

ROAD AND BRIDGE



2009 ANNUAL REPORT

PUBLIC WORKS DIVISION



Developing and Delivering
Innovative Infrastructure Maintenance and
Improvement Solutions
Today, for Tomorrow.

A note from our Director

Welcome

Welcome to the 2009 edition of your Larimer County Road and Bridge Department's annual report!

Here-in you should expect to find numerous images and articles chronicling both our past and present efforts to protect and improve your local transportation network. Our efforts, as represented within, are intended to make an effective, efficient and safe transportation system possible, positive and routine for you each day. All of the photos and descriptions here-in are evidence of, and contributed by, our single greatest resource, our employees (both past and present).

Our responsibilities and mission, in your behalf, include the recognition of the importance of a properly planned, constructed and maintained transportation system. This has been aptly described and supported in a Strategic Planning End Statement approved by the Larimer County Commissioners – "We will have safe, efficient and adequately maintained transportation systems."

Our role, in supporting this commitment to you, is to plan, build, maintain and monitor your transportation infrastructure continuously. We pay specific attention to both changing conditions and the impacts of our actions relative to roadway Capacity, Surface Condition, Safety and the Cooperative Efforts we make routinely to stretch the benefits of our funding by working with others.

We hope you will enjoy learning about

your local transportation system and the services we provide. Please take the time to let us know how we are doing.

If you have any questions or comments, please do not hesitate to contact our administrative offices (at 970-498-5650) or me directly (970-498-5653 or dmiller@larimer.org). We will respond promptly.

In addition, if you have thoughts and suggestions for future articles, please pass them along.

Enjoy...



Dale L. Miller
Road and Bridge Director

Your Larimer County

Transportation System

Includes:

464 miles of paved roads

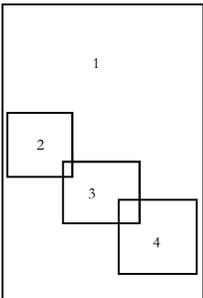
456 miles of non-paved roads

203 major structures (bridges with a span of 20 feet or more)

409 minor structures (crossings which span from 4 feet to 20 feet)

3009 culverts

On The Cover:



1. Kathy Bergstrom operates the chipper while Jerry Mackelberg checks chip and emulsion rates during chipseal. Photographer: Lonnie Berett
2. Kevin Tucker, Mike Barnhart and Gerald Sandoval paint stripes on CR 17. Photographer: Lonnie Berett
3. Chris Hubberts plows snow on Cherokee Park Road 80C.. Photographer: Lonnie Berett
4. Billy Bay loading Class 5 Road Base out of our Strang Pit. Photographer: Justin Hersh

Maintaining our Paved Roads

Article by: Lonnie Berett
Paved Roads Group Manager

Kevin Tucker and Mike Barnhart place lane striping on CR 67 (Mary's Lake Road) near Estes Park.



Kevin Tucker holds the CR 67 Route Marker sign while Marshall Stertz secures it in the base.

Our Sign and Pavement Striping Team stays very busy maintaining over 9,000 sign panels on over 900 miles of county roads. We maintain the paint striping on over 400 miles of paved roads.. The team members also perform snow plowing duties in the winter months.

In 2009, this three and sometimes four man crew, installed or repaired 927 signs and spent 770 man hours cleaning or replacing vandalized signs. They also used 7016 gallons of yellow paint, 11,600 gallons of white paint and 104,030 pounds of reflective glass beads in maintaining striping on our paved road system.

A Cost Of Going Green

Article by:

Jim Frick
Non-Paved Roads Group Manager

In our continuing process of going green we are converting the treatment of our non-paved roads from Mag Chloride to a non-chloride based product. This material is more environmentally friendly, but at a much higher cost. For example, to grade and treat a road 24 feet wide and 1 mile long with Mag Chloride costs approximately \$3,584. To treat that same road with the non-chloride based product costs approximately \$6,551. We have also found that the non-chloride based product treated roads are in need of grading more frequently than the Mag Chloride treated roads. Therefore, the overall conditions of our roads deteriorate faster. We are constantly looking for new green products and solutions to test, but so far nothing we have tried has worked as good as Mag Chloride. Being green and staying within budget constraints causes maintaining our high quality of service to be an ever increasing challenge.



Wayne Leighty (lead blade), Jim Paxton (2nd blade) and Dan Lockman (roller) cut washboards out and compact County Road 21 south of County Road 64.



Dustin Witman sprays water on the road ahead of the grader and roller so they can achieve maximum compaction.



Steve Cabrera lays the gravel uniformly across the road while David Morris compacts it with the rubber tired roller.

Materials Group:

By Justin Hersh

In 2009, the Road and Bridge Department resumed its chip seal program, which had been set aside a year due to fiscal constraints.

The Placing and Hauling Teams chip sealed select roads in the southern portion of the county – south of Loveland and west to Carter Lake.



Off to a great start constructing a great chip seal! Kathy Bergstrom operating the chip spreader on the first road of the season.

County Employee of the Month for December 2009



Lonnie Berett is the Paved Roads Group Manager for our Road and Bridge Department. He is always willing to help others do their best to keep our roads in the best possible condition. Lonnie also volunteers as the Larimer County Veteran Service Officer.

Photos: Lonnie Berett

Due to the unusually damp and cool summer, we had to chip seal under skies that at times were a bit unnerving, but without mishap. We have already ordered our weather for next year – HOT and DRY! Don Pew operating the distributor truck on the south dam at Carter Lake.

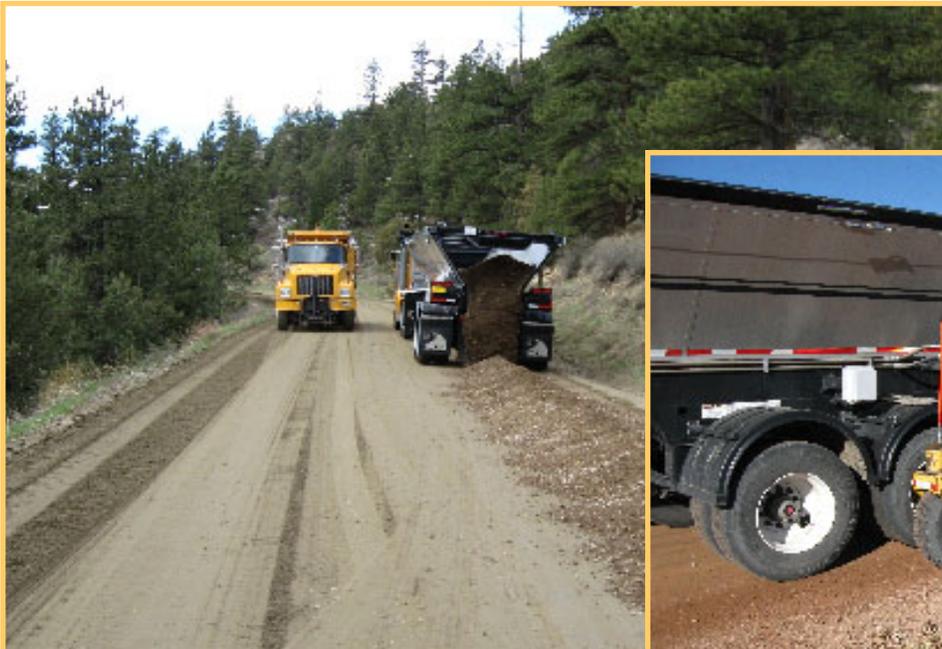




Myron Smith unloading into the chip spreader operated by Brent Harris. Note that the chip spreader is pulling the live-bottom trailer and semi tractor backwards while it unloads. It takes a lot of skill, but it is also very safe and productive.

In 2009, we were able to utilize our live-bottom trailers for chip seal. These three trailers replaced three belly-dump trailers in 2008. The live-bottoms are a huge step forward considering they can be used in nearly every type of hauling we have. The old belly-dumps did not fit all of our current operations as well (they were purchased in 1979).

The pictures below show our crews graveling with the new trailers using two different methods.



John Dienes 'tailgating' on CR 63E (Pingree Park Road)..

Photos: Justin Hersh



Dana Mortensen pushes a live bottom with a dozer and spreader box as the trailer unloads gravel for a new surface on CR 17.

New Salt Storage Building at Loveland Facility

Article and Pictures by:
Rick Gavaldon



This is our new sand and salt storage building located at our Loveland Facility. Not having to either travel or share it with other users accelerates our operations. This allows us to be more efficient and effective with our snow removal operations.



We leased space at the old Great Western sugar factory from the City of Loveland for many years. Our trucks often had to wait in line for their turn to get loaded with sand and salt materials.

From dark and dingy.....

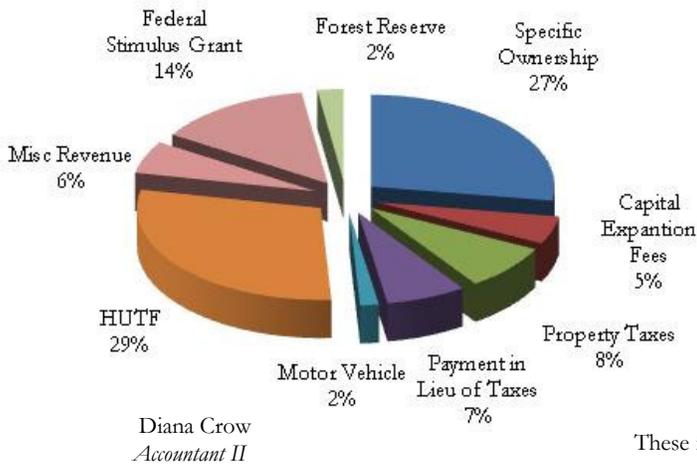


To safer, brighter and faster!

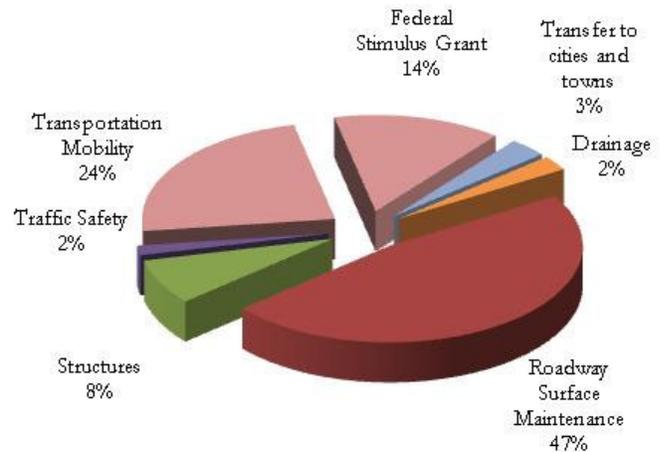


Summary of Finances

2009 Revenues
\$24,461,202



2009 Expenses
\$23,118,124



These figures are unaudited. Audit to be complete mid 2010

Revenues *Definitions*

Capital Expansion Fees are collected at the time a building permit is issued and used to fund improvements required to maintain adequate levels of service on Larimer County's major road system.

Forest Reserve is a share of revenues generated from National Forest Lands and distributed by formula to local government.

Highway Users Tax Fund (HUTF) is gas tax distributed by the State Department of Revenue based on annual local road system maintenance mileage reports submitted by eligible jurisdictions to the Colorado Department of Transportation (CDOT).

Miscellaneous Revenue includes Federal Stimulus grants and CDOT grants.

Payments in Lieu of Taxes (PILT) are Federal payments to local governments that help offset losses in property taxes due to nontaxable Federal lands within their boundaries. The federal government recognizes that the inability of local governments to collect property taxes on Federally-owned land can create a financial hardship.

Specific Ownership Tax comes primarily from ownership fees paid when vehicles are licensed.

It is tracked by the Clerk and Records office and distributed by the Treasurer.

Expenses

Drainage represents the costs associated with the planning, construction, maintenance, repair and management of the County's roadside drainage and storm water systems.

Federal Stimulus Grant — the revenues received from the Federal Stimulus Grant were used to fund a joint project between Larimer County, City of Fort Collins, City of Loveland and Town of Berthoud. The project consisted of resurface maintenance activities including patching and overlaying approximately 9 miles of County Road 17. Larimer County received 24% of the total stimulus grant, Fort Collins 38%, Loveland 24% and Berthoud 14%.

Roadway Surface Maintenance includes the maintenance and preservation of our paved and non-paved road network. Work accomplished includes: surface grading, application of new gravel and dust suppressant, pothole patching, structural patching, overlay, chipseal and application of seal coat materials.

Structures represents the County's commitment to maintaining our bridge program which involves the management, design, construction and rehabilitation of Larimer County's major and minor structures (bridges).

Traffic Safety is the cost analysis, problem identification planning, and management of roadway safety concerns through installation of signage and safety improvements.

Transfer to Cities and Towns is the portion of the Road & Bridge Mil Levy, required by statute, to be shared with the cities and towns where it is collected.

Transportation Mobility funds transportation master planning, project identification, design, and construction of capital improvements to the County's roadway system. The capital improvements address roadway condition, capacity and safety needs.



Blowing snow with our old FWD truck and rotary snow blower on CR 103 near Chambers Lake.



Roy Vannorsdel pushing material with a dozer while constructing part of State Highway 14 near Chambers Lake.



Setting off a dynamite charge while constructing a portion of State Highway 14 at Cameron Pass.

*Photos are from 1971-1975
Courtesy of Myron Smith*

Larimer County will add value to the lives of its citizens by:

Building Partnerships

Being Customer Driven

Empowering People to Take Responsibility

Being a Fulfilling and Enjoyable Place to Work

Being a Good Steward of Public Resources

Contact Information

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Marc Engemoen, Director
(970) 498-5740
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Engineering

Fleet

Natural Resources

Road and Bridge

Solid Waste

The Ranch



**Road and Bridge
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970-586-2840

Livermore

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Livermore, CO 80545
970-493-7826

Waverly

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Waverly, CO 80549
970-498-5660

Loveland

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Loveland, CO 80537
970-679-4514

Stove Prairie

17218 CR #52
Bellvue, CO 80512
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Laramie River

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