



Annual Report >> fiscal year 2011



Colorado Department of Transportation

fy 2011

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MISSION

The mission of the Colorado Department of Transportation is 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.

In August 2011, the Colorado Department of Transportation (CDOT) requested its contracted research firm, Corona Insights, to conduct a survey of Colorado residents' opinions with respect to various aspects of CDOT operations. The evaluation was conducted via a telephone survey, and the content was designed to evaluate the following:

- An overall resident approval rating of CDOT
- A ranking of residents' priorities for the transportation system
- An understanding of the degree to which residents are aware of CDOT's role and responsibilities
- An understanding of current residents' satisfaction with CDOT's various roles and responsibilities
- A sense of residents' overall perceptions of CDOT's credibility and efficiency
- A grasp of how residents' responses to the above differ in urban vs. rural areas of the state; and, a more comprehensive understanding of urban area residents' opinions, and the reasoning behind them.

The key findings are featured throughout this report.

FROM THE EXECUTIVE DIRECTOR



joined CDOT in February 2011, and since that time I have learned much about CDOT and our employees.

Imagine the challenges we face in the highest state in the nation. We manage a highway system with over 35 mountain passes—a large number of which are over 10,000 feet of elevation—most of which are kept open year-round. Our 9,100-plus miles of state and federal highways include some of the most spectacular high plains, canyon, mesa and mountain country in the world. As a result, the varied weather patterns keep us on our toes full-time.

A public perception survey conducted last summer by a private contractor showed some pleasantly surprising results, including the fact that 78 percent of respondents approve of the job CDOT is doing and 81 percent reported a favorable impression of CDOT. I am proud of the dedicated and consistent work of our employees that has made these results possible.

We all know that these are extremely challenging economic times, and that public service agencies are consistently tasked with doing more and meeting higher expectations with fewer financial and human resources. As an example, state Highway User Trust Fund (fuel tax) receipts declined for the third straight year. CDOT has faced this dilemma by adhering to that familiar phrase, "When the going gets tough..."

We have shown this past year that when we continue to work hard, to serve relentlessly, improve effectiveness and efficiency, and better utilize our highways as a result of operational changes, great results follow. Here are a few examples:

- Reconstruction of the historic Bear Creek Bridge on US 550 south of Ouray, one of the first FASTER projects to be completed in the state.
- Good progress made on the I-70 west corridor program from Denver into the mountains, including plans for expansion of the eastbound Twin Tunnel near Idaho Springs in 2013.
- Progress made on the US 36/Boulder Turnpike corridor, including a fully-funded project to add managed travel lanes to improve capacity and reduce congestion by 2015.
- Completion of the 18-month Fourth Street Bridge construction project in Pueblo. Within six months of its completion, the project had already earned major state and national awards.
- Bonds issued to accelerate improvements to structurally-deficient bridges around Colorado based upon anticipated revenues from the FASTER program. (A new website allows Colorado residents to track Bridge Enterprise projects and improvements and see where every FASTER bridge dollar is being spent.)

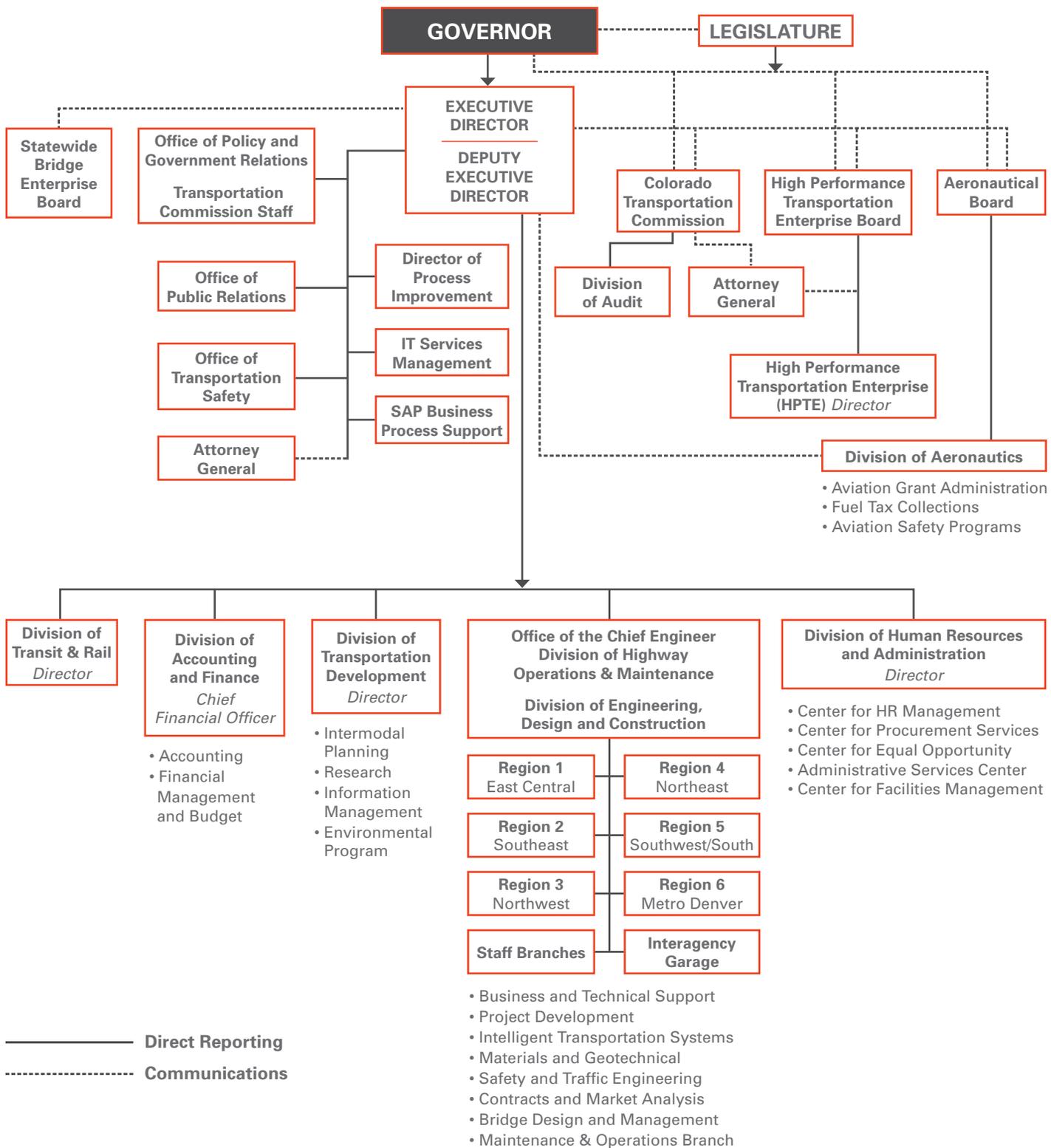
These are only a few examples of many. I am very proud of our CDOT employees for all of their accomplishments over the past year.

Every day, CDOT employees work hard to earn the trust of Coloradans and visitors alike. When snowstorms hit, rocks fall or floods roll in, travelers on Colorado highways are safeguarded by the presence of CDOT trucks and equipment and the workers who operate them. When the sun is shining, travelers benefit from widened shoulders, fresh traffic markings and upgraded traffic signals, all built and maintained by our employees, as well.

Over our more than 100 years in existence and three agency name changes, the Colorado Department of Transportation has always been there to serve. We will be there for you in the future, as well.

Don Hunt
Executive Director

ORGANIZATIONAL CHART



FUNDING SOURCES

Transportation is one of the most affordable services provided to today's consumer. However, it's not easily recognized since a consumer does not receive a monthly bill for highway usage, as he would for things like cable service or utilities (granted these home bills can cover an entire family, of course). Looking at the single consumer, a Coloradan driving 12,000 miles per year in a vehicle that averages 18 miles per gallon pays just \$22.50 per month in state and federal fuel taxes to drive on Colorado roadways.

Drivers also help pay for safety improvements on roads and bridges through their vehicle registration fees, per FASTER legislation. This equates to about \$5 per vehicle each month, assuming an average of \$61 a year—or the portion of vehicle registration fees that are directed to CDOT. **So, the typical driver (assuming one vehicle) pays less than \$30 a month to use Colorado's roadways.**

Funding received by CDOT is identified in six primary categories: Highway Users Tax Fund (HUTF), FASTER Bridge surcharge, FASTER Safety surcharge, federal-aid highway funding, state General Fund transfers and revenues from miscellaneous sources. CDOT allocates these funds into the categories noted in charts on the following page.

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

Distribution of the HUTF is complex and includes appropriations to the Colorado Department of Revenue for its Ports of Entry Unit and the Colorado State Patrol, 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 actually flows to CDOT.

The majority of respondents agree somewhat or strongly that both CDOT (71%) and the Colorado state government (61%) efficiently use taxpayer dollars.

—Independent 2011
Colorado Resident Survey

Federal Funding comes from the federal Highway Trust Fund (HTF), which consists primarily of federal motor fuel taxes. Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, authorizing funding from 2005–09. The bill provided \$2.45 billion in guaranteed funding for Colorado over the bill's five-year life, including over \$332 million in earmarks for projects around the state. The bill has created some innovative financing programs, one of which—a loan program—Colorado has taken advantage of: TIFIA, or the Transportation Infrastructure Finance and Innovation Act.

SAFETEA-LU expired on September 30, 2009. Congress continues to pass short-term authorization extensions until such time as it is able to pass a full reauthorization bill. These extensions make it difficult for CDOT to plan for future construction projects, whether for the short or long term. A long-term authorization bill allows CDOT to reasonably anticipate federal revenues so that it can budget projects and move forward efficiently with the contracting process.

General Fund revenues formerly came to CDOT through Senate Bill 97-001 and HB 02-1310 transfers. These transfers were conditional upon there being sufficient revenues to meet certain triggers. Senate Bill 09-228 repealed both SB 97-001 and HB 02-1310 transfers, creating a new conditional transfer to the State Highway Fund of up to two percent of General Fund revenues for a five-year period, possibly beginning in FY 2013–14. Specifically, these transfers are triggered by a five percent growth in annual personal income in a particular year, continuing for five years once they begin. When they will actually begin is dependent upon statewide economic conditions.

FASTER Bridge & FASTER Safety Surcharges (per SB 09-108) revenues constitute a dedicated, ongoing source of funding for highway safety improvements and the Statewide Bridge Enterprise (CBE), a state-owned business operating as a division of CDOT. See FASTER on page 6.

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

FUNDING AND INVESTMENTS

FY 2011 ACTUAL REVENUE	\$1,222.5 (in millions)	% of total
HUTF	\$404.9	33.1%
FHWA	\$526.3	43.1%
Miscellaneous	\$123.0	10.1%
FASTER Bridge & Safety (SB 09-108)	\$168.3	13.8%

FY 2011 ACTUAL ALLOCATIONS	\$1,222.5 (in millions)	%
System Quality	\$263.9	21.6%
Mobility	\$238.6	19.5%
Program Delivery	\$284.2	23.2%
Strategic Projects Program	\$168.0	13.7%
FASTER Bridge & Safety (SB 09-108)	\$168.3	13.8%
Safety	\$99.5	8.1%
Regional Priority Program (RPP)	---	---

FY 2012 ESTIMATED REVENUE	\$1,104.6 (in millions)	%
HUTF	\$421.2	38.1%
FHWA	\$390.7	35.4%
Misc.	\$108.7	9.8%
FASTER Bridge & Safety (SB 09-108)	\$184.0	16.7%

FY 2012 ESTIMATED ALLOCATIONS	\$1,104.6 (in millions)	%
System Quality	\$301.4	27.3%
Mobility	\$197.2	17.9%
Program Delivery	\$145.4	13.2%
Strategic Projects Program	\$168.0	15.2%
FASTER Bridge & Safety (SB 09-108)	\$184.0	16.7%
Safety	\$98.6	8.9%
Regional Priority Program (RPP)	\$10.0	.9%



Crews place the final layer of asphalt on C-470 between I-25 and Santa Fe Drive following concrete repairs. The \$808,000 project, which received \$200,000 from the American Recovery & Reinvestment Act, also made improvements to the bike trail between I-25 and I-70 [Region 6].

*Dollar amounts are rounded up, percentages are a close approximation.



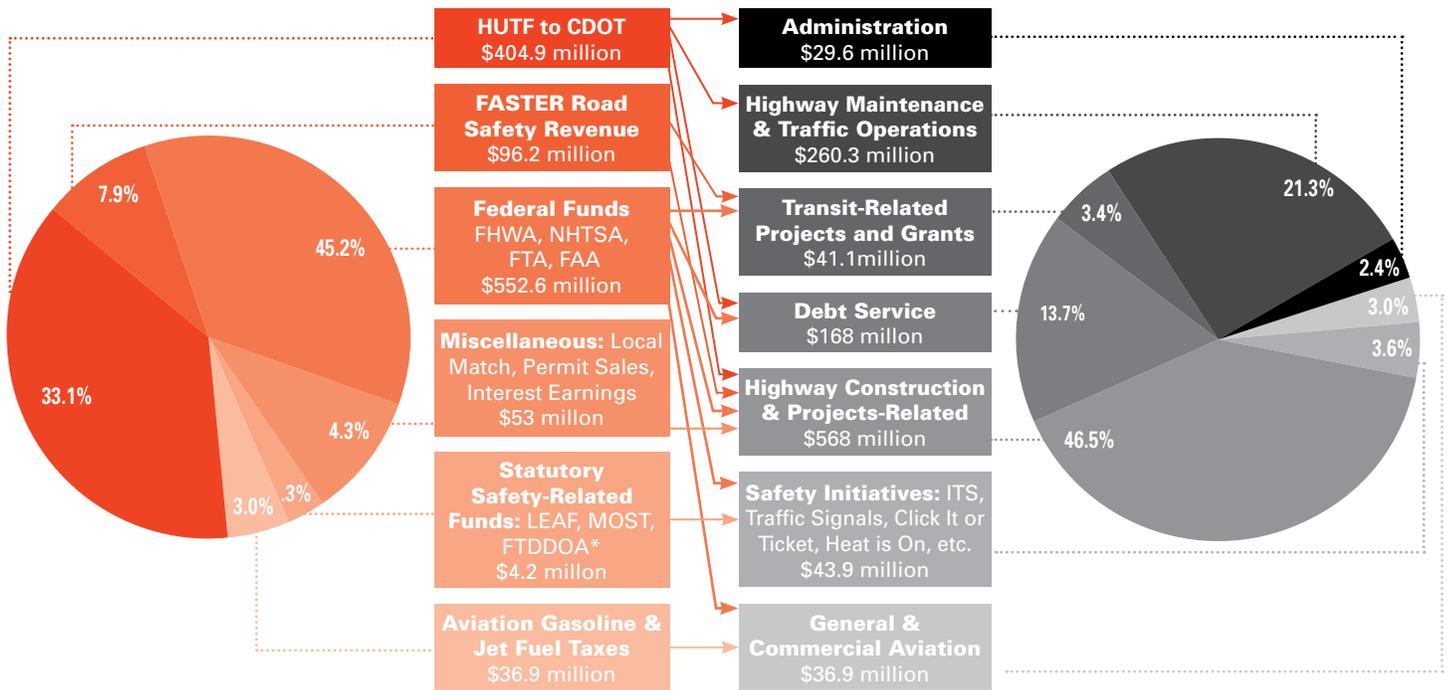
Emergency repairs were made along the Colorado River embankment along I-70 west of Fruita, with funding from the Transportation Commission [Region 3].

REVENUE SOURCES AND USES

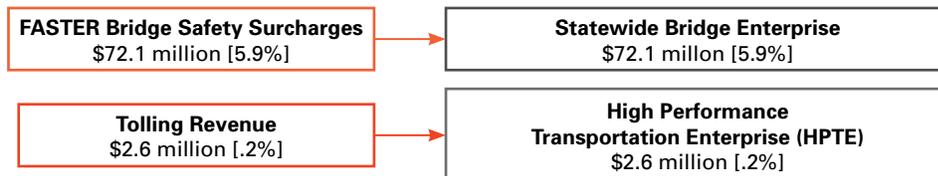
SOURCES/Revenues \$1,222.5 million

USES/Budgeted Expenditures \$1,222.5million

CDOT Programs



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

IMPROVING TRANSPORTATION WITH COLORADO FASTER



SH 89 Arkansas River Bridge, south of Holly, was replaced with \$5.5 million in funding from the Colorado Bridge Enterprise [Region 2].

The Colorado Bridge Enterprise

In December 2010, the Colorado Bridge Enterprise (CBE) sold \$300 million in Build America Bonds with a net interest rate under four percent. These bond proceeds will partially or fully fund the completion of 73 poor-rated bridges located throughout the state. The issuance of these bonds to accelerate the replacement of poor bridges was a result of FASTER legislation, Funding Advancements for Surface Treatment and Economic Recovery (SB 09-108).

The CBE is one key element of FASTER, and the legislation granted it the authority to collect a bridge safety surcharge along with annual vehicle registrations. The CBE was established to fund the maintenance, rehabilitation or replacement of Colorado's most structurally-deficient or functionally-obsolete bridges. Phased in over three years (for full implementation in 2012) the bridge safety surcharge is projected to generate approximately \$95 to \$100 million annually for bridge improvements. By issuing bonds, the CBE is able to accelerate its work and address the current backlog of poor bridges at a cost of more than \$100 million per year to replace or repair.

The CBE retains the authority to issue revenue bonds. The bond program accelerates the repair or replacement of the state's backlog of deficient ("poor" rated) bridges by making the money available now. Bonding is expected to halve the length of time needed to clear this backlog, as compared to operating only with annual revenue collections. Furthermore, the bond program:

- better serves the traveling public as the "poor" rated structures are eliminated sooner;
- takes advantage of a depressed construction industry that is making aggressive bids;
- has taken advantage of historic low bond interest rates (low cost of money).

By the end of FY 2011, the following CBE milestones had been met: construction was completed on six bridges; construction was underway on 13; design was complete

on 16; design was underway on 49; and 37 were not yet scheduled. Please see updates and more information at: <http://www.coloradodot.info/programs/BridgeEnterprise>.

FASTER Safety Funding

FASTER also provides a dedicated funding source for highway safety improvements. Monies collected are to be 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 distribution formula of 60 percent to the state, 22 percent to counties and 18 percent to municipalities.

FASTER High Performance Transportation Enterprise

FASTER established a High-Performance Transportation Enterprise (HPTE) to encourage innovative financing strategies, including certificates of participation, public-private partnerships, operating agreements, user-fee financing and design/build contracting. The HPTE is a government-owned business enterprise operating within CDOT. It is governed by a seven-member board of directors, comprised of members of the Colorado Transportation Commission and Governor-appointed representatives of the private sector. Please see <http://www.coloradodot.info/programs/high-performance-transportation-enterprise-hpte>.

FASTER Transit Funding

Finally, via FASTER, CDOT established a new Division of Transit and Rail. This division oversees the 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. The federal program consists primarily of Federal Transit Agency (FTA) funds going to small/rural transit operators. Larger urban transit providers receive FTA funding directly.

81% of respondents state their impression of CDOT is favorable.

—Independent 2011
Colorado Resident Survey

CDOT'S SIX TRANSPORTATION REGIONS

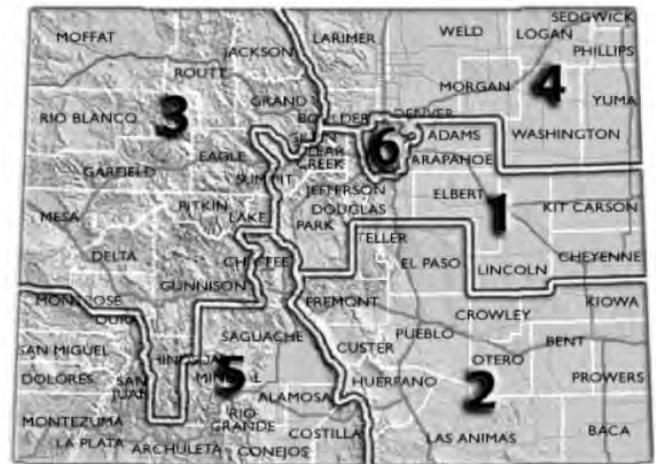
CDOT's engineering staff awarded 144 contracts to private sector firms for highway and bridge construction projects totaling \$433 million in FY 2011. Some of these were multi-year projects.

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 2011, \$101.2 million was budgeted for this program.

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 \$49.8 million for FY 2011. In addition, CDOT received about \$90 million to repair or replace “poor” rated bridges on the state system via FASTER, or SB 09-108 (please see page 6).

Regional Priority Program (RPP) The projects selected and completed under this category are established through the regional planning process. Due to economic conditions, no money was budgeted for the program in FY 2011.

Additional Statewide Construction Programs These include CDOT's safety construction, budgeted \$29.9 million, and intelligent transportation systems, budgeted \$9.8 million.



FY 2011 ALLOCATIONS for CDOT's Six Regions (in millions of dollars)						
REGION	1	2	3	4	5	6
Construction	40.0	55.8	39.8	49.4	27.6	106.0
Maintenance	40.5	27.7	41.0	26.1	26.5	27.6
Traffic & Safety	9.1	7.5	8.1	9.0	6.1	10.6
TOTAL REGIONAL ALLOCATION	\$89.6	\$91	\$88.9	\$84.5	\$60.2	\$144.2



On US 385 in Yuma County, this project consisted of 8.5 miles of full-depth reclamation (removing the asphalt roadway down to a dirt surface), repaving with four inches of new asphalt, replacing 8.5 miles of fence and replacing two timber bridges with large concrete box structures [Region 4].



Emergency repairs of the I-70 Glenwood Canyon bike path following spring flooding included replacing 360 square yards of sidewalk on both on-ground and cantilevered sections. These complex repairs cost approximately \$1.5 million, with assistance from the Transportation Commission's contingency fund. [Region 3]

KEY ACCOMPLISHMENTS

The department is proud of its many accomplishments over the past year, ranging from innovative financing to energy conservation to highway safety. Here is snapshot of our statewide accomplishments. (While financial charts in this annual report represent the 2011 fiscal year, some numbers throughout this report are expanded, as noted, when describing accomplishments.)

In Financing....

Issued \$300 million in Bridge Enterprise Bonds to accelerate the replacement of poor bridges statewide.

Completed the financing package (TIFIA loan) for the first phase of reconstruction of BRT (Bus Rapid Transit)/ Express lanes on US 36 between I-25 and Interlocken in the Denver metro area (this was accomplished by the HPTE, see page 6).

Developed and introduced a new format for the FY 13 budget process to make it more transparent and understandable to citizens and stakeholders.

Awarded the first FASTER Transit Grants (for fiscal years 2010–12)—86 projects totaling \$38 million.

In Safety Endeavors...

Launched the state's first anti-drugged driving campaign aimed at both prescription drug and medical marijuana users, focusing on the message that drugged driving is impaired driving and can result in a DUI arrest. (CDOT partnered with the State Board of Pharmacy, Medical Marijuana Industry Group and law enforcement).

Assigned an Office of Transportation Safety project manager to collaborate with each of CDOT's Transportation Regions resulting in a uniform approach to employee safety and enhanced safety for the traveling public.

Continued education programs that supported Colorado's decrease in traffic fatalities, which fell from a high of 606 in 2005 to an all-time low of 448 in 2010, a reduction of 26%.

79% stated that they agreed with the statement, "I trust CDOT to do what is best for the public."

—Independent 2011 Colorado Resident Survey



The Rx For DUI.

⚠ WARNING: Driving while medicated can result in an arrest.

DRUGGED DRIVING IS IMPAIRED DRIVING.

THE HEAT IS ON!
www.HeatIsOnColorado.com

As part of the summer-long 100 Days of Heat Campaign, CDOT's first anti-drugged messages included billboards in the Denver metro area, bus signage, and a mobile billboard that traveled the Front Range.

In Business & Process Improvement Ventures...

Established the Division of Transit & Rail per FASTER legislation, to oversee the statewide transit program, which will promote, plan, design, finance, operate, maintain and contract for transit services such as passenger rail, buses and advanced guideway systems.

Undertook a first-ever comprehensive review of all department rules with the goal of revising or repealing all that were outdated; at the close of FY 2011, 12 department rules had been completed or are in the formal update/repeal process.

Issued approximately \$9 million in certificates of participation to finance energy conservation improvements statewide (in areas such as heating and lighting), which will result in energy and cost savings, as well as improvements in working conditions.

In Project Partnering & Business Development...

Spent \$64 million with small disadvantaged businesses, which accounts for 16% of our highway contracting projects; Emerging Small Business participation was \$4.2 million.

The Center for Procurement and Contract Services processed around \$145.4 million in goods and services—ranging from office supplies to heavy equipment. Through their work with vendors, staff secure price agreements that help CDOT save costs and streamline its purchasing process.

In Customer Communications...

Increased Twitter account following—CDOT now has more than 10,000 followers who receive updates on department news, closures and other timely information.

Launched a new website so customers can track the status of Colorado's poor bridges as they are being planned, designed and constructed through the Colorado Bridge Enterprise (CBE).

In Aeronautics...

In cooperation with the Federal Aviation Administration, launched Phase II of the Colorado Surveillance Project—a collaborative effort using the latest technologies to bring “radar like” service to Colorado mountain airports in Durango, Telluride, Gunnison and Montrose, resulting in improved airport capacity and safety during periods of inclement weather. Phase I included airports in Steamboat Springs, Craig, Hayden-Yampa Valley and Rifle.

Administered an Airport State Grant program in excess of \$18 million to 50 state airports. The funds were used for airport improvements and to help match FAA funds of more than \$100 million towards capital airport safety and maintenance projects.



CDOT partnered with Estes Park, the Upper Front Range Transportation Planning Region and the Federal Highway Administration (FHWA) to create a 408-space Park-n-Ride at the Fairgrounds at Stanley Park. The project received \$903,000 in federal Congestion Mitigation and Air Quality funding, \$245,000 in FASTER Transit funding and \$310,000 in a local match from Estes Park [CDOT's Region 1].



A Colorado State Patrol Cessna 182 flies over the Lizard Head Wilderness Area, south of Telluride.

In Strong Leadership...

In addition to our new executive director, Don Hunt, CDOT welcomed several additional members (or reappointments) to its senior management team in FY 2011.

Mike Cheroutes, an attorney in private practice, joined CDOT in September 2010 as director for the Colorado High-Performance Transportation Enterprise (HPTE).

Mark Imhoff is director for the new Division of Transit and Rail (see description on page 8). Imhoff was formerly a managing principal at an engineering consulting firm.

Debra Perkins-Smith is director of the Division of Transportation Development. She was formerly vice president of an engineering consulting firm.

Tim Harris, formerly CDOT's Region 2 transportation director, is now the department's chief engineer.

Herman Stockinger now serves as deputy executive director, and will continue to serve as director of the Office of Policy & Government Relations. The deputy executive director designation will be rotated among senior management staff annually. (The full-time position was eliminated and CDOT hired a director of Process Improvement).

Gary Vansuch is CDOT's director of Process Improvement, a new position that will analyze how CDOT conducts business in order to meet Colorado's short and long-term strategic transportation needs. Vansuch will lead the Department in making adjustments and improvements in to ensure CDOT is delivering the best—most efficient and effective—customer service possible.

Tom Wrona and *Kerrie Neet* are the new regional transportation directors for Region 2 and Region 5, respectively. Both were promoted from within their regions, Wrona from his previous position as program engineer and Neet from regional planning and environmental manager.

MAINTENANCE AND OPERATIONS

Highway Maintenance CDOT maintenance includes “regular” operations, such as slope and fence repair, rockfall work, litter removal and highway resurfacing and repairs. Maintenance also includes snow and ice control and avalanche mitigation. In FY 11, regular maintenance totaled \$48.1 million, and snow and ice control ran an estimated \$57.4 million.

Avalanche Management Program CDOT’s Avalanche Atlas has over 522 known avalanche paths, and crews regularly monitor and control over 278 of those. During the 2010-11 winter season, CDOT experienced 841 hours of road closures due to avalanche control resulting in a total of 29,866 feet of snow covering the centerline of the roadway. Crews triggered 283 avalanches with explosives, handled 158 natural occurrences and spent 7,618 hours on mitigation—all without injuries, fatalities or equipment damage.

Maintenance Activities During FY 11, the Maintenance Program staff tended to the state’s more than 23,000 lane-miles by:

- Repairing and maintaining more than 7.7 million square yards of roadway surface
- Using 203,728 tons of asphalt and 241,528 gallons of liquid asphalt in asphalt preservation activities
- Striping more than 22,006 miles of roadway and creating 347,155 square feet of pavement markings
- Snowplowing, sanding, and deicing 5.7 million miles of highway
- Managing 575 hours of road closures at various locations statewide due to snow events
- Applying 234,788 tons of solid deicer and 10.1 million gallons of liquid deicer
- Repairing and installing 300,231 feet of snow fence
- Disposing of 93,683 cubic yards of trash from the right-of-way with the help of 9,072 Adopt-A-Highway volunteers and another 6,325 bags of trash with the support of 48 corporate sponsors
- Replacing and repairing 70,087 signs and sign posts
- Replacing, installing and repairing over 20.8 million linear feet of fencing along CDOT right-of-way

78% stated that they approve of the job CDOT is doing.

—Independent 2011 Colorado Resident Survey

Maintenance Section Activities The following provides a summary of staff, activities and equipment within CDOT’s nine maintenance sections throughout the state for FY 11.

Region 1, Aurora Maintenance Section

216 workers, 420 vehicles caring for 4,726 lane-miles
1,194,000 lane-miles plowed
6,734 cubic yards of trash removed
71,829 linear feet of metal guardrail repaired
452 square yards of bridge deck repairs made
39,718 tons of asphalt used



Trucks depend heavily upon the vital I-70 mountain corridor—shown here west of the Eisenhower-Johnson Memorial Tunnel—for transporting goods year round [Region 1].

Region 1, Eisenhower/Johnson Memorial Tunnels Maintenance Section

Crews maintain the tunnel and its control center 24/7, dispatching crews to highway incidents from Vail Pass to Golden and from Berthoud Pass (US 40) to Hoosier Pass (SH 9). This is a historical snapshot of EJMT:

49 full-time employees
10 maintenance/emergency vehicles
300 million vehicles through since opening (March 8, 1973)
11,391,704 vehicles traveled through in 2010 (latest counts)
50,918 record-high 24-hour traffic count (August 2, 2009)
226 emergency events in 2010
0 traffic fatalities in 38-year history

Region 2, Pueblo Maintenance Section

106 workers, 500 vehicles caring for 1,750 lane-miles
628,209 lane-miles plowed
14,907 cubic yards of trash removed
86,666 linear feet of metal guardrail repaired
8,806 square yards of bridge deck repairs made
53,432 tons of asphalt used

Region 3, Craig Maintenance Section

102 workers, 200 vehicles caring for 1,619 lane-miles
625,981 lane-miles plowed
779 cubic yards of trash removed
56,365 linear feet of metal guardrail repaired
168 square yards of bridge deck repairs made
11,449 tons of asphalt used

Region 3, Grand Junction Maintenance Section

170 workers, 301 vehicles caring for 4,038 total lane-miles
1,104,021 lane-miles plowed
7,434 cubic yards of trash removed
107,150 linear feet of metal guardrail repaired
3,353 square yards of bridge deck repairs made
20,520 tons of asphalt used

The Grand Junction Maintenance Section also includes the I-70 Hanging Lake Tunnel (HLT) control center in Glenwood Canyon. The HLT complex houses 33 employees (including fire and emergency response personnel) who work 24/7 to handle tunnel and highway maintenance, respond to emergencies, dispatch 258 maintenance employees and operate 140 variable message signs.

Region 4, Greeley Maintenance Section

224 workers, 448 vehicles caring for 7,212 lane-miles
716,539 lane-miles plowed
9,128 cubic yards of trash removed
70,095 linear feet of metal guardrail repaired
43,320 square yards of bridge deck repairs made
38,025 tons of asphalt used

Region 5, Durango Maintenance Section

106 workers, 351 vehicles caring for 1,750 lane-miles
405,867 lane-miles plowed
1,351 cubic yards of trash removed
12,928 linear feet of metal guardrail repaired
9,858 square yards of bridge deck repairs made
20,508 tons of asphalt used

Region 5, Alamosa Maintenance Section

97 workers, 247 vehicles caring for 1,727 lane-miles
412,010 lane-miles plowed
1,704 cubic yards of trash removed
79,199 linear feet of metal guardrail repaired
5,400 square yards of bridge deck repairs made
9,575 tons of asphalt used

Region 6, Denver Maintenance Section

209 workers, 384 vehicles caring for 3,855 lane-miles
551,276 lane-miles plowed
53,672 cubic yards of trash removed
29,127 linear feet of metal guardrail repaired
95,561 square yards of bridge deck repairs made
11,641 tons of asphalt used



A summer mudslide on US 550 north Red Mountain Pass kept maintenance crews busy [Region 5].

FROM THE TRANSPORTATION COMMISSION CHAIR



The past four years of service as a Colorado Transportation Commissioner, including the past year as Commission chair, have been quite a ride. This past year might best be characterized as one of transition at CDOT: transition between executive directors, significant changes within CDOT's executive management team and notable changes in the composition of the Transportation Commission, as well. All of this activity notwithstanding, CDOT continues to be highly regarded by its peers, as well as transportation planning and engineering professionals throughout the country.

Transportation funding in Colorado and nationally faces serious challenges. Not surprisingly, the dollars available for transportation have declined dramatically over the past few years. Moreover, structural changes in the manner in which transportation is funded in Colorado have placed added responsibilities on our staff—they must address new ways of efficiently managing resources in times of scarcity, while at the same time ensuring the safety of the traveling public. My Transportation Commission colleagues and I are proud to report that our CDOT employees have been up to this task.

Another area in which our Transportation Commission can take great pride is the way in which all eleven commissioners are able to see past the individual interests of the districts they represent to, instead, collectively serve the best interests of the state. In times of scarcity this means that some areas may have to postpone—or forego—desired improvements as we address higher priority needs identified elsewhere.

CDOT's staff deserves tremendous credit for their efforts during these past few years when declining budgets have made many of their jobs more challenging. In recognition of the changes that have taken place in our global, national and regional environments, and under the sound guidance of our Executive Director Don Hunt, CDOT is embarking on a comprehensive program to adopt new business procedures, streamline contracting and procurement processes, and identify new ways to approach and solve the variety of challenges our department faces. This kind of innovation and creative thinking will be critical as we work to improve our transportation system during times like these.

As we begin this new year and prepare for the challenges ahead, we would do well to remember all the well-deserved accolades CDOT receives from travelers, communities and businesses that benefit from our transportation system and the services provided by our employees. The Colorado Transportation Commission would like to take this opportunity to thank our dedicated employees for their selfless contributions to our citizens and to those who travel through the great state of Colorado.

Les Gruen
Former Chair
Colorado Transportation Commission

CONTACT INFORMATION

Office of the Executive Director (303) 757-9201

Don Hunt, Executive Director
Deputy Executive Director, Herman Stockinger
Sue Swartout, Executive Assistant

Office of the Chief Engineer (303) 757-9204

Tim Harris, Chief Engineer

Division of Staff Branches (303) 512-4009

Scott McDaniel, Director

Regional Transportation Directors

Region 1, Eastern-Central, Tony DeVito (303) 365-7001
Region 2, Southeast, Tom Wrona (719) 546-5452
Region 3, Northwest, Dave Eller (970) 683-6202
Region 4, Northeast, Johnny Olson (970) 350-2103
Region 5, Southwest, Kerrie Neet (970) 385-1402
Region 6, Denver Metro, Reza Akhavan (303) 757-9459

Process Improvement (303) 757-9017

Gary Vansuch, Director

Office of Government Relations (303) 757-9077

Herman Stockinger, Director

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State Transportation Commission (303) 757-9025

(Counties in each Commissioner's district are noted)

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CDOT Office of Public Relations
4201 E. Arkansas Avenue, Room 277
Denver, CO 80222
(303) 757-9228 or (970) 385-1428
nancy.shanks@dot.state.co.us
www.coloradodot.info

Front cover: A powerful snowcat helps crews more efficiently clear the massive amounts of snow on SH 82 over Independence Pass.

