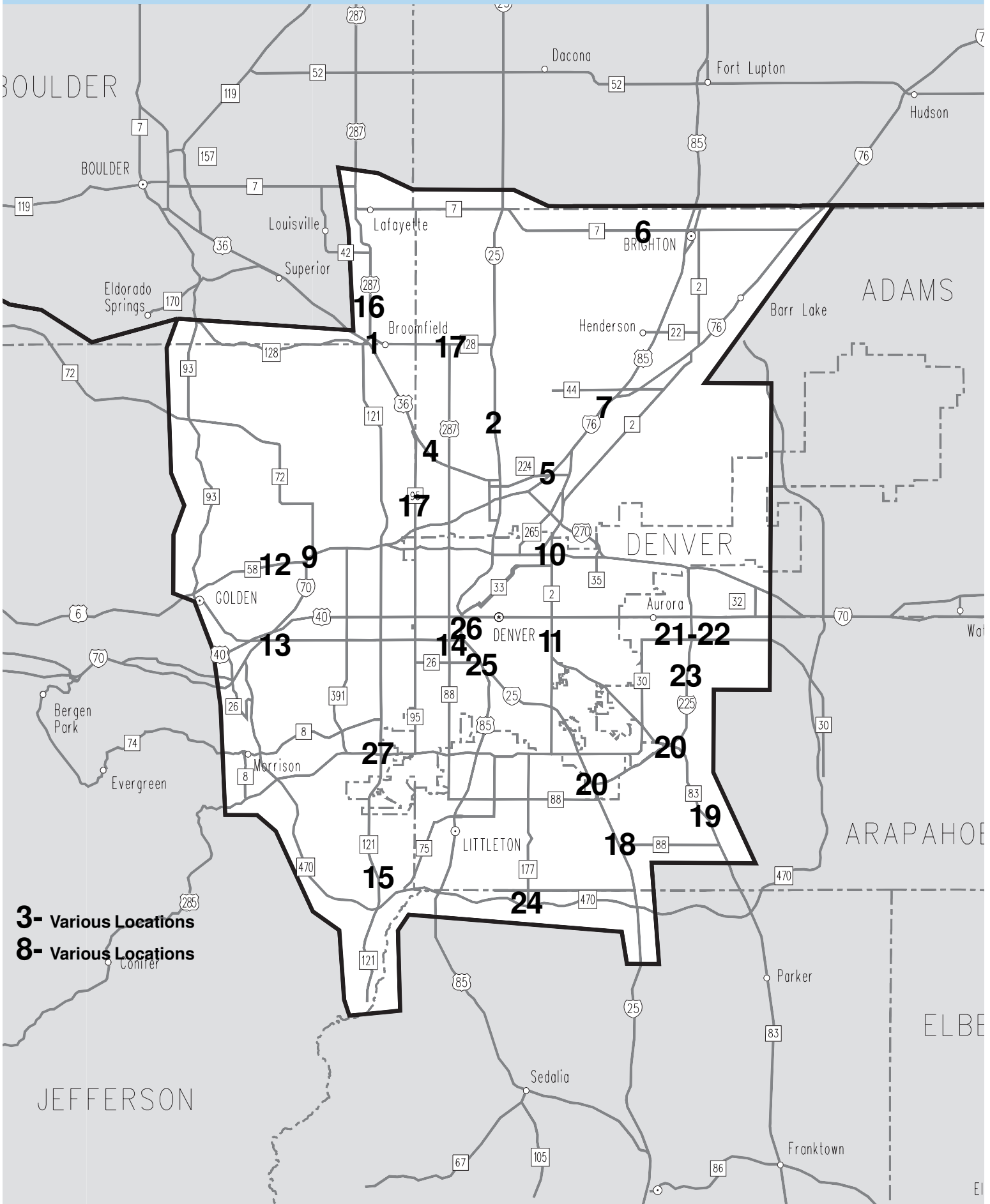


Metro Area Projects





Acting Maintenance Superintendent Roy Smith

CDOT Region 6 Maintenance Program- Denver Metro Area

The CDOT Region 6 Maintenance Program consists of 245 employees, responsible for maintaining approximately 3,850 lane miles.

Snow and ice control involves plowing and liquid and solid de-icing application. Our sand/salt usage continues to decrease. Alternative de-icers such as magnesium chloride, cold temperature modified magnesium chloride and Ice Slicer are more effective and environmentally-friendly than using salt and sand. Besides being used to reduce air pollution, these alternative de-icers also greatly improve mobility and safety during snow storms. CDOT maintenance crews in the Denver metro area will work 12-hour shifts during a snow storm from 5 a.m. to 5 p.m. and from 5 p.m. to 5 a.m.

A Review of Winter 2008/2009

Around the Denver metropolitan area, CDOT maintenance crews are faced with the challenges of maintaining a transportation system in a heavily populated area with harsh climate changes. Below is a summary of CDOT snow removal operations in the Denver area for winter 2008/2009:

Snow Removal (Total Cost)

July 2007 - June 2008	July 2008 - June 2009	Percentage of Change
\$5,512,814	\$4,691,790	-15%

Magnesium Chloride (Gallons)

July 2007 - June 2008	July 2008 - June 2009	Percentage of Change
65,800	487,895	87%

Cold Temperature Modified Magnesium Chloride (Gallons)

July 2007 - June 2008	July 2008 - June 2009	Percentage of Change
59,726	159,388	63%

APEX- All temperature liquid de-icer (Gallons)

July 2007 - June 2008	July 2008 - June 2009	Percentage of Change
1,619,521	269,093	-84%

Ice Slicer (Tons)

July 2007 - June 2008	July 2008 - June 2009	Percentage of Change
18,010	10,697	-41%

Salt/Sand (Tons)

July 2007 - June 2008	July 2008 - June 2009	Percentage of Change
4,067	2,919	-29%

**Product Cost

Magnesium Chloride -	.69 cents per gallon
Cold temp modified Mag Chloride -	.77 cents per gallon
APEX- All temp. liquid de-icer	.77 cents per gallon
Ice Slicer -	\$87.70 a ton
Salt/Sand -	\$32.63 a ton

Denver Metro Area Maintenance Accomplishments (July 2008 - June 2009)

- Snowplowed, sanded and/or de-iced over 542,890 miles of road
- Removed 37,880 cubic yards of trash (this does not include trash picked up through the Corporate Sponsorship program)
- Repaired 2,733 square yards of bridge deck
- Repaired approximately 27,637 potholes
- Spent \$1.9 million on preventative maintenance and repairs including resurfacing and cracksealing

Acting Maintenance Superintendent Roy Smith



A tandem plow with a 1600-gallon liquid tank for applying liquid de-icers. CDOT has 36 tandems in the metro area, some have V-boxes for applying solid de-icers and some are combination trucks that can apply both solid and liquid de-icers.



A tandem plow with a V-box for applying solid de-icers and a plow on the front and side to increase plowing activities without increasing manpower or equipment needs. CDOT has eight tandems with wings in the Denver metro area.

Acting Maintenance Superintendent Roy Smith



A mid-range plow with a V-box for applying solid de-icers. CDOT has 68 mid-range plows in the Denver metro area. Some of the mid-range plows are equipped with 1,000-gallon tanks for applying liquid de-icers and others are equipped to apply both solid and liquid de-icers.



A 6000-gallon tanker used on I-25, I-70, US 36, US 6 and C-470 to spray liquid de-icers. The Denver metro area has three of these tankers.

Acting Maintenance Superintendent Roy Smith



A regular broom used to remove sand and salt and meet PM 10 (air quality) requirements. With this sweeper, the material is swept up and later discarded. The Denver metro area has 12 regular brooms.



A vacuum sweeper used to remove sand and salt and meet PM 10 (air quality) requirements. The Denver metro area has four vacuum sweepers.

Acting Maintenance Superintendent Roy Smith



Crews in the Denver metro area often plow in tandem or “gang plow.” CDOT performs this maneuver to pull snow and ice away from areas such as walls and medians where drainage is poor. This helps prevent the freeze/thaw cycle that contributes to ice in the driving lanes. Crews make every attempt to accomplish this during low traffic conditions in daylight or near dawn to increase the effectiveness of the de-icing products that are being applied as our crews plow.



Region 1 uses dozers and front-end loaders with snow blowers to clear off mountain passes.

Acting Maintenance Superintendent Roy Smith

Products

CDOT uses a variety of products during winter storms:

- **Sand or sand/salt mixture**
- **Ice Slicer**
 - Solid de-icer made of granular salt and other materials
- **Liquid de-icers (27-29% de-icer)**- used for anti-icing and de-icing on roadways during winter weather conditions
 - Magnesium Chloride (used above 16 degrees pavement temperature)
 - Cold temperature magnesium chloride (used below 16 degrees pavement temperature)
 - Includes a corn bi-product to lower the freezing point
 - APEX
 - Magnesium chloride-based product used above -4 degrees pavement temperature
 - Due to a lower freezing point, can substitute for regular and cold-temperature magnesium chloride
- Each year, CDOT spends more than \$200,000 on quality assurance testing of its de-icer products. CDOT's de-icer specifications are set by Dr. William Lewis, University of Colorado professor and water quality expert.

What is the difference between anti-icers and de-icers?

Anti-Icers: prevent the formation of bonded snow or ice and allows easy removal; used at the onset of a storm.

De-Icers: used to break the bond of already existing snow and ice, dissolve downward and penetrate until they reach the pavement. De-icers melt the ice and snow so they may be easily removed by mechanical means such as plows and are not necessarily intended to clear all ice and snow on the road.

CDOT does not pre-treat highways in advance of a storm, but rather starts to use/apply liquid de-icers once the snow starts to fall.



Temperature sensors help maintenance crews determine which product to use. Each plow contains a temperature sensor and maintenance crews frequently verify ambient and pavement temperature throughout the snow removal process.

Acting Maintenance Superintendent Roy Smith

Maintenance Decision Support System (MDSS)

Maintenance Decision Support System (MDSS) technology combines advanced weather prediction, advanced road condition prediction and rules of practice for anti-icing and de-icing to generate road treatment recommendations on a route-by-route basis. The goals of MDSS are to provide more effective use of maintenance resources and to increase safety, reliability and mobility on roadways.

This real-time technology allows crews to input current road and weather conditions into a national system and receive feedback on how to combat the storm. Crews input road and ambient temperature, snow and wind conditions, the type of products being used and the application rate. This information is then compared to 15 weather reports and the system will then provide suggested treatments based on the information and models. The system may tell the operator to re-treat the road at a later time, apply different products at different rates or even to continue current procedures. The suggested treatment can then be followed or the operator can override the system and make contact with a system operator to report inaccurate feedback from the system.



Five CDOT plow trucks in the metro area are equipped with a MDSS touch screen, which allows them to input real-time road and weather information.

1 120th Avenue Connection

Cost: \$23.3 million

Contractor: Edward Kraemer and Sons, Inc.

Resident Engineer: John Schwab

Work: Constructs a new six-lane road across US 36 to connect 120th Avenue and State Highway (SH) 128 in Broomfield in order to provide greater connectivity to US 36 and local highways and roads. This project will construct two of the three phases needed to complete the entire project. As part of this project, a new bridge over US 36 will be constructed as well as a new bridge over Commerce Street. Several local roads such as Commerce Street, Old Wadsworth Boulevard and 118th Avenue will be realigned to correspond with the new roadway. The RTD Park N Ride facility at Wadsworth Parkway will be relocated near the Broomfield Event Center. Currently, motorists in the Broomfield area can only cross US 36 at Wadsworth Parkway. Due to the lack of continuity with SH 128 and 120th Avenue, the US 36/Wadsworth Parkway interchange is heavily congested and SH 128 and 120th Avenue are operating at capacity during peak hours. Traffic forecasts indicate at least a doubling in traffic over the next 20 years. The new 120th Avenue Connection will provide relief on these major corridors by improving connectivity, safety and mobility.

Work Hours: Single lane closures from 8 p.m. to 5:30 a.m. and double lane closures from 10 p.m. to 5:30 a.m., Sunday through Thursday.

Duration: September 2009 through October 2010

2 104th Avenue over I-25

Cost: \$13 million

Contractor: Hamon Contractors, Inc.

Resident Engineer: John Schwab

Work: Replaces the 104th Avenue bridge over I-25, which was originally constructed in 1962 and is one of Colorado's structurally deficient bridges. The new bridge will be wider to accommodate an additional left turn lane from eastbound 104th Avenue to northbound I-25.

Update: The new bridge will be constructed in three phases with work beginning on the northern portion first. Currently, crews have constructed bridge piers and abutments for the northern portion of the bridge. Girders will be installed in the next several weeks. Over the next several months, crews will complete the northern portion of the bridge and then move to the middle portion followed by the southern portion.

Work Hours:

I-25: Single lane closures Sunday through Thursday from 8 p.m. to 5:30 a.m. with double lane closures from 10 p.m. to 5:30 a.m. There will be occasional full closures of I-25 for girder installation, deck panel installation and bridge deck concrete pours.

104th Avenue: Single lane closures Monday through Friday from 8:30 a.m. to 3:30 p.m. Double lane closures Sunday through Thursday from 10 p.m. to 5:30 a.m. There will always one lane open in each direction.

Duration: May 2009 through November 2010

3 Quebec Street over Sand Creek

I-70 over I-25

Lakewood Gulch under US 6

Cost: \$1.5 million (estimate)

Contractor: Yet to be determined

Resident Engineer: John Schwab

Work: Makes structural repairs to the Quebec Street bridge over Sand Creek, replaces expansion joints on the I-70 bridge over I-25 and repairs the culvert at Lakewood Gulch under US 6.

Work Hours: Single lane closures Monday through Friday from 8:30 a.m. to 3:30 p.m. Single lane closures on I-70 from 7 p.m. to 5:30 a.m. and double lane closures from 10 p.m. to 5:30 a.m., Sunday through Thursday.

Duration: January 2010 through June 2010



North Program Engineer Moe Awaznezhad

4

80th Avenue over US 36

Cost: \$12.6 million (estimate)

Contractor: Yet to be determined

Resident Engineer: Irena Motas

Work: Replaces the 80th Avenue bridge over US 36, which was originally constructed in 1951 and is one of Colorado's structurally deficient bridges. When complete, the bridge will be wider to accommodate an additional left turn lane from 80th Avenue to Oakwood Drive and a wider sidewalk. The project also realigns 80th Avenue to the east to improve sight distance, access and traffic flow. The improvements will accommodate the future widening of US 36 as it is being determined through the US 36 Environmental Impact Statement.

Work Hours:

US 36: Single lane closures Sunday through Thursday from 10 p.m. to 5:30 a.m. There will be occasional full closures of US 36 for girder installation, bridge deck panel installation and bridge deck concrete pours.

80th Avenue: 80th Avenue will be closed for the duration of the project and a detour route will be in place which takes motorists to either 92nd Avenue on the north or 72nd Avenue on the south.

Duration: February 2010 through February 2011

5

I-76 over State Highway 224 and I-76 over the Union Pacific Railroad

Cost: \$12.2 million (ARRA project)

Contractor: SEMA Construction Co.

Resident Engineer: Jake Koenig

Work: Replaces the existing I-76 structures over State Highway 224 and the Union Pacific Railroad, which were both originally built in 1967 and are two of Colorado's structurally deficient bridges. In addition, the project will construct a crash wall for the I-76 structure over the Union Pacific Railroad as well for the State Highway 224 structure over the Union Pacific Railroad. The crash walls protect the bridge supports in case of a train derailment and are needed for the future North Metro FasTracks line. RTD will pay for the design and construction of both walls.

Update: The bridges will be constructed in three phases as to not disrupt traffic. Currently, crews have installed girders for the first phase of construction and will continue working on the first segment of the new bridges.

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

Duration: June 2009 through September 2010

6

State Highway 7 over the Platte River

Cost: \$6.3 million

Contractor: Zak Dirt

Resident Engineer: Jake Koenig

Work: Replaces the existing I-76 structure over the Platte River with a new structure and replaces the existing bridge over the McCann Ditch with a new concrete box culvert. The I-76 bridge over Platte River was originally constructed in 1967 and is one of Colorado's structurally deficient bridges.

Update: To date, crews have constructed the bridge piers and abutments for the new bridge and have installed girders for the first phase of the bridge construction. Work has also started on the new concrete box culvert.

Work Hours: SH 7 is in a temporary alignment with traffic shifted to the north, but all lanes are open in each direction except during night work for activities such as girder installation. Night work will take place from 9 p.m. to 5:30 a.m., Sunday through Thursday.

Duration: June 2009 through June 2010

7

96th Avenue at I-76

Cost: \$4.3 million (ARRA project)

Contractor: Castle Rock Construction Co.

Resident Engineer: Jake Koenig

Work: Constructs roundabouts at the on and off-ramps of 96th Avenue and I-76 to improve safety and mobility.

Update: To date, crews have constructed half of the new roundabouts and are now working on the second half.

Work Hours: Single-lane alternating traffic on 96th Avenue Monday through Friday from 7 a.m. to 7 p.m. In addition, the ramps from eastbound I-76 to 96th Avenue and from 96th Avenue to westbound I-76 are closed during this phase of construction.

Duration: May 2009 through January 2010



8

I-70 over W. 20th Avenue

I-70 over Denver Rock Island Railroad (milepost 278.36)

Eastbound I-270 to Eastbound I-70

Cost: \$772,000

Contractor: Jalisco International, Inc.

Resident Engineer: Mark Mueller

Work: Repairs the bridge decks at three locations in the Denver metro area. The rehabilitation includes rotomilling the existing asphalt mat, removing the deteriorated concrete, replacing the bridge deck with concrete, paving and striping.

Work Hours:

I-70 over W. 20th Avenue: Single lane closures Monday through Friday from 8:30 a.m. to 3 p.m. and Sunday through Thursday from 7 p.m. to 5:30 a.m. Work will also take place Friday and Saturday from 9 p.m. to 10 a.m.

I-70 over DRI Railroad: Single lane closures Sunday through Thursday from 9 a.m. to 2 p.m. and Sunday through Thursday from 7 p.m. to 5:30 a.m. Work will also take place Friday and Saturday from 5 p.m. to 11 a.m. There will be two weekends of double lane closures starting at 6 p.m. Saturday night until 5:30 a.m. Monday morning.

Eastbound I-270 to Eastbound I-70: Single lane closures Sunday through Thursday from 9 a.m. to 3 p.m. and Sunday through Thursday from 6 p.m. to 5 a.m. There will also be occasional weekend work including two weekends of double lanes closures starting at 6 p.m. Saturday night until 5:30 a.m. Monday morning.

Duration: October 2009 through May 2010



- 9 I-70 at Ward Road**
Cost: \$16 million (estimate)
Contractor: Yet to be determined
Resident Engineer: Ed Martinez
Work: Reconstructs the eastbound I-70 exit ramps at 44th Avenue/Ward Road by moving the ramps east a quarter of a mile from their current location in order to increase merge distance. The north side of 44th Avenue will also be widened to accommodate two left turn lanes from eastbound 44th Avenue to I-70 as well as one full continuous merge lane on 44th Avenue between the I-70 off-ramp and Ward Road. Following the completion of interchange work, I-70 between Colfax Avenue and Kipling Street will be rotomilled and paved in asphalt.
Work Hours: Single lane closures on Ward Road and 44th Avenue from 8:30 a.m. to 3 p.m. with occasional night work.
Duration: January 2010 through June 2011
- 10 I-70 - Brighton Boulevard (State Highway 265) to Colorado Boulevard (State Highway 2)**
Cost: \$21.7 million
Contractor: American Civil Constructors, Inc.
Resident Engineer: Tony Stewart
Work: Repairs or replaces 60 expansion joints on the I-70 viaduct, which is over 40 years old. The project also reconstructs the median to improve drainage and replaces the bridge rail. In all, 64 expansion joints will be repaired or replaced on the viaduct between two projects. The first project, which was completed in 2006, repaired or replaced four expansion joints. This work will help extend the life of this aging structure, which was originally constructed in 1964.
Update: To date, crews have replaced the expansion joints between approximately Brighton Boulevard and York Street. The next phase will replace the expansion joints between York Street and Steele Street.
Work hours:
I-70: Single lane closures Sunday through Saturday from 8 p.m. to 5:30 a.m. and double lane closures from 10 p.m. to 5:30 a.m.
46th Avenue: Various segments of eastbound or westbound 46th Avenue will be closed based on the location of the work on I-70.
Duration: September 2008 through May 2011
- 11 Colorado Boulevard (State Highway 2) - Alameda Avenue to Martin Luther King Boulevard**
Cost: \$6 million (estimate)
Contractor: Yet to be determined
Resident Engineer: Tony Stewart
Work: Resurfaces Colorado Boulevard in asphalt, reconstructs the median and upgrades curb ramps and traffic signals.
Work hours: Single lane closures Monday through Friday from 8:30 a.m. to 3:30 p.m. and Sunday through Thursday from 8 p.m. to 5 a.m.
Duration: March 2010 through July 2010
- 12 State Highway 58 over 44th Avenue**
Cost: \$5.4 million
Contractor: Flatiron Constructors, Inc.
Resident Engineer: Paul Jesaitis
Work: Replaces the State Highway 58 bridge over 44th Avenue. The original bridge was constructed in 1971 and is structurally deficient.
Update: The new structure is complete and crews will focus on paving, installing guardrail and final striping.
Work Hours: Single lane closures Monday through Friday from 7:30 a.m. to 4 p.m.
Duration: September 2007 through December 2009



13 US 6 North Frontage Road - Coors Street to Alkire Street

Cost: \$150,000

Contractor: Jalisco International, Inc.

Resident Engineer: Paul Jesaitis

Work: Constructs a research noise wall constructed out of recycled tires. The research project is a result of House Bill 06-1257 that directs money collected into the waste tire fund to be made available to public projects, including noise mitigation. If successful, recycled tires could be used in the construction of future noise walls.

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

Update: The project is temporarily suspended and the road is fully open until November when the sound wall panels arrive. It will take approximately one week to complete the work once the project resumes.

Duration: August 2009 through November 2009

14 Federal Boulevard (US 287) - Alameda Avenue to 6th Avenue

Cost: \$25 million (estimate)

Contractor: Yet to be determined

Resident Engineer: Paul Jesaitis

Work: Widens Federal Boulevard to accommodate three 11-foot lanes in each direction and reconstructs Federal Boulevard in concrete. The sidewalks will also be widened to 8 feet and the traffic signals and lighting will be upgraded.

Work Hours: Single lane closures Monday through Friday from 7 a.m. to 7 p.m. with occasional night and weekend work. During peak hours, two lanes of Federal Boulevard will be open in each direction.

Duration: March 2010 through March 2012

15 Wadsworth Boulevard (State Highway 121) - Ken Caryl to C-470

Cost: \$310,878

Contractor: DKS Enterprises

Resident Engineer: Randy Furst

Work: Upgrades the traffic signals to include mast arm poles and LED lights.

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

Duration: December 2009 through March 2010

16 (US 287 from 10th Avenue to Baseline Road

Cost: \$5.7 million (estimate)

Contractor: Yet to be determined

Resident Engineer: Randy Furst

Work: Replaces approximately 230 concrete slabs, rotomills and paves two bridges on US 287 and conducts erosion control work on the east side of US 287.

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

Duration: March 2010 through October 2010

17 Federal Boulevard (US 287) at 120th Avenue (State Highway 128) Sheridan Boulevard (State Highway 95) at 56th Avenue

Cost: \$1.3 (estimate)

Contractor: Yet to be determined

Resident Engineer: Randy Furst

Work: Upgrades the traffic signals at both locations to include mast arm poles and LED lights. A raised median will also be installed on Sheridan Avenue between 52nd Avenue and 56th Avenue for safety.

Work Hours: Single lane closures Monday through Friday from 8:30 a.m. to 3:30 p.m. with temporary closures of the middle of Sheridan Boulevard.

Duration: January 2010 through July 2010

- 18 Arapahoe Road (State Highway 88) - Yosemite Street to Boston/Clinton Street**
Cost: \$2.4 million
Contractor: Structures, Inc.
Resident Engineer: Abe Lavassani
Work: Adds an additional through lane in each direction by placing the new lanes where the existing on-ramp lanes exist. This means that the third lane will be separated from the existing through lanes by the pier columns. In addition, a turn lane on westbound Arapahoe Road between the southbound I-25 off-ramp and Yosemite Street will be added and the center median will be modified to accommodate the new configuration.
Work Hours: Single lane closures Monday through Friday from 9 a.m. to 3:30 p.m. and Sunday through Thursday from 7:30 p.m. to 5:30 a.m. There will be occasional weekend work.
Duration: September 2009 through May 2010
- 19 Parker Road (State Highway 83) at Orchard Road**
Cost: \$458,000
Contractor: New Design Construction Co.
Resident Engineer: Abe Lavassani
Work: Widens northbound Parker Road to accommodate a third through lane at the intersection of Orchard Road.
Work Hours: Single lane closures Monday through Friday from 9 a.m. to 2 p.m. and Sunday through Thursday from 7 p.m. to 6 a.m.
Duration: October 2009 through December 2009
- 20 Southbound I-25 to I-225 and Parker Road (State Highway 83) to Southbound I-225**
Cost: \$1.5 million
Contractor: ABCO Construction, Inc.
Resident Engineer: Abe Lavassani
Work: Installs an anti-icing treatment on the ramps from southbound I-25 to northbound I-225 and northbound Parker Road to southbound I-225 to improve traction. Automatic anti-icing systems will also be installed on the ramp from southbound I-25 to northbound I-225 and from southbound I-225 to southbound I-25.
Work Hours: Single lane closures Sunday through Thursday from 8 p.m. to 5:30 a.m. and from 9 p.m. Friday to 9 p.m. Sunday night.
Duration: October 2009 through May 2010
- 21 I-225 at Colfax Avenue (US 40)- Phase I**
Cost: \$1.1 million (estimate- ARRA project)
Contractor: Yet to be determined
Resident Engineer: Rick Erjavec
Work: This is the first phase of an interchange improvement project. This phase will reconstruct the southbound I-225 off-ramp to Colfax Avenue as well as the northbound I-225 on-ramp from Colfax Avenue. Drainage improvements will also be made. The City of Aurora will construct this phase with CDOT oversight.
Work Hours: Single lane closures Monday through Friday from 8:30 a.m. to 3:30 p.m. or Sunday through Thursday from 7 p.m. to 5:30 a.m.
Duration: November 2009 through May 2010 (start date is tentative)
- 22 I-225 at Colfax Avenue (US 40)- Phase 2**
Cost: \$18 million (estimate- ARRA project)
Contractor: Yet to be determined
Resident Engineer: Rick Erjavec
Work: The second phase of the interchange improvement project will construct the southbound off-ramp to 17th Avenue and Colfax Avenue along with the southern portion of 17th Avenue to serve inbound traffic.
Work Hours: Single lane closures Monday through Friday from 8:30 a.m. to 3:30 p.m. or Sunday through Thursday from 7 p.m. to 5:30 a.m.
Duration: February 2010 through December 2011

23 I-225 - 2nd Avenue to Mississippi Avenue

Cost: \$33 million (estimate)

Contractor: Yet to be determined

Resident Engineer: Rick Erjavec

Work: Widens I-225 between 2nd Avenue and Mississippi Avenue to accommodate three lanes in each direction with an additional auxiliary lane. I-225 from north of Colfax Avenue to 2nd Avenue will be restriped to also accommodate three lanes in each direction. A new 8-10 foot concrete noise wall will be constructed near Mississippi Avenue to replace the deteriorating wooden fence and a new 8-10 foot noise wall will be constructed near Potomac Circle.

Work Hours: Single lane closures Monday through Friday from 8:30 a.m. to 3:30 p.m. or Sunday through Thursday from 7 p.m. to 5:30 a.m.

Duration: February 2010 through August 2011

24 C-470 - I-25 to Santa Fe Drive (US 85)

C-470 Bike Trail - I-25 to I-70

Cost: \$32 million (ARRA project)

Contractor: Castle Rock Construction Co.

Resident Engineer: Ron Buck

Work: Repairs or replaces concrete slabs along nine miles of C-470 and resurfaces C-470 in asphalt. Rehabilitates and replaces concrete slabs on the C-470 bicycle/pedestrian trail.

Update: To date, the majority of the concrete repairs are now complete on westbound C-470 and crews are starting to pave. Concrete work has started on eastbound C-470 as well. Major bike path work is now underway.

Work Hours: The majority of the roadway work on C-470 will take place from 8 p.m. Friday to 4 a.m. Monday each weekend until inclement weather prohibits concrete and asphalt paving. Single lane closures are also possible Monday through Friday from 8:30 a.m. to 3:30 p.m. and Sunday through Thursday from 7 p.m. to 5:30 a.m. Work on the bike path will take place Monday through Friday from 8:30 a.m. to 5 p.m.

Duration: July 2009 through September 2010

25 I-25 at Alameda Avenue

Cost: \$37.4 million (estimate- ARRA project)

Contractor: Yet to be determined

Resident Engineer: Ron Buck

Work: Replaces the Alameda bridge over I-25 with one that is wider to accommodate an additional lane in each direction. Minor improvements will also be made to I-25 under Alameda Avenue and drainage will be improved. This work is part of a larger project that will eventually improve I-25 as determined in the I-25 Valley Highway Environmental Impact Statement.

Work Hours: Single lane closures Sunday through Thursday from 8 p.m. to 5 a.m. with occasional weekend work.

Duration: December 2011 through September 2011

26 I-25 - 6th Avenue to 23rd Avenue

Cost: \$2.8 million (ARRA project)

Contractor: Brannan Sand and Gravel Co.

Resident Engineer: Tony Gross

Work: Rotomills and resurfaces approximately three miles of I-25 in asphalt.

Work Hours: Single lane closures Sunday through Thursday from 8 p.m. to 5 a.m. with occasional weekend work.

Duration: June 2009 through October 2009

27 Hampden Avenue (US 285) -Kipling Street to Federal Boulevard

Cost: \$40.1 million

Contractor: Concrete Express, Inc.

Resident Engineer: Tony Gross

Work: Replaces the Wadsworth Boulevard (SH 121), Pierce Street and Federal Boulevard (SH 88) bridges over Hampden Avenue and reconstructs Hampden Avenue between Wadsworth Boulevard and Federal Boulevard.

Work Hours: Single lane closures Monday through Friday from 7 a.m. to 7 p.m. with occasional night work.

Duration: November 2009 through June 2011

Project Photos



Crews prepare 104th Avenue for construction of the new bridge over I-25 (Project #2).



The existing 80th Avenue bridge over US 36 that was originally constructed in 1951 (Project #4).



Construction of the new I-76 bridges over State Highway 224 and the Union Pacific Railroad is underway (Project #5)



Construction of the new State Highway 7 bridge over the South Platte River is well underway. (Project #6).



Crews pave the first half of the roundabouts on 96th Avenue at I-76 (Project #7).



Condition of the current expansion joints on the I-70 viaduct (Project #10).

Project Photos



The left lane of the I-25 on-ramp will be the new eastbound through lane.



The existing I-25 on-ramp will be the new westbound through lane.

The sidewalk will be the new lane to southbound I-25.

The third through lane on eastbound Arapahoe Road will improve capacity at this busy interchange (Project #18).

Construction of the third lane through lane on westbound Arapahoe Road will require more lane closures (Project #18).



A third through lane will be added on northbound Parker Road at Orchard Road (Project #19)



The ramp from northbound Parker Road to southbound I-225 will have added traction for the winter (Project #20).



A third through lane in each direction of I-255 between Mississippi Avenue and 2nd Avenue will improve traffic flow (Project #23).



The concrete repairs on westbound C-470 are now complete, but work is still underway on eastbound C-470 (Project #24).