

## Emergency Repairs vs. Permanent Repairs

### Background:

- Thirty-nine major interstate and highway roadway segments, along with numerous local agency roads, were temporarily closed due to the flood event
- In an effort to get residents back into their homes and re-establish access to isolated communities as quickly as possible, Gov. Hickenlooper directed CDOT to re-open all impacted interstates and highways by Dec. 1, 2013
- This required an enormous undertaking and cooperative effort between CDOT, FEMA, the Federal Highway Administration (FHWA), the National Guard, local agencies, 39 contractors and three major consultant teams
- To achieve Gov. Hickenlooper's directive, CDOT focused on implementing fast-track, temporary repairs to provide sufficient infrastructure to support basic mobility requirements
- Through this intensive temporary repair effort, all impacted CDOT roadways were re-opened before the Dec. 1st deadline. Additional emergency repairs continued to be made through the spring of 2014

### Emergency (Temporary) Repairs:

- Temporary repairs included debris removal and rock scaling, roadway repairs, construction of bypass roadways, and stabilization of bridge structures
- The repairs implemented during the emergency response phase of recovery were short-term fixes to get traffic moving as quickly as possible
- Many of these repairs are not adequate for the long-term needs of the transportation system
- Some of the temporary roadways were not built to normal CDOT standards or specifications - but were built using good engineering and construction practices
- Shoulders are narrower in places and roadways are lower in places
- Temporary roadways are safe for the traveling public
- Temporary repairs will be evaluated for permanent repair projects and some may be considered as "permanent"

### Permanent (Long-Term) Repairs

- Governor's Challenge - "Build back better than before"
- There are 32 state permanent repair projects covering 120 miles of roadway
- There are 46 local agency permanent repair projects
- CDOT established an aggressive, long-range plan to systematically develop and construct permanent repairs for affected infrastructure
- Work under this plan is anticipated to occur over a span of approximately five years from the event date and will range from small debris removal projects to major corridor repair and reconstruction projects
- CDOT is currently conducting environmental assessments, surveying, geotech drilling, hydrology/hydraulics analysis, meeting with stakeholders and hosting public meetings
- Permanent repairs began in spring of 2014 with US 36 from Lyons to Estes Park as the first project to move forward
- Goal is to start construction of permanent repairs for US 34 and SH 7 by the end of 2015
- The plan addresses only those roadways that are owned and maintained by the State - long-term repairs to local roadways will be implemented by local agencies