



# COLORADO

# PROJECTS and PAYCHECKS

# STATE EXAMPLES

## On the Road to Recovery 2009

(As of December 31, 2009)

### Number of Recovery Projects:

**Highway: 100**

**Transit: 38**

### Total State Expenditures:

**Highway: \$102,508,018**

**Transit: \$14,878,903**

### State Web Site for More Information:

<http://www.coloradodot.info/projects/arra>

### AASHTO Recovery

#### Web Site:

[recovery.transportation.org](http://recovery.transportation.org)

## PROJECTS and PAYCHECKS

*A one-year report on **state transportation successes** under the American Recovery and Reinvestment Act*

February 2010



"The American Recovery and Reinvestment Act of 2009 provided a timely infusion of much needed transportation dollars at a time when the construction community and related businesses were facing major economic difficulties. "Without this funding, industry would have been forced to reduce their work force, increasing unemployment in Colorado, furthering our economic decline." —Russell George, DOT Executive Director

## US 40/287 BOYERO

### Lincoln County, Colorado

### Value: \$12.5 million, safer travel on highway

As part of the Ports-to-Plains Corridor, the reconstruction of US 40 and 287 through southern Lincoln County is critical to businesses, farms and families. This major route, traveling through the High Plains, will continue to play a key role in the economic recovery of east-central and southeastern Colorado.



Reconstructing the highway is making long-term improvements to the state's infrastructure, bringing in new jobs and putting Coloradans back to work. When the project went on winter hiatus in early December 2009, it had employed more than 420 people, created more than 28,400 total employment hours, with a total payroll in excess of \$720,000.



The reconstruction of Highway 40 and 287 remains one of the primary goals of the Colorado Department of Transportation. The US 40/287 route is considered crucial for national, state and local economic development since it is part of the Ports to Plains corridor. ARRA funding has been crucial, since CDOT would not have been able to start constructing this project for the foreseeable future.



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## US 40/287 BOYERO

### Lincoln County, Colorado

*(continued)*

CDOT has reconstructed 11 segments of US 287 through southeastern Colorado since 1996, most recently a 13-mile section just south of Lamar in Prowers County. Another segment currently is under construction in southeastern Colorado, near Springfield.

US 287 between the Oklahoma border (combined with US 40 from just east of Kit Carson) and Denver is Colorado's portion of the Ports to Plains route. Concrete reconstruction of the highway is of primary importance due to its current and future use as a major truck route, its connection with the Mexico border and its potential to attract and serve markets associated with NAFTA and international trade.

The Ports-to-Plains Corridor contains several elements that improve the transportation network's ability to move people and goods. Nearly 1,400-miles-long, the corridor consists of 511 miles of four-to six-lane roadway, 755 miles of two-lane roadway, and 113 miles of roadway in metropolitan areas.



## How ARRA Affected the Jobs' Picture in My State

This project consists of 8.7 miles of resurfacing, utilizing 10.75-inch concrete paving. Approximately half of the overall project length has been completed to date. The second half of the project is scheduled to be completed by September 2010.

During periods when placement of concrete pavement was active, an estimated 75 to 80 were directly employed at the construction site. Many of these workers were putting in 50 to 60 hours each week. The peak employment periods comprised of about two of the five months of active construction. Work descriptions included cement masons, concrete sawing and sealing workers, truck drivers, equipment operators, concrete plant operators, traffic flaggers, surveyors, testing technicians, and supervisors. In addition, non-site-specific employees include material suppliers at rock and sand mining operations, cement and fly ash plants and terminals and the numerous truck driving positions to bring the materials for production of concrete.

The work completed this year included employees and managers from 15 separate sub-contractors, in addition to the prime contractor responsible for the concrete pavement. A portion of the payments to these companies directly support numerous office support staffs throughout Colorado.

Many of the on-site workers were hired locally - within a 50-mile radius. One traffic flagger from the Town of Hugo indicated he had been without consistent work for some time, and was truly thankful for the opportunity to have this position. The employment was especially nice since the wages were much higher than those prevailing in the community. He began working from the outset of the project and worked full time during 2009 operations.

During maximum periods of project activity, most of the 75 employees required lodging within a 45 minute drive of the project. Other services included food, fuel and entertainment, all provided by local establishments.