our customers more efficiently. External process improvements have been made with oversize/overweight permitting, access permitting, transit grant applications and transit grant reimbursements.

Released web-based reporting software (WebHut) for use by local governments so they may more efficiently submit roadway information to CDOT. This non-state roadway data is used in determining the distribution of funds from the Highway Users Tax Fund (HUTF) to the local agencies.

Completed first-ever comprehensive review of all department rules. At the close of FY 2012, a total of 18 sets of rules had been updated or repealed to bring CDOT into compliance with state and federal laws.

Acquired approval from the Federal Highway Administration to change the way local agency funds for federal matches are recorded. This change in Intergovernmental Agreement requirements greatly reduces the burden on cities and counties by eliminating some contract processing procedures.

Passed the peer review for our auditing practices and procedures, as required by the Generally Accepted Government Auditing Standards.

Completed a total of 15 audits (both internal and external), which were performed to ensure compliance with laws and regulations; to determine the efficiency and effectiveness of processes; and to review payments against contract terms and audit claims or disputes filed by contractors.



### ... in Customer Service

Launched CDOT's Facebook page to expand two-way communications with CDOT customers. The page now boasts more than 4,000 "likes."

After a very dry winter, our maintenance professionals helped manage a number of significant fires during the summer. Assistance included providing emergency response in some areas (even voluntarily taking training) and emergency service coordination, maintaining portable variable message signs, installing signs, setting traffic control cones, implementing road closures, handling resulting mud and rock flows and much more. The fires included the High Park fire in Larimer County, the Waldo Canyon fire near Colorado Springs, the Weber fire near Mancos, the Pine Ridge fire near DeBeque, the Lightner Creek fire and State Line fire near and south of Durango, respectively, and numerous smaller fires that impacted traffic and/or called for CDOT assistance.



**HIGH SCHOOL GAME OF THE WEEK**

**YOUR BEST DEFENSE IS YOUR SEAT BELT**

**WWW.COTEENDRIVER.COM**

Denver Broncos Cheerleaders have some fun while supporting CDOT's "High School Game of the Week" event at Valor Christian High School. CDOT partnered with the Broncos on driver safety events, including one educating teens on driving without distractions, especially texting.

### ... in Safety Endeavors

Through public education initiatives, supported twelve high-visibility DUI enforcement periods, as well as community-based safety programs. During the "100 Days of Heat" DUI summer enforcement campaign, CDOT continued partnerships with the Colorado Rockies and Denver Broncos. Outreach to the state's growing Hispanic population was also increased through culturally-relevant Spanish-language DUI materials.

Ran our successful "Click It or Ticket" campaign, partnering with law enforcement agencies statewide; continued child passenger safety messaging; "Live to Ride" motorcycle safety campaign; and for the second year, the anti-drugged driving campaign.

Provided safety education programs to support a decrease in Colorado's traffic fatalities. Fatalities have fallen from a record high\* of 742 in 2002 to 447 at the end of 2011, representing a 39.8 percent reduction in the last ten years. (\*Since 1977, when data began being recorded through FARS, the national Fatality Analysis Reporting System.)

Completed a Colorado Teen Seat Belt Usage Survey that indicates a usage rate of 82.4 percent—the highest rate of teen seat belt usage achieved since this age group was first studied in 2005 (when the rate was 70.4 percent).

Supported the "Safe Routes to School" program, in which 95 percent of the schools receiving funding significantly increased the rates of children walking and biking to school.

### ... in Transit & Rail Initiatives

Completed the first-ever State Passenger and Freight Rail Plan highlighting the rail elements of the state's transportation system and identifying rail system needs and policy recommendations such as positioning for federal funding and exploring new state and local funding sources; embracing a performance-based process in transportation corridor planning; and developing implementation options for a Front Range commuter rail system.

Initiated the Interregional Connectivity Study and the I-70 Mountain Corridor Advanced Guideway System (AGS) Feasibility Study. Both efforts are aimed at identifying future high-speed rail alternatives to enhance mobility along the Front Range and in the I-70 Mountain Corridor, as well as how these future systems would interface with the RTD FasTracks system in the Denver metro area.

Improved the processes for administering and managing the various transit grant programs for which CDOT is responsible, including Federal Transit Administration (FTA) programs and the FASTER Transit Grant Program. The improvements will enable easier grant application and administration processes for our 68 transit providers and local agency customers.

### ... in Project Partnering & Business Development

Coordinated the development of a short documentary film—*Force of Nature: Passage and Preservation from Georgetown to Silver Plume*—for an ongoing series of rockfall mitigation projects along I-70 through the Georgetown-Silver Plume National Historic Landmark District. The film is shown at the Georgetown Visitor Center and was presented at numerous meetings and conferences as an example of meaningful and successful collaboration.

Exceeded our 13.29 percent overall Disadvantaged Business Enterprise (DBE) goal on Federal Highway Administration-funded contracts with 14.2 percent DBE participation; this amounted to more than \$28.6 million to DBE firms.



# MAINTENANCE AND OPERATIONS

CDOT maintenance includes “regular” operations, such as slope and fence repair, rockfall work, litter removal and highway resurfacing and repairs. It also includes snow and ice control and avalanche mitigation. In fiscal year 2012, regular maintenance totaled \$50.9 million, and snow and ice control was around \$54.2 million.

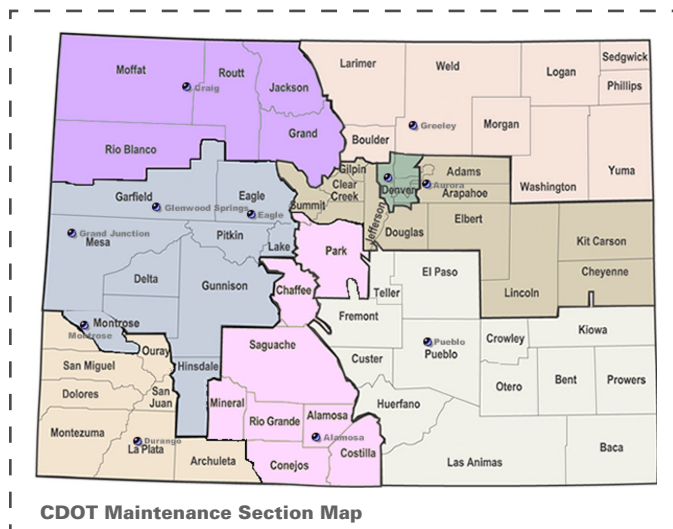
CDOT’s Avalanche Atlas has more than 522 avalanche paths, and crews regularly monitor and control over 278 of those. During the 2011–12 winter, CDOT triggered 516 avalanches with explosives and cleared 83 natural occurrences. CDOT handled 332 hours of road closures due to avalanche control, resulting in a total of 13,221 feet of snow covering the centerline of the roadway. The roads were closed a total of 370 hours for avalanche hazard mitigation—yet there were no injuries, fatalities or equipment damage.

**Statewide Maintenance Activities** During fiscal year 2012, maintenance staff tended to the state’s 23,000-plus lane miles by:

- Repairing and maintaining more than 8.2 million square yards of roadway
- Utilizing 232,041 tons of asphalt and 1.3 million gallons of liquid asphalt
- Striping more than 22,445 miles and creating 319,138 square feet of pavement markings
- Snowplowing, sanding, deicing 4.7 million miles of highway
- Managing 425 hours of road closures due to snow
- Applying 187,492 tons of solid deicer and 10.6 million gallons of liquid deicer
- Repairing or installing 348,130 feet of snow fence
- Disposing of 92,828 cubic yards of trash with help from 9,186 Adopt-A-Highway volunteers and another 7,864 bags of trash with the support of 54 corporate sponsors
- Replacing or repairing 77,520 signs and sign posts
- Repairing/installing over 19.2 million linear feet of fencing

Each year, 28.1 billion vehicle miles are traveled on Colorado's 23,000 miles of state highway/interstates including 3,450 bridges; 20 tunnels; 35-plus year-round mountain passes; 278 monitored and controlled avalanche paths and 750 rock fall sites. Due to these costly challenges, nearly all CDOT’s \$1.2 billion budget goes to simply maintain this system.

TRANSPORTATION MATTERS



**Maintenance Section Activities** The following is a snapshot of staff, equipment and activities in CDOT’s nine maintenance sections across the state.

## Region 1, Aurora Maintenance Section

252 maintenance workers and 427 maintenance vehicles caring for 4,726 total lane-miles  
 982,569 lane-miles plowed  
 5,785 cubic yards of trash removed  
 100,425 linear feet of metal guardrail repaired  
 14.8 square yards of bridge deck repairs made  
 55,172 tons of asphalt used

## Region 1, Eisenhower/Johnson Memorial Tunnels Maintenance Section

Crews maintain the tunnel and staff its control center 24/7, dispatching patrols to highway incidents from Vail Pass to Golden and from Berthoud Pass (US 40) to Hoosier Pass (SH 9). This is a historical (not fiscal year) look at EJMT:  
 50 full-time employees; 10 maintenance/emergency vehicles  
 304 million vehicles through since opening—March 8, 1973  
 10,760,470 vehicles traveled through in 2011 (latest counts)  
 50,918 record-high 24-hour traffic count (August 2, 2009)  
 262 emergency events responded to in FY 2011  
 0 traffic fatalities in the tunnel’s 39-year history

## Region 2, Pueblo Maintenance Section

202 maintenance workers and 500 maintenance vehicles caring for 4,779 total lane-miles  
 680,684 lane-miles plowed  
 16,618 cubic yards of trash removed  
 183,234 linear feet of metal guardrail repaired  
 12,461 square yards of bridge deck repairs made  
 35,312 tons of asphalt used

### Region 3, Craig Maintenance Section

102 maintenance workers and 200 maintenance vehicles caring for 1,619 total lane-miles  
370,361 lane-miles plowed  
946 cubic yards of trash removed  
111,114 linear feet of metal guardrail repaired  
3,692 square yards of bridge deck repairs made  
15,123 tons of asphalt used

### Region 3, Grand Junction Maintenance Section

170 maintenance workers and 308 maintenance vehicles caring for 4,038 total lane-miles  
698,103 lane-miles plowed  
8,861 cubic yards of trash removed  
139,507 linear feet of metal guardrail repaired  
2,437 square yards of bridge deck repairs made  
28,631 tons of asphalt used

*This Maintenance Section includes the I-70 Hanging Lake Tunnel (HLT) control center in Glenwood Canyon which houses 33 employees (including fire/emergency responders) who work 24/7 handling tunnel/highway maintenance, responding to emergencies, dispatching 260 maintenance employees, and operating 140 variable message signs.*



Maintenance workers conduct a routine bridge inspection on US 85 near Nunn. [REGION 4]

### Region 4, Greeley Maintenance Section

224 maintenance workers and 448 maintenance vehicles caring for 7,212 total lane-miles  
555,635 lane-miles plowed  
6,303 cubic yards of trash removed  
41,193 linear feet of metal guardrail repaired  
288,329 linear feet of cable rail repaired  
12,748 square yards of bridge deck repairs made  
40,798 tons of asphalt used



Crews worked around the clock to clear a late storm so SH 82 over Independence Pass could open by Memorial Day. [REGION 3]

### Region 5, Durango Maintenance Section

106 maintenance workers and 351 maintenance vehicles caring for 1,750 total lane-miles  
418,297 lane-miles plowed  
1,265 cubic yards of trash removed  
15,068 linear feet of metal guardrail repaired  
5,274 square yards of bridge deck repairs made  
18,006 tons of asphalt used

### Region 5, Alamosa Maintenance Section

97 maintenance workers and 247 maintenance vehicles caring for 1,727 total lane-miles  
590,793 lane-miles plowed  
1,907 cubic yards of trash removed  
70,749 linear feet of metal guardrail repaired  
3,248 square yards of bridge deck repairs made  
12,927 tons of asphalt used

### Region 6, Denver Maintenance Section

230 maintenance workers and 415 maintenance vehicles caring for 3,855 total lane-miles  
570,316 lane-miles plowed  
55,828 cubic yards of trash removed  
21,784 linear feet of metal guardrail repaired  
184,309 square yards of bridge deck repairs made  
24,612 tons of asphalt used

## FROM THE TRANSPORTATION COMMISSION CHAIR



There are increasing numbers of high-mileage vehicles on Colorado's highway system, meaning less spending at the pump and less gas tax revenue for CDOT. This, along with the fact that we're being confronted with increased construction costs, means your state Department of Transportation is moving into a dynamic era.

CDOT's newest leader, Don Hunt, is a full-fledged businessman. This is a change from previous executive directors, the majority of which were engineers. The advent of this new era has proved to be an exciting time. We are coming to grips with the raw fact that the department will not likely be blessed with sufficient funds to deal with road maintenance, as well as congestion, under our present funding mechanisms. The paradigm for transportation is clearly being changed, whether we want it to change or not. As chair of the State Transportation Commission, it has been a thrilling time for me.

With Colorado's economy still exhibiting a less than robust performance, increased funding from new tax revenue is not anticipated. The new choice will be to do much more with less. As a result, tough choices will have to be made. Some of those choices have already begun as the Transportation Commission has had spirited discussions about reduced road maintenance and snow removal on low-volume roads. At the same time, relief for congestion issues is also unlikely from traditional funding sources.

A key part of the FASTER legislation three years ago created the High Performance Transportation Enterprise (HPTE). The HPTE has led to the advent of both the US 36 and I-25 Public-Private Partnerships and also to the commencement of construction for congestion relief in the Denver metro area. This will be facilitated by multiple funding sources, including tolling. Each of those projects enjoys support from all affected municipalities, counties and elected officials.

That same legislation created the Colorado Bridge Enterprise, which allows repair or replacement of the worst bridges in the state—in both the metro and rural areas. The funds come from a portion of our vehicle registration fees and are badly needed.

Information systems are also playing a key role in keeping us moving. Roadside variable message signs and new social media tools advise drivers of the latest conditions. Email and text notices of road closures and congestion save travelers time and money as they avoid being stuck in unanticipated delays. Please continue to stay tuned to our website at [www.COTRIP.org](http://www.COTRIP.org) for up-to-the-minute information that will make your travel safer and easier.

Well-maintained and functioning integrated transportation systems are keys to job growth, economic well-being and preservation of Colorado's unique quality of life. This new era in the history of Colorado transportation will continue to be exciting as well as challenging.

**Steve Parker**, Colorado Transportation Commission Chair