

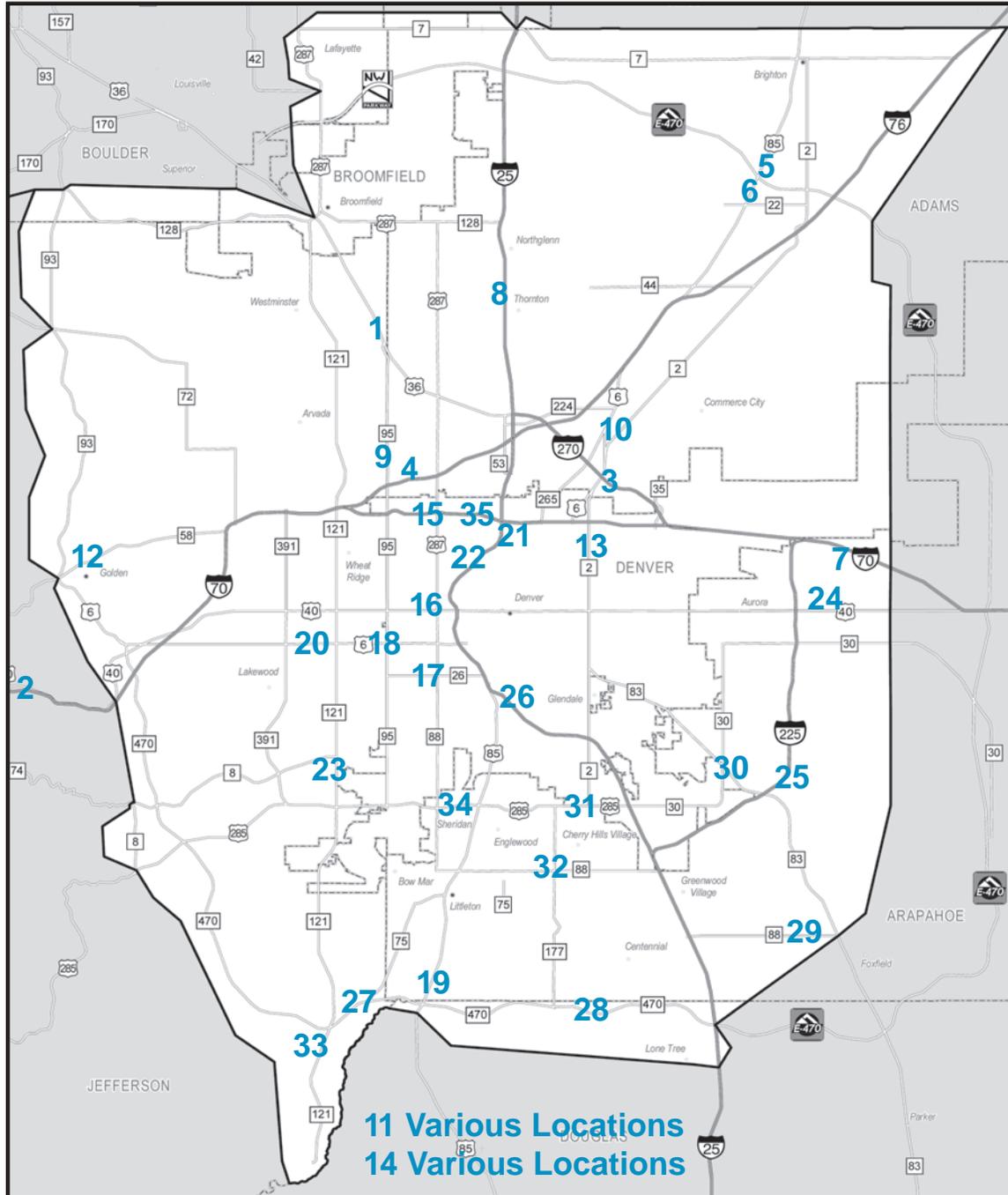


Traffic Watchers

Denver Metro Area | Spring 2013



Metro Area Projects



Traffic Watchers

Corridor Projects

1 US 36: FEDERAL BOULEVARD (US 287) TO 88TH STREET

Cost: \$310 million

Contractor: Ames/Granite Joint Venture

Manager: John Schwab

Work: Add an Express Lane in each direction on US 36 for Bus Rapid Transit (BRT) and High Occupancy Vehicles (HOV). Reconstructs pavement and widens highway to accommodate 12-foot inside and outside shoulder. Replaces the Wadsworth Parkway, Wadsworth Boulevard (at 112th Avenue) Lowell Boulevard, Sheridan Boulevard and Burlington Northern Santa Fe Railway bridges over US 36. Adds BRT improvements, including electronic signage at stations and bus priority improvements at ramps. Improvements will allow buses to operate on the shoulders of US 36 between interchanges to decrease bus travel time. Installs Intelligent Transportation Systems (ITS) for tolling, transit and traveler information and incident management. Installs a separate bikeway along much of the corridor.

Update: Crews have completed most of the westbound traffic realignment along US 36, which allows them to widen and install permanent pavement on the eastbound side. Major bridge work has begun on the Wadsworth Parkway bridge with girder/deck panel installation. Girders will soon be installed on 112th Avenue (Uptown Avenue Bridge), and work on the Sheridan Boulevard bridge, and bridges over Lowell Boulevard, and East and West Flatiron will continue this spring. Other work includes noise wall relocation on the east side, and installation of new drainage and pedestrian tunnels east of Church Ranch Boulevard.

Benefits: Motorists will have more choices—pay toll, carpool or ride bus for a more efficient trip, or travel free in existing lanes—creating a more effective transportation system that supports economic and job growth. Will also reduce congestion, improve gas mileage and air quality.

Hours: During peak hours, existing lanes will remain open. Lane closures possible Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: Summer 2012–December 2014



Spring 2013

Corridor Projects

2 I-70: IDAHO SPRINGS TO US 6

Cost: \$106 million (total project cost); \$80 million construction

Contractor: Edward Kraemer & Sons/Obayashi Joint Venture

Engineer: Russel Cox

Work: Widens eastbound I-70 to three lanes from west of the Twin Tunnels, through the eastbound tunnel, to the existing three-lane section at the base of Floyd Hill. Flattens various curves to improve sight distance and reduce accidents. Reconstructs the bridge over Clear Creek.

Update: Detour is active as contractor widens the eastbound tunnel. Blasting should be complete by August with tunnel lighting, striping and other work continuing until late 2013.

Benefits: Reduces congestion on the I-70 west corridor, which will in turn improve gas mileage and air quality. Also reduces crashes and allows CDOT to investigate other low cost operational improvements.

Hours: Periodic delays up to 20–30 minutes, 24 hours/day, 6 days/week for blastings. Blasting can't occur during peak hours. Sundays will be primarily for maintenance of equipment. Blasting schedule will be released evenings before or mornings of to help motorists plan travels.

Duration: March 2013–Spring 2014. All three lanes of eastbound I-70 will reopen by late 2013. In Spring 2014, crews will restore County Road 314 to a bicycle/pedestrian trail and conduct other minor work.



North Program

3 I-270: VASQUEZ BOULEVARD (US 6) TO I-76

Cost: \$4.1 million

Contractor: Martin Marietta Materials

Engineer: Neil Lacey

Work: Rotomills and paves approximately three miles of I-270 from just south of Dahlia (56th Avenue) and I-76. Corrects the profile of the roadway between the South Platte River and State Highway 265 to eliminate small hills. Rotomills and paves several bridge decks and makes minor improvements to the bridge over Vasquez Boulevard. Repairs the inside and outside shoulders and resurfaces the shoulders south of Dahlia Street. Removes and replaces damaged guardrail. Installs ramp metering from westbound Vasquez Boulevard to westbound I-270.

Update: The profile of the roadway has been corrected, shoulders and guardrails have been repaired. Project will resume in late May so crews can replace then pave I-270, install lighting on the York Street on-ramp and install metering on the ramp from southbound Vasquez Boulevard to westbound I-270.

Benefits: Improves the driving surface, reducing wear and tear on vehicles and lower maintenance costs. Ramp meter will improve flow of traffic onto I-270.

Hours: Single lane closures are possible Sunday–Thursday from 9 p.m. to 5 a.m.

Duration: September 2012–August 2013 with a winter shutdown

4 I-76: I-70 TO FEDERAL BOULEVARD (US 287)

Cost: \$4 million

Contractor: Martin Marietta Materials

Engineer: Neil Lacey

Work: Rotomills and paves approximately three miles of I-76 in asphalt.

Benefits: Improves driving surface of I-76, reducing wear and tear on vehicles and lowering maintenance costs.

Work Hours: Single lane closures possible Sunday–Thursday 7 p.m. to 5 a.m.

Duration: May–September 2013

5 PEORIA STREET OVER I-76

Cost: \$5 million (budget)

Contractor: TBD

Engineer: Neil Lacey

Work: Replace Peoria Street bridge, originally constructed in 1958, in poor condition. New bridge will be slightly wider to accommodate one 12-foot lane in each direction as well as six-foot shoulders.

Benefits: Replaces a bridge that is in poor condition, improving our highway infrastructure and creating a safer trip for motorists.

Hours: Single lane closures possible Sunday–Thursday from 9 p.m. to 5 a.m.

Peoria between 4th and 6th Streets will be closed for the duration of the project.

Duration: July–December 2013 (tentative schedule)

Spring 2013

North Program

6 I-76 OVER THE UNION PACIFIC RAILROAD NEAR US 85

Cost: \$10 million (budget)

Contractor: TBD

Engineer: Neil Lacey

Work: Replaces eastbound and westbound I-76 bridges over the Union Pacific Railroad. Originally constructed in 1957, these bridges are in poor condition. Also, the northbound US 85 ramp will be reconstructed to tie into the westbound I-76 bridge. Both bridges will be wider and longer to accommodate a potential new Union Pacific Railroad track underneath.

Benefits: The project replaces bridges that are in poor condition, improving our highway infrastructure and creating safer roads for motorists.

Hours: Single lane closures possible Monday–Friday from 8:30 a.m. to 3:30 p.m. During construction of the bridges, traffic will be reduced to one lane in each direction and placed in temporary alignments.

Duration: September 2013–December 2014 (tentative schedule)

7 I-70: TOWER ROAD TO COLFAX AVENUE (US 40)

Cost: \$10 million (budget)

Contractor: TBD

Engineer: Jay Hendrickson

Work: Replaces the eastbound and westbound I-70 bridges over Smith Road and the Union Pacific Railroad. Both were originally constructed in 1965 and will be replaced with bridges that are wider to accommodate future widening of I-70. I-70 will also be reconstructed in concrete in some locations and resurfaced with asphalt in other locations.

Benefits: Improves driving surface, reducing vehicle wear and tear and vehicle maintenance costs. Also, bridge replacements will improve safety and allow for future improvements to I-70, which will support economic and job growth.

Hours: Only one lane of eastbound and westbound I-70 will remain open 24/7 for approximately 18 months.

Duration: September 2013–April 2015 (tentative schedule)

8 I-25: US 36 TO 120TH AVENUE

Cost: \$60 million (budget)

Contractor: TBD

Engineer: Jay Hendrickson

Work: Maximizes existing highway infrastructure to expand the capacity of I-25 by adding one HOV/tolled Express Lanes in each direction. New lanes will connect to existing I-25 Express Lanes to and from downtown Denver. In addition, existing lanes along this six-mile stretch will be resurfaced. When open, buses and carpools may use the lane free of charge, solo drivers may use by paying a toll. Rates will vary depending upon demand.

Benefits: Will provide motorists with more reliable transportation options while improving capacity on this congested corridor. Will improve the transportation infrastructure to support economic and job growth.

Hours: Lane closures are possible Monday–Friday from 6:30 a.m. to 3:30 p.m. and Sunday–Thursday from 9 p.m. to 5 a.m. Occasional weekend work possible.

Duration: October 2013–September 2015 (tentative schedule)

Spring 2013

North Program

9 SHERIDAN BLVD (STATE HIGHWAY 95) OVER UNION PACIFIC RAILROAD

Cost: \$9 million

Contractor: Zak Dirt, Inc.

Engineer: Gus Bieber

Work: Replaces the bridge over the Union Pacific Railroad near I-76. Bridge was originally constructed in 1966 and is in poor condition.

Benefits: Replaces a poor bridge, creating a safer trip for motorists.

Hours: Traffic will be reduced to one lane in each direction for approximately 18 months. Also, lane closures are possible Sunday–Thursday from 8 p.m. to 5:30 a.m. for bridge demolition, girder installation and bridge deck work.

Duration: April 2012–August 2013

10 VASQUEZ BOULEVARD (US 6): I-70 TO I-76

Cost: \$6 million

Contractor: Asphalt Specialities

Engineer: Gus Bieber

Work: Rotomills and paves approximately five miles of Vasquez Boulevard and rehabilitates the bridge decks on Vasquez over the Burlington Canal and I-76. Replaces expansion joints on the Vasquez bridge over Sand Creek.

Benefits: Will improve the driving surface of Vasquez Boulevard, reducing the wear and tear on vehicles and lowering vehicle maintenance costs.

Update: The majority of paving on Vasquez is complete. Crews will complete the expansion joint repairs and minor paving operations this spring.

Hours: Sunday–Thursday from 9 p.m. to 5:30 a.m.

Duration: July 2012– June 2013 with winter shutdown

Spring 2013

North Program

**11 I-25 AT 88TH AVENUE
I-76 OVER DAHLIA STREET
I-270 AT YORK STREET**

Cost: \$1 million

Contractor: Edward Kraemer and Sons, Inc.

Engineer: Gus Bieber

Work: Makes minor repairs to three bridges in the Denver metro area.

Benefits: Repairs will improve safety for the traveling public.

Hours: Sunday–Thursday from 9 p.m. to 5:30 a.m.

Duration: February–June 2013

12 STATE HIGHWAY 58 OVER FORD STREET IN GOLDEN

Cost: \$7.2 million (budget)

Contractor: TBD

Engineer: Gus Bieber

Work: Replaces the State Highway 58 bridge over Ford Street, which was originally constructed in 1967 and is in poor condition. Improvements will be made to vertical sight distance and the westbound off-ramp to Washington Street.

Benefits: Replaces a poor bridge and creates a safer trip for motorists.

Work Hours: Monday–Friday from 7 a.m. to 3:30 p.m.

Duration: June 2013–July 2014 (tentative schedule)

Spring 2013

Central Program

13 COLORADO BLVD (STATE HIGHWAY 2) AT 12TH AVE AND AT I-70

Cost: \$600,000

Contractor: Interface Communications, CO

Engineer: Art Negretti

Work: Upgrades the traffic signals on Colorado Boulevard at 12th Avenue and I-70 and installs a pedestrian island at 12th Avenue to improve pedestrian safety.

Benefits: Improves safety for motorists as well as bicyclists and pedestrians.

Hours: Single lane closures Monday–Friday from 8:30 a.m. to 3:30 p.m.

Duration: May 2012–April 2013

14 VARIOUS RAMPS ON I-25, I-70, I-76 AND I-270

Cost: \$3 million (budget)

Contractor: TBD

Engineer: Art Negretti

Work: Replaces concrete slabs on 11 ramps in the Denver metro area.

Benefits: This preventative maintenance will help extend the life of the pavement.

By conducting maintenance activities now, we can avoid higher costs later.

Hours: Single lane closures Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: June–August 2013 (tentative schedule)

15 PECOS STREET OVER I-70

Cost: \$21 million

Contractor: Kiewit Infrastructure

Engineer: Art Negretti

Work: Replaces the Pecos Street bridge over I-70, originally constructed in 1965 and in poor condition. In addition, two roundabouts will be constructed on Pecos, replacing existing signalized intersections at I-70 to improve mobility.

Benefits: Replaces a bridge in poor condition and improves the safety of our infrastructure. By constructing roundabouts, congestion will be reduced, making a more efficient transportation system that better supports economic and job growth.

Hours: Single lane closures Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: October 2012–November 2013

Spring 2013

Central Program

16 FEDERAL BLVD (US 287) OVER COLFAX AVE (US 40)

Cost: \$5.1 million

Contractor: Jalisco International, Inc.

Engineer: Jerad Esquibel

Work: Replaces bridge with a wider one to accommodate eight-foot sidewalks on both sides and a curb and gutter in the median. The existing bridge was originally constructed in 1960 and is in poor condition.

Update: Major bridge work is complete. Remaining work includes paving northbound Federal Boulevard and landscaping.

Benefits: Improves infrastructure safety.

Hours: Single lane closures possible Monday–Friday from 8:30 a.m. to 3:30 p.m. and Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: September 2011–May 2013



17 FEDERAL BLVD (STATE HIGHWAY 88): ALAMEDA AVE TO 5TH AVE

Cost: \$7.8 million

Contractor: Scott Contracting, Inc.

Engineer: Jerad Esquibel

Work: Reconstructs/widens approximately one mile in concrete to accommodate additional northbound lane. When complete, there will be three lanes in each direction with a raised median. Traffic signals at Federal Boulevard and 1st and 2nd Avenue interchanges will be upgraded, sidewalks will be widened to eight feet.

Update: All concrete paving and widening is complete including the sidewalks, driveways and intersections. Most of the new concrete median and retaining walls is complete. Crews are now doing landscaping, lighting and other minor work.

Benefits: Improves safety for pedestrians, reduces congestion along Federal Boulevard, which will help improve gas mileage and air quality.

Hours: Single lane closures Monday–Friday from 9 a.m. to 3:30 p.m.

Duration: March 2011–Spring 2013

18 US 6 (6TH AVE) OVER SHERIDAN BLVD (STATE HIGHWAY 95)

Cost: \$8.8 million

Contractor: Edward Kraemer and Sons, Inc.

Engineer: Jerad Esquibel

Work: Replaces 6th Avenue bridge over Sheridan. Provides wider sidewalks under the bridge along Sheridan and at the four pedestrian islands. Improves drainage and lighting, including upgrading some traffic signals. Medians north and south of the bridge will be modified to increase left turn storage capacity, helping traffic flow on Sheridan Boulevard. The existing bridge was originally constructed in 1961 and is in poor condition.

Update: Major bridge work is complete. Crews are now demolishing the temporary bridge, then paving on the north side. US 6 and Sheridan Boulevard should be in final configuration by July 2013.

Benefits: Replaces a bridge in poor condition, makes our infrastructure safer.

Hours: Single lane closures Monday–Friday from 8:30 a.m. to 3:30 p.m. and Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: January 2012–July 2013

Spring 2013

Central Program

Spring 2013

19 US 85 (SANTA FE DRIVE) OVER DAD CLARK GULCH

Cost: \$3.2 million

Contractor: Lawrence Construction Co.

Engineer: Jerad Esquibel

Work: Replaces northbound Santa Fe bridge over Dad Clark Gulch near C-470, which was originally constructed in 1939 and is in poor condition.

Benefits: Replaces a bridge in poor condition, makes our infrastructure safer.

Hours: Single lane closures Monday–Friday from 7 a.m. to 3:30 p.m. with occasional night and weekend work.

Duration: April–August 2013

20 US 6: SIMMS STREET/UNION BOULEVARD TO SHERIDAN BOULEVARD

Cost: \$6 million (budget)

Contractor: TBD

Engineer: Jerad Esquibel

Work: Rotomills and paves approximately four miles of US 6 in asphalt excluding the Wadsworth Boulevard interchange (to be addressed in an upcoming project)

Benefits: Will improve driving surface which reduces vehicle wear and tear and vehicle maintenance costs

Work Hours: Single lane closures Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: June–September 2013 (tentative schedule)

21 I-25: 20TH STREET TO SPEER BOULEVARD

Cost: \$15.7 million

Contractor: Hamon Contractors, Inc.

Engineer: Kevin Brown

Work: Adds auxiliary lanes on southbound I-25 from just south of 20th to just south of Speer to help eliminate weaving at on and off-ramps. Replaces 15th Street bridge over I-25 to accommodate auxiliary lane and wider sidewalks. Reconfigures I-25 HOV/tolled Express Lane exit to provide longer merge lane into traffic. Constructs sidewalk along Central Street between 15th and 16th Streets, connecting to Denver's part of the project. The City of Denver is funding additional improvements including a 10-foot bicycle/pedestrian path from 16th to 20th Street, on-street parking on the west side of Central Street north of the 17th Street curve and enhanced signage for the bike route connection at 20th Street.

Update: The northern half of the 15th Street bridge over I-25 is complete and girders on the southern half were recently installed. The 15th Street bridge should be complete by the end of May 2013.

Benefits: Upgrades infrastructure by replacing a deteriorating bridge and improves gas mileage and air quality by reducing congestion on I-25.

Hours: I-25: Various lane closures Sunday–Thursday 7 p.m. to 5:30 a.m. Central Street: Single lane closures Monday–Friday 8:30 a.m. to 3:30 p.m.

Duration: January 2012–August 2013



Central Program

22 I-25 OVER THE SOUTH PLATTE RIVER

Cost: \$16.4 million

Contractor: Lawrence Construction Co.

Resident Engineer: Kevin Brown

Work: Replaces the bridge over the South Platte River, known as "Bronco Arch" bridge. Originally constructed in 1951, this bridge is in poor condition.

Update: Crews have demolished and reconstructed the bridge and are now doing paving and other minor work until complete.

Benefits: Replaces a bridge in poor condition, making infrastructure safer.

Work Hours: Single lane closures Sunday–Thursday starting at 7 p.m. with double lane closures at 9 p.m. and triple lane closures at 11 p.m. All lanes reopen by 5:30 a.m. Streets and bike paths under I-25 may be periodically closed.

Duration: May 2011–August 2013

23 WADSWORTH BOULEVARD (STATE HIGHWAY 121) OVER BEAR CREEK

Cost: \$5.6 million

Contractor: Lawrence Construction Co.

Engineer: Kevin Brown

Work: Replaces the Wadsworth Boulevard bridge over Bear Creek, which is just north of US 285. The existing bridge was originally constructed in 1957 and is one of Colorado's poor bridges. A 60-inch Denver Water line will be relocated to accommodate the construction of the new bridge.

Update: Major bridge work is complete, final paving and minor work remains.

Benefits: Replaces a bridge in poor condition, making our infrastructure safer.

Hours: Lane closures Monday–Friday from 8:30 a.m. to 3:30 p.m. and Sunday–Thursday from 8 p.m. to 5:30 a.m. Periodic closures of the bike path under Wadsworth Boulevard are possible throughout the project. When the path is closed, users will be detoured to Yale Avenue.

Duration: March 2012–May 2013

24 COLFAX AVENUE (US 40) OVER SAND CREEK

Cost: \$10 million (budget)

Contractor: TBD

Engineer: Tony Stewart

Work: Replaces the Colfax Avenue bridges over Sand Creek near Tower Road with structures that are four feet higher to meet the 100-year flood elevation. The eastbound structure was originally constructed in 1939; the westbound in 1955. Both bridges are in poor condition.

Benefits: Replaces bridges in poor condition, making our infrastructure safer.

Hours: Lane closures Monday–Friday from 7:30 a.m. to 4 p.m.

Duration: July 2013–February 2015 (tentative schedule)

Spring 2013

South Program

Spring 2013

25 I-225: MISSISSIPPI AVE TO PARKER ROAD (STATE HIGHWAY 83)

Cost: \$43 million (Funded by CDOT and RTD)

Contractor: SEMA Construction Co.

Engineer: Rick Erjavec

Work: Widens I-225 between Mississippi and Parker to accommodate three lanes in each direction with an additional auxiliary lane. This will complete the widening of I-225 between I-25 and I-70, eliminating the bottleneck at Mississippi. The Yale Avenue bridge over I-225 will be replaced and minor roadway elements completed to accommodate RTD's extension of light rail from Parker to Iliff.

Update: The Yale Avenue bridge has been demolished. It opened October 5th, approximately two months early. Crews are now working on both sides of the corridor including the sound wall, retaining walls, storm sewers, and new concrete pavement and barriers for what will be the southbound lanes of I-225. The next traffic switch, to put southbound traffic on the new lanes, is scheduled for April 2013. In addition, crews have been working on the light rail on the east side. Work is nearly complete on the retaining walls that will separate light rail from traveled lanes. Crews have also started on the substructure of the light rail bridge that will go from the median of I-225 at Parker to the east side of the highway.

Hours: Single lane closures Monday–Friday from 8:30 a.m. to 3:30 p.m. and Sunday–Thursday from 8 p.m. to 5 a.m.

Benefits: The project will improve mobility and reduce congestion—improving gas mileage and air quality.

Duration: April 2012–July 2014

26 I-25 OVER SANTA FE DRIVE

Cost: \$60 million

Contractor: Hamon Contractors, Inc.

Engineer: Ron Buck

Work: Replaces I-25 bridges over Santa Fe that are in poor condition. Constructs flyover ramp from northbound Santa Fe to northbound I-25 to replace the current left side on-ramp and improve operations and safety for this major traffic area. I-25 from the north end of the Broadway Viaduct to just south of Alameda Avenue will be reconstructed and realigned to provide lane continuity. This will help reduce bottlenecks in this area. Once complete, I-25 will have four lanes in each direction through Denver from C-470 to US 36.

Update: Construction for the northbound I-25 bridge over Santa Fe Drive is complete. The construction of the southbound bridge is underway. Southbound I-25 traffic has been temporarily realigned onto the northbound I-25 bridge. The new flyover ramp from northbound Santa Fe to northbound I-25 is nearly complete.

Benefits: Replaces two poor bridges, improving safety for the traveling public. In addition, the improvements will reduce congestion and improve mobility, making for a more efficient transportation system.

Hours: Santa Fe Drive: Single lane closures Monday–Friday from 8:30 a.m. to 3:30 p.m. and Sunday–Thursday from 8 p.m. to 5:30 a.m.

I-25: Single lane closures Sunday–Thursday from 8 p.m. to 5:30 a.m. Full closures for girder installation, bridge deck panel installation and concrete deck pours.

Duration: July 2011–October 2013

South Program

27 C-470: SANTA FE DRIVE TO WADSWORTH BOULEVARD

Cost: \$3.54 million

Contractor: Asphalt Paving Co.

Engineer: Ron Buck

Work: Resurfaces approximately three miles of C-470 in asphalt.

Benefits: Improves the driving surface of C-470, reducing the wear and tear on vehicles and lowering vehicle maintenance costs.

Hours: Single lane closures Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: May–September 2013

28 C-470 AT COLORADO BOULEVARD—BICYCLE & PEDESTRIAN TRAIL

Cost: \$1 million (budget)

Contractor: TBD

Engineer: Ron Buck

Work: Constructs a new bicycle and pedestrian trail alignment under C-470 at Colorado Boulevard, eliminating the at-grade trail.

Hours: Tentative work hours are Monday–Friday from 9 a.m. to 3 p.m. and Sunday–Thursday from 8 p.m. to 5:30 a.m.

Benefits: Improves safety for bicyclists and pedestrians.

Duration: Summer–Winter 2013 (tentative schedule)

29 ARAPAHOE ROAD (STATE HIGHWAY 88) OVER CHERRY CREEK NEAR JORDAN ROAD

Cost: \$22 million (budget)

Contractor: TBD

Engineer: John Hall

Work: Replaces the Arapahoe Road bridge over Cherry Creek with one that is wider and longer to accommodate traffic, pedestrian, and sidewalk improvements. The bridge was originally constructed in 1959 and is in poor condition. The new bridge is also designed to safely pass the 100-year flow of Cherry Creek, and prevent overtopping and flooding of Arapahoe Road. A grade-separated trail will also be constructed to improve bicycle and pedestrian access.

Hours: The bridge will be constructed in three phases allowing three lanes in each direction throughout construction, except for single lane closures as noted below. Single lane closures Monday–Friday from 9 a.m. to 3 p.m. and Sunday–Thursday from 7 p.m. to 6 a.m. Occasional weekend work possible.

Benefits: Replaces a bridge in poor condition and improves the safety of our infrastructure. Also, provides more travel options, including bicycling and walking.

Duration: July 2013–December 2014 (tentative schedule)

Spring 2013

South Program

Spring 2013

- 30** **PARKER ROAD (STATE HIGHWAY 83): JEWELL AVE & MISSISSIPPI AVE
HAVANA STREET (STATE HIGHWAY 30): FLORIDA AVE & 1ST AVE**
Cost: \$5.5 million (budget)
Contractor: TBD
Engineer: John Hall
Work: Rotomills and resurfaces approximately 1.4 miles of Parker and two miles of Havana in asphalt. Reconstructs sidewalk and curb ramps at both locations.
Hours: Single lane closures Monday–Friday from 9 a.m. to 3 p.m.
Sunday–Thursday from 7 p.m. to 5:30 a.m. and weekends from 7 a.m. to 7 p.m.
Benefits: Improves the driving surface, reducing vehicle wear and tear and vehicle maintenance costs.
Duration: June–September 2013
- 31** **COLORADO BLVD (STATE HIGHWAY 2) AT HAMPDEN AVE (US 285)**
Cost: \$1.7 million
Contractor: Chatos Concrete, LLC
Engineer: John Hall
Work: The intersection of Hampden and Colorado will be completely reconstructed in concrete. Additional work will include the reconstruction of medians, islands, sidewalks, and curb ramps adjacent to the intersection.
Benefits: Improves the driving surface of Colorado Boulevard, reducing the wear and tear on vehicles as well as vehicle maintenance costs.
Hours: In late June/July, the contractor will have a 20-day window for 24-hour reconstruction work. Left turns from Hampden will be restricted. Right turn and through access onto Colorado and left turns from northbound Colorado may also be restricted for up to seven days at a time. East and westbound Hampden will have two through lanes open. Southbound Colorado is expected to have full access to Hampden throughout. Outside the closures noted above, the project will have single lane closures from 7:00 p.m. to 6:00 a.m. and may include daytime single lane closures on Colorado outside of non-peak times. Single lane weekend closures may also be used.
Duration: April–August 2013
- 32** **UNIVERSITY BLVD (STATE HIGHWAY 177) AT BELLEVIEW AVE
(STATE HIGHWAY 88)**
Cost: \$4.5 million (budget)
Contractor: TBD
Engineer: Rick Erjavec
Work: Replaces concrete panels and upgrades pedestrian facilities.
Hours: Single lane closures from Monday–Friday 9 a.m. to 3 p.m. and Sunday–Thursday from 10 p.m. to 6 a.m. Occasional weekend work is possible.
Benefits: This preventative maintenance will help extend the life of the pavement.
Duration: July 2013–December 2014

South Program

33 CHATFIELD STATE PARK PERIMETER ROAD

Cost: \$906,000 (funded by State Parks)

Contractor: Rocky Mountain Excavating

Engineer: Rick Erjavec

Work: Realigns the perimeter road and resurfaces the roadway in asphalt. Also slightly widens the roadway to better accommodate bicyclists.

Hours: Single lane closures Monday–Friday from 7 a.m. to 3:30 p.m.

Benefits: Will provide safe travel options for bicyclists and motorists.

Duration: April–August 2013

34 US 285: FEDERAL BLVD (STATE HIGHWAY 88) TO MARION STREET

Cost: \$4.5 million (budget)

Contractor: TBD

Resident Engineer: Matt Pacheco

Work: Resurfaces approximately three miles of US 285 in asphalt.

Benefits: Improves the driving surface, reducing vehicle wear and tear and vehicle maintenance costs.

Hours: Tentative work hours are Monday–Friday from 8:30 a.m. to 3:30 p.m. with occasional weekend work.

Duration: May–October 2013 (tentative schedule)

35 US 6: FEDERAL BOULEVARD (STATE HIGHWAY 88) TO I-25

Cost: \$106 million (budget)

Contractor: TBD

Engineer: Matt Pacheco

Work: Improvements at the I-25/US 6 interchange, partial closure of Bryant Street interchange, a diamond interchange at US 6/Federal with slip ramps to Bryant and a braided ramp from Federal to eastbound US 6. Also, improvements to Federal between 5th and 7th Avenues, conversion of 5th to two-way traffic east of Federal, upgrading the South Platte River Trail to current standards in areas impacted by construction. Reconstruction of US 6 with collector-distributor roads and auxiliary lanes from Federal to the BNSF Railroad Bridge Structure, in-kind replacement of impacted facilities for Barnum Park East as defined in contract documents and adding a bicycle/pedestrian Bridge Structure connecting CCD's Barnum and Barnum North Parks. Replacement of existing Bridge Structures and overlay of US 6 westerly to Sheridan Boulevard.

Update: Selection of Design-Build Team will be announced in late April 2013.

Benefits: Improves safety and mobility along the corridor, providing for an efficient transportation system that supports economic and job growth.

Hours: Tentative work hours are Monday–Friday from 8:30 a.m. to 3:30 p.m. and Sunday–Thursday from 8 p.m. to 5:30 a.m.

Duration: Spring 2013–Fall 2016 (tentative schedule)

Other Projects

STATE HIGHWAY 119 NEAR BLACK HAWK

Cost: \$18 million

Contractor: American Civil Constructors, Inc.

Engineer: Russel Cox

Work: Widens State Highway 119 from two to four lanes beginning at the south end of Black Hawk and continuing south approximately mile. Other improvements include a new bridge over North Clear Creek, straightening a curved highway segment, a new bike/pedestrian path and bridge, creek side retaining walls and rock slope cuts, an intersection reconstruction at Douglas Mountain Drive, including new turn lanes and paving six miles of State Highway 119 between the new widened segment and the US 6 junction.

Update: The roadway widening portion of the project has been completed along with most of the asphalt overlay. Remaining work includes completion of the retaining walls, multi-use path, stream stabilization, wetlands, landscaping, asphalt overlays and final pavement markings.

Benefits: Improves safety and mobility, which will reduce congestion and provide for a more efficient transportation system that can support continued economic and job growth.

Hours: Lane closures are possible Monday–Friday from 3 a.m. to 2 p.m.

Duration: November 2010–June 2013

US 36: BENNETT TO STRASBURG

Cost: \$4 million

Contractor: Aggregate Industries, Inc.

Engineer: Dole Grebenik

Work: Resurfaces approximately eight miles of US 36 in asphalt.

Benefits: Improves the driving surface of US 36, reducing vehicle wear and tear and vehicle maintenance costs.

Hours: Lane closures are expected Monday–Friday from 8 a.m. to 5:30 p.m.

Duration: May–August 2013

I-25: SURREY RIDGE AND RIDGEGATE

Cost: \$1.2 million (budget)

Contractor: TBD

Engineer: Dole Grebenik

Work: Replaces concrete slabs on the Surrey Ridge and Ridgagate bridges.

Benefits: Will extend the life of the pavement. By spending now for maintenance, higher costs can be avoided in the future.

Hours: Traffic will be reduced from four to three lanes on northbound and southbound I-25 for the duration of the project.

Duration: July–September 2013 (tentative schedule)

Other Projects

PARKER ROAD (STATE HIGHWAY 83) AT CROWN CREST

Cost: \$300,000 (budget)

Contractor: TBD

Engineer: Dole Grebenik

Work: Adds right turn lane from northbound Parker to eastbound Crown Crest

Benefits: Improves safety and mobility on Parker Road.

Hours: Lane closures possible Monday–Friday from 7 a.m. to 5:30 p.m.

Duration: September 2013 (tentative schedule)

STATE HIGHWAY 86 NEAR FRANKTOWN

Cost: \$1.2 million (budget)

Contractor: TBD

Engineer: Dole Grebenik

Work: Resurfaces approximately five miles SH 86 in asphalt from Franktown east. This preventative maintenance will increase the life of the existing roadway.

Benefits: Improves the driving surface of SH 86, reducing vehicle wear and tear and vehicle maintenance costs.

Hours: Lane closures are possible Monday–Friday from 7 a.m. to 5:30 p.m.

Duration: July–August 2013 (tentative schedule)

US 85: COOK RANCH TO LOUVIERS

Cost: \$11.3 million

Contractor: Dondlinger & Sons Construction

Engineer: Roman Jauregui

Work: Reconstructs and widens approximately 1.5 miles of US 85 and replaces the bridges at Highlands Gulch and Oxide Draw. When complete, there will be two lanes in each direction between C-470 and Louviers.

Benefits: Improves safety and mobility, which will improve congestion and reduce gas mileage and air quality.

Hours: Lane closures expected Monday–Friday from 7 a.m. to 7 p.m. with occasional weekend work.

Duration: October 2012–September 2013

US 40: BYERS TO DEER TRAIL

Cost: \$3.2 million (budget)

Contractor: TBD

Engineer: Roman Jauregui

Work: Resurfaces approximately six miles in asphalt and repairs bridge decks.

Benefits: Improves the driving surface of US 40, reducing the wear and tear on vehicles and lowering vehicle maintenance costs.

Hours: Lane closures are possible Monday–Friday from 7 a.m. to 7 p.m. with occasional weekend work.

Duration: May–September 2013 (tentative schedule)

Traffic

EASTBOUND I-70 AT FEDERAL BOULEVARD

EASTBOUND I-70 AT MONACO PARKWAY

EASTBOUND I-70 AT QUEBEC STREET

EASTBOUND I-70 AT HAVANA STREET

EASTBOUND I-70 AT PEORIA STREET

SOUTHBOUND I-225 AT PARKER ROAD

Cost: \$600,000

Contractor: Ateilah Construction

Engineer: Alazar Tesfaye

Work: Installs ramp metering at six locations in the Denver metro area to regulate the flow of traffic onto the highway.

Benefits: Improves operations by regulating the flow of traffic onto the interstate.

Hours: Lane closures possible Monday–Friday from 8:30 a.m. to 3:30 p.m.

Duration: April–July 2013

KIPLING STREET (STATE HIGHWAY 391): 32ND AVENUE TO I-70

Cost: \$230,000

Contractor: ADB Companies Inc.

Engineer: Alazar Tesfaye

Work: Install conduit and fiber along the corridor for improved communication to traffic signals.

Benefits: Improved mobility and reduced congestion.

Hours: Lane closures possible Monday–Friday from 9 a.m. to 3 p.m.

Duration: April–June 2013

UNIVERSITY BLVD (STATE HIGHWAY 177): ARAPAHOE RD TO US 285

Cost: \$600,000 (budget)

Contractor: TBD

Engineer: Alazar Tesfaye

Work: Install conduit and fiber along the corridor for improved communication to traffic signals.

Benefits: Improved mobility and reduced congestion.

Hours: Lane closures possible Monday–Friday from 9 a.m. to 3 p.m.

Duration: July–December 2013 (tentative schedule)

Traffic

SHERIDAN BOULEVARD (STATE HIGHWAY 95): I-70 TO 68TH AVENUE

Cost: \$286,000 (budget)

Contractor: TBD

Engineer: Alazar Tesfaye

Work: Install conduit and fiber along the corridor for improved communication to traffic signals.

Benefits: Will improve traffic flow and help reduce congestion.

Hours: Lane closures possible Monday–Friday from 9 a.m. to 3 p.m.

Duration: June–October 2013 (tentative schedule)

FEDERAL BOULEVARD (STATE HIGHWAY 88) AT 54TH AVENUE

FEDERAL BOULEVARD (SH 88) AT I-76 (BOTH DIRECTIONS)

FEDERAL BOULEVARD (SH 88) AT 56TH AVENUE

Cost: \$1.8 million (budget)

Contractor: TBD

Engineer: Leela Rajasekar

Work: Replaces traffic signals at four locations to mast arm signals rather than wire span. Also, provides handicap ramps for pedestrian access.

Benefits: Improves safety for motorists, pedestrians and bicyclists.

Hours: Lane closures possible Monday–Friday from 8:30 a.m. to 3:30 p.m.

Duration: September 2013–March 2014

Spring 2013

Maintenance

CDOT Region 6 Maintenance has 247 employees maintaining approximately 4,283 lane miles. Snow and ice control involves plowing, sanding and chemical de-icing. Sand/salt use has continued to decrease as we increase use of alternative de-icers, which are more effective and environmentally friendly. In addition to reducing air pollution, these de-icers greatly improve mobility and safety. CDOT crews in the Denver metro area work 12-hour shifts during snow storms—from 5 a.m. to 5 p.m. and from 5 p.m. to 5 a.m.

A REVIEW OF WINTER 2012–2013 (Year to date)

Around the Denver metro area, CDOT maintenance crews were challenged with maintaining a transportation system in a heavily populated area with harsh climate changes. Below is a summary of snow removal operations:

SUMMARY	July 2011– June 2012	July 2012– March 2013	Change	Product Cost
Snow Removal (Total Cost)	\$7,030,071	\$6,061,072	-14%	-
Magnesium Chloride (Gallons)	359,870	0	-100%	N/A
Cold Temperature Modified Magnesium Chloride (Gallons)	69,873	0	-100%	N/A
Apex All Temperature Liquid Deicer (Gallons)	1,155,869	1,018,503	-12%	.76 per gallon
North American Salt (Tons)	262	0	-100%	N/A
Ice Slicer (Tons)	18,004	15,859	-12%	\$94.90 per ton
Salt/Sand (Tons)	58	0	-100%	N/A

DENVER METRO AREA ACCOMPLISHMENTS (July 2012–March 2013)

- Snowplowed, sanded and/or de-iced nearly 511,430 miles of road
- Removed 29,451 cubic yards of trash
(Does not include trash picked up through the Corporate Sponsorship program)
- Repaired 8,315 square yards of bridge deck
- Repaired approximately 8,165 potholes
- Spent \$2,038,843 on pavement management and repairs
including resurfacing and crack sealing.

