



**ANNUAL  
ROAD MAINTENANCE & IMPROVEMENT PLAN  
2025**



## Introduction

In 2006 Teller County introduced the **Road Maintenance and Improvement Plan**. The plan established the guiding principles and methodologies for maintaining and improving our road system consisting of approximately 554 miles of roadways with 483 miles being gravel road surfaces, primarily in subdivisions and 24.5 miles of limited County maintenance.

Our primary emphasis in the **2025 Road Maintenance and Improvement Plan** will be asset management. We have established program areas for hard surface and gravel road maintenance. These program areas are designed to ensure asset preservation and the best level of services possible with available resources. We have also established measurement tools within each program area so that we can track performance and use the real data to help guide our programs and services. This year we will have to adjust services as needed due to staffing levels. At times we will have to combine crews to perform tasks that require a certain number of employees such as hard surface repairs and overlays. This will reduce the amount of gravel road maintenance.

These transportation plans are very dependent on the weather and the crews must react to the changing conditions that weather can cause. Being reactionary is not efficient and getting back to normal routine maintenance as soon as possible will be the goal after any emergency or extreme weather event.

We will contract projects and maintenance where they provide the best economic value for the County. Transportation constantly reviews past performance, work orders and condition levels so we can continually improve how we manage the road system.

## **TABLE OF CONTENTS**

| <b><u>SECTION</u></b>             | <b><u>PAGE(S)</u></b> |
|-----------------------------------|-----------------------|
| <b>PUBLIC RELATIONS</b>           | 4                     |
| <b>ROAD MAINTENANCE PLAN</b>      | 5 – 10                |
| I. GRAVEL ROAD MAINTENANCE        |                       |
| A.) ROUTE GRADING                 |                       |
| B.) RESURFACING                   |                       |
| C.) DUST SUPPRESANT               |                       |
| D.) DRAINAGE                      |                       |
| II. HARD SURFACE ROAD MAINTENANCE |                       |
| A.) MAINTENANCE OVERLAY           |                       |
| B.) REPAIRS                       |                       |
| C.) DRAINAGE                      |                       |
| III. BRIDGE MAINTENANCE           |                       |
| IV. WINTER MAINTENANCE            |                       |
| A.) PLOWING/ICE CONTROL           |                       |
| <b>ROAD IMPROVEMENT PLAN</b>      | 11-12                 |
| I. HARD SURFACE ROAD IMPROVEMENT  |                       |
| A.) NEW HARD SURFACE              |                       |
| B.) DESIGN LIFE APPLICATION       |                       |
| II. ROAD RECONSTRUCTION           |                       |
| III. RIGHT-OF-WAY                 |                       |
| <b>OTHER PROJECTS</b>             | 12                    |

## PUBLIC RELATIONS

We have had great success in meeting many of our residents at public meetings. This venue provides a proactive means in which we can interact with our community. We have built many good relationships in this manner. We have several volunteer programs available, so if you are interested in participating in the transportation volunteer program, please contact us. If you would like us to make a presentation for your subdivision or Homeowners Association (HOA), please call (719) 687-8812 for scheduling. We want our presentations to meet your concerns so when scheduling a meeting let us know what YOU want us to speak about.

We will continue to utilize our work order system as it has proved to be effective in helping to resolve concerns and to get to know our citizens. Many HOA's have a designated transportation officer who regularly communicates issues within their community to us. This has proved to be a successful program and allows us to work with our community.

Feedback is important, and we log every call that we receive and strive to ensure that every issue is responded to by either a return telephone call or a visit from one of our team. Feedback is analyzed to identify trends so that we can adjust our services to better serve the public.

We encourage you to visit the Teller County Website at [www.co.teller.co.us](http://www.co.teller.co.us) as we post weather conditions and road information on the website to keep residents informed during blizzard, flooding, and general road closure or constructions information.

# ANNUAL ROAD MAINTENANCE PLAN

This year the maintenance plan will be focused on scheduled asset preservation. All maintenance activities have been prioritized and scheduled to optimize safety, weather, equipment, personnel, materials, and budget. By using a systematic plan, we believe we can uphold cost effective service levels optimizing the life span of all assets.

## **I. GRAVEL ROAD MAINTENANCE**

Gravel road maintenance consists of four programs: **Route Grading, Resurfacing, Dust Suppressant and Drainage**. Our goal is to have routine maintenance on each gravel road. This can be very difficult at times due to changing conditions. Weather is the largest factor and challenge for gravel road maintenance. We must constantly adjust to the conditions and sometimes react to major weather events. This makes it very difficult to have a consistent maintenance cycle. If you feel any gravel road is in need of maintenance and you would like to know when it could be scheduled to be maintained, please feel free to contact us at (719) 687-8812 or send us an e-mail which is available through the Teller County Web Site under the Dept. of Transportation, and we will assess the condition to prioritize it.

### **A.) Route Grading**

Each non-dust suppressed gravel road (Route Grading Road) will be maintained as needed. These roads will be broken into 5 routes averaging about 84 miles each. Graders will be performing ditching operations during the spring and early summer to utilize the moisture for compaction on as many gravel roads as possible prior to the drier part of the grading season. When material is lost from the surface on the gravel roads throughout the year due to weather, traffic and snow plowing, most of this material ends up in the ditch. It is imperative that this material is retrieved from the ditches for proper drainage, shape and elevation of the road surface.

***Residents should be advised that during ditching operations, material within the ditches will be placed on the roadway and that the material will be used to regain the proper profile of the road. When ditching is performed, the surface of the road will seem rough or loose until the material is compacted by traffic. This is a necessary step in improving the overall quality of the roadway.***

Once the moisture is lost, we will focus more on surface maintenance on the higher traffic gravel roads (priority roads). These roads will also be broken into 5 routes. Each of these route's average about 42 miles. By staying on these higher traveled roads, we can shorten the route size and reduce the grading cycle time.

Graders will not deviate from their route's cycle unless there is a safety concern or an emergency. Our goal is to strive for equality throughout the County. Graders will not be pulled from their routes for service requests, as this would not be fair for residents waiting for their roads to be graded on the route. By accomplishing this, we feel that we can uphold a level of service that encompasses equality in service throughout the County.

Dedicated route operators will maintain a dust suppressed gravel road only if it has been identified as a safety concern, during emergency situations or when conditions are optimal.

## **B.) RESURFACING**

Throughout the year, weather permitting, road base will be added (resurfacing) to roads for maintenance purposes or for improvement purposes (i.e. – preparation for new hard surface). These roads placed in this category are roads that are being improved, roads that have a high maintenance cost in their current condition, or roads that have been identified as having high traffic counts.

This year as in the past, gravel road surface material will be added to a variety of road sections for maintenance needs. We plan to resurface about 3 miles of gravel road. Locations will depend on safety, maintainability and usage.

Roads or road segments that will receive resurfacing:

- Piney Point Ln.
- Lakewood Dr.
- Club Dr.
- CR 21
- CR 3
- Pikes Peak Dr.
- CR 82
- Creek Side Dr.
- Canyon Rd.

*We feel that it is important to evaluate our roads and place the gravel where it will be the most beneficial. If a roadway is acceptable for a mile and has one section in the middle that is unacceptable, we are going to put our efforts into that one bad section of roadway so that the overall condition of the road is improved. This will save repeated responses to the same problematic area. By using this strategy, the overall condition of our gravel road system will steadily improve.*

## C.) **DUST SUPPRESSANT**

Dust suppressant application operations will generally begin in June depending on weather. A dust suppressant material will be applied to any gravel road with 300 or more cars average daily traffic (ADT), some roads with less than 300 ADT may require dust suppressant. Total miles receiving dust suppressant this year will be 39.

All dust suppressed gravel roads will be maintained as needed using water and compaction equipment to help retain the dust suppressing materials that have been applied to the roadway. These operations will be completed by a properly equipped grading crew.

**This year we plan to apply dust suppressant to the following roads:**

| Road              | From / To                         |
|-------------------|-----------------------------------|
| Matterhorn Rd.    | CR 1 to MBUs                      |
| Longbow Dr. East  | Robin Hood Dr. to Golden Grain    |
| Will Scarlet Dr   | From Little John to Fountaintdale |
| Silbani Ln.       | Deer Ridge Tr. to Donzi Tr.       |
| Deer Ridge Tr.    | Jenwood Dr. to Silbani Ln.        |
| Denwood Dr.       | CR 42 to Deer Ridge Tr.           |
| Triple B          | Hwy 67 to Triple B Ranch Resort   |
| Apache Trail      | From end of pavement to Ute Tr.   |
| Sourdough Rd.     | Fairfield Ln. to Mills Ranch Dr.  |
| CR 21             | Aspen Garden to pavement          |
| Spruce Rd.        | Hwy 67 to Spruce Ln.              |
| CR 78             | Hwy 67 to cattle guard            |
| CR 33             | County line to CR 330             |
| CR 330            | CR 33 to Duane Dr.                |
| Appleby Dr.       | Duane Dr. to Turkey Cr. Dr.       |
| Piney Pt.         | Hwy 24 to Lakewood Dr.            |
| Club Dr.          | Lakewood Dr. to Vista Ln.         |
| Lakewood Dr.      | Piney Pt. to Lakeview Ln          |
| Vista Ln.         | Club Dr. to Illini Dr.            |
| Illini Dr.        | From Vista Ln to Holiday Dr.      |
| Penn Ave.         | Hwy 24 to Rutgers Pl.             |
| Woodland W. Dr.   | From HWY 24 to Cornell Dr.        |
| CR 25             | From HWY 24 to Blossom Rd.        |
| CR 281            | From CR28 to end                  |
| Spring Valley Dr. | From CR5 to Valley Rd.            |
| Omer Dr.          | CR 5 to Lake Dr. West             |
| Lake Dr West      | From Omer to Lake Cir             |
| Twin Lakes Dr.    | From CR 512 to Cottonwood Dr.     |
| Blue Mesa Dr. E   | From Cottonwood to Deep Lake      |
| Blue Mesa Dr. W   | From CR 512 Lost Lake Dr.         |

|                    |                                       |
|--------------------|---------------------------------------|
| CR 512             | From Blue Mesa Dr. to Cherry Lake     |
| Rangeview Rd.      | From CR 51 to West Bison              |
| CR 51              | From Rangeview to John Dr.            |
| CR 61 N            | From HWY 67 to Woodrock Wy.           |
| CR 67 S            | From HWY 67 to Gravel Pit             |
| Arapahoe Creek Tr. | From CR 3 to Kiowa Creek Tr.          |
| CR 3               | From Pavement to Gold Dust Cr. Rd.    |
| Conestoga Creek Rd | From CR 3 to Kiowa Rd.                |
| CR 47              | From HWY 24 to CR 31                  |
| CR 31              | From CR 47 to Pikes Peak Dr.          |
| CR 31              | From CR 3 to west of Ace Lumber       |
| Pikes Peak Dr.     | From CR 31 to Valley View Dr.         |
| Circle Dr.         | From Pikes Peak Dr. to Crestridge Rd. |
| Wilson Lakes Dr.   | From Hwy 24 to Buckridge              |
| High Chateau Rd.   | From CR 11 To Spring Valley           |
| Trail Creek Rd.    | County Line to Crystal Peak           |
| CR 46              | From HWY 24 to County line            |
| Trout Haven Dr.    | From CR 42 to Wahsatch                |
| CR 421             | From CR 42 to Palmer Dr.              |
| Mistletoe          | From Hwy 24 to Stonehenge             |
| CR 86              | From CR 81 to CR 861                  |
| CR 82              | From HWY 67 to Cr 821                 |
| Weaverville Rd.    | Hwy 24 to Hybrook Rd. South           |
| Anges Dr           | From CR 1 to Troy Dr                  |
| Gold King Dr.      | From CR 1 to Vindicator Dr.           |

## D.) DRAINAGE

Drainage operations on gravel roads will focus on things such as re-grading all ditches that have been damaged from winter maintenance operations, cleaning-out clogged culverts as well as installing rock checks and drop boxes to prevent silt migration. Please remember that driveway culverts are the responsibility of the homeowner and by keeping your driveway culvert clean you can help maintain and preserve the overall condition of our road system. If you would like tips on how to prevent your culvert from getting clogged, please call our offices or send us an e-mail and we can schedule an onsite meeting to evaluate and asses your culvert for improvements

Drainage will be prioritized by the following criteria: Safety concerns, erosion/storm water concerns, structural integrity of roadway, classification and traffic counts. Crews will maintain and install culverts as needed also mitigating and repairing any erosion/storm water issues. This crew will also assist other crews with drainage needs.

## **II. HARD SURFACE MAINTENANCE**

For Hard Surface Roads, **patching, pothole repair, shouldering, overlays and repairs** will be conducted during the summer months (Typically May through October). Road segments presenting safety hazards will take priority, and operations will then begin on the highest traffic count roads and work to the lowest traffic count roads. **Crack-sealing** operations will be contracted. In the winter (Typically November through April), snow plowing and ice control will be the priority.

### **A.) MAINTENANCE OVERLAY**

Contracted - CR 5 beginning at CR 51 and heading northerly towards Spring Valley Drive... unknown length at this time as bids are currently being solicited.

### **B.) REPAIRS**

Areas in need of repairs, depending on spring thaw road assessment, using lay down machine and asphalt will include the following roads.

- CR 22
- CR 25
- CR 51
- CR 512

### **C.) DRAINAGE**

Drainage operations on hard surfaced roads will focus on the same things as on gravel roads.

Drainage will be prioritized by the following criteria: Safety concerns, erosion/storm water concerns, structural integrity of roadway, classification and traffic counts. Crews will maintain and install culverts as needed also mitigating and repairing any erosion/storm water issues.

## **III. BRIDGE MAINTENANCE**

Teller County has a total of ten bridges within the road system. The oldest bridge was built in 1930 and the newest in 1996. These bridges must stay in compliance with the National Bridge Inspection Standards and the National Bridge Inventory. Any non-compliant bridges may result in the ineligibility of Highway Users Tax Fund (HUTF) funding. Colorado Department of Transportation (CDOT) administers the inspection program for the bridges using a contracted bridge inspection consulting

agency. The bridges are inspected bi-annually. The Transportation Dept. will use the report to determine the proper maintenance program.

## **IV. WINTER MAINTENANCE**

### **A.) PLOWING/ICE CONTROL**

Since 2006 steady improvements have been made to the snow removal operations. These improvements have been made to enhance the speed and efficiency of our snow removal efforts. We feel confident that we can uphold these levels of service in 2025:

- In and out snowplow service to ALL county-maintained roads within 24 hours after the snow has stopped.
- Application of anti-skid material to the roadways as needed.
- Plan each individual storm event to provide the best service possible with current resources. Every storm is different so the response to each storm may be different.
- Route operators have flexibility to deal with on-the-spot conditions.
- Additional coverage on level I and level II roads.

Please feel free to review our procedures on our website.

***Snowplowing is an essential and necessary service provided to our citizens and we are committed to giving the highest level of service possible with our available resources. Below are a few tips that you can follow to make your winter commute as safe as possible:***

- ***Ensure that your vehicle is properly maintained for winter travel. Ensure that you have good wiper blades, washer fluid and adequate tires for the conditions that you will be traveling in.***
- ***Stay at least 200 feet back from a snowplow. Vehicles following too close to a plow hamper sanding operations and put you at risk for a broken windshield.***
- ***Refrain from passing a snowplow.***
- ***Prepare for the conditions that you may be driving in. Even though plows are operating there will be areas of ice and snow that present hazards.***
- ***For the safety of your children please do not allow them to make snow caves, play or sled in the roadway.***
- ***Refrain from plowing snow from private property into a roadway. If you must do this, you should ensure that no ridges or snow are left on the traveled surface.***

# ROAD IMPROVEMENT PLAN

## I. HARD SURFACE ROAD IMPROVEMENT

Many of the roads that will meet the criteria for the **Hard Surface Road Improvement** are existing hard surfaced roads that are in need of improvement and gravel roads that have required dust suppressant applications, in the past, receiving over 800 cars a day.

- A. NEW HARD SURFACE - None scheduled this year.
- B. DESIGN LIFE APPLICATION – None scheduled this year.

## II. ROAD RECONSTRUCTION

- None scheduled.

## III. RIGHT-OF-WAY(ROW), SIGNAGE AND TRAFFIC CONTROL

The Right-of-Way (ROW) Division is ideally responsible for identifying public ROW, assuring compliance with the Teller County Roadway Design and Construction Standards (TCRD&CS) for accesses as well as work performed in ROW by contractors, acquiring additional ROW and easements when needed, trying to ensure that traffic control devices, street signs and safety appurtenances meet Manual on Uniform Traffic Control Devices (MUTCD) requirements/specifications and performing traffic counts.

Prior to road improvement projects, it is often necessary to identify the public ROW so that the extent of the ROW can be utilized if necessary to construct a proper roadway with adequate drainage. This is a very time-consuming process and often needs to happen years in advance of a proposed project. The ROW crew will try place markers to designate the ROW once found, and we always ask residents to locate and mark their property pins so that everyone knows where the ROW and private property boundary is. They also collect information related to usage of the road so that we have accurate data to provide for enhanced engineering of the roads.

Program (core) area goals that we try to work on are:

Replace one-tenth (1/10) of the Traffic Control Devices (TCD's). Mandated by Federal Highway Administration (FHWA) that all TCD's be upgraded to High-Intensity Sheeting and have a Replacement/Maintenance Plan in effect. We have chosen a "Blanket Replacement Plan", dividing the county in ten parts with

nearly equal sign distribution – each section getting replaced on a ten-year cycle (which is also equal to sign longevity).

Replace one-tenth (1/10) of the street name signs. Just as with the Traffic Control Devices (TCD's), we have chosen a "Blanket Replacement Plan" for street name signs, dividing the county in ten parts with nearly equal sign distribution – each section getting replaced on a ten-year cycle (which is also equal to sign longevity). This is in addition to standard maintenance/repairs of damaged/missing signs not scheduled for replacement this year.

Intersection control signing. Continuing phasing in installations of intersection control signing (stop, yield signs) at all three and four way intersections.

This is in addition to standard maintenance/repairs of damaged/missing signs not scheduled for replacement this year.

Object markers. Repair/replace damaged/missing object markers as time allows.

Delineators. Repair/replace damaged/missing delineators as time allows.

Mile markers. Repair/replace damaged/missing mile markers as time allows.

Record Average Daily Traffic (ADT) counts (alternating between subdivision roads and main roads every other year) as time allows.

## **OTHER PROJECTS**

### **GASB 34 (Governmental Accounting Standards Board Law 34)**

Conduct inspections of a third of all the following assets in order to comply with Federal Regulations: Roads, Street Signs, Regulatory Signs, Culverts, Guardrail, Cattle Guards, Bridges, Tunnels and Trails.

### **GRANT APPLICATIONS**

We are always looking at grant sources that can be utilized to aid our road system. Future improvement projects are in the planning and engineering phases in preparation for the 2025 grant season for funding in 2026.

### **O.E.M logistics**

During emergency situations we will provide support when asked by the Office of Emergency Management. This support includes equipment and manpower.