

JEFFERSON COUNTY

TRANSPORTATION AND ENGINEERING COMPLETED PROJECTS 2010

NEAT Village Trail

The project includes approximately a half-mile long 6-foot wide concrete trail along the east side of Bergen Parkway from the Bergen Village commercial development south to the existing trail at Broadmoor Drive. The NEAT Village Trail is the second phase of the larger NEAT Trail system that will connect local subdivisions, three public schools, recreational areas, the fire department, and six shopping areas. Trail planning was completed by Transportation and Engineering Division staff, the NEAT board and steering committee, along with input from the Denver Mountain Parks staff, and the Evergreen Park and Recreation District.

The 6-foot wide concrete trail has a maximum slope of 6.5%. It incorporates a minor redi-rock retaining wall, inlets, culverts, ADA curb ramps, re-seeding of disturbed areas, and erosion control measures. The Road and Bridge Division constructed the trail. The project was funded by Conservation Trust Funds, which is Colorado Lottery money that is used to fund local parks, recreation facilities, open space, and wildlife habitat. The cost of the project was approximately \$290,000.



Prior to Construction



During Construction



After Construction

6th Avenue Frontage Trail Road Project

This project consists of constructing curb and gutter, and an 8-foot wide sidewalk along the south side of the frontage road between Gladiola Street and Deframe Court in Golden. An approximately 3-foot high, 200-foot long retaining wall will be built east from Gladiola Street. The design also includes extending the existing storm sewer at Gladiola and providing handicap access in the medians at Gladiola Street and Flora Way. The project, approximately 2,000 feet in length, is being designed by Jefferson County staff. The Road and Bridge Division will construct the improvements. Conservation Trust Funds are being used to fund the project.



Prior to construction



During Construction



Completed project

Golden Gate Canyon Road Realignment

The County identified several areas for improvement last year based on safety of the traveling public, lack of roadway shoulders, and lack of clear zone for existing structures. County engineers, the County geologist, County Road and Bridge supervisors, and a private consultant identified Curve 1 and Curve 2 as areas in need of safety improvements.

Curve 1 has an existing large rock overhang that is in need of rock bolting and scaling. In addition, the County is moving the road out toward the east to provide for a safety buffer with jersey barriers between the vehicles and this safety area. The area is approximately 12 feet wide and will provide an area for rocks to fall into and not fall on vehicles below. The County can then remove this debris safely without closing the road. Curve 2 is a curve on a pinch point that has a rock outcrop right next to the shoulder. There is no shoulder to provide a safe fall zone between the rock and vehicular traffic. The amount of removal is relatively small, and will provide a much needed safe fall zone. In addition to this rock removal, the areas around Curve 1 and Curve 2 will receive rock scaling to remove potentially loose rock from falling on the road or the traveling public. The County is hiring a professional rock stabilization company who is highly experienced at knowing how and when a rock needs to be removed or supported by anchors. The project construction cost is \$250,000 and will be funded through traffic impact fees collected for Golden Gate Canyon Road.



Curve



Golden Gate Canyon Road fill area

McIntyre Outfall at Swamp Angel Detention Basin

Urban Drainage and Flood Control District (UDFCD) and Jefferson County contracted the design services with Olson Associates to develop the plans to increase the storage capacity of Swamp Angel Detention Pond and thus help alleviate drainage problems in the Fairmount area. The Swamp Angel Pond is located southwest of McIntyre Street and 50th Avenue in the Coors Technology Center. A portion of McIntyre Street between 50th Avenue and Table Mountain Parkway was raised, and the western portion of the pond bottom excavated to increase the stormwater storage capacity from 26 acre-feet to 53 acre-feet. Storm sewer was constructed in McIntyre Street between Table Mountain Parkway and the Croke Canal to transport the runoff into the Clear Creek drainage system.



Prior to Construction



During Construction



Construction Complete

Plainview Road over Coal Creek Canyon Road

Plainview Road is located west of State Highway 93 and north of State Highway 72, just before Coal Creek Canyon. Repairs were planned for the deck and concrete girders, as years of poor drainage had deteriorated the surfaces. New bridge rail was added and guardrail was extended to improve vehicle safety along the sides.

Jefferson County used the design and construction oversight services of Lonco, Inc., a well-known bridge design firm in the Denver area. ABCO Contracting was awarded the construction contract.

Work was conducted so that one-half of the bridge was repaired at a time. As a result, traffic was restricted to only one lane crossing the bridge at all times. Signs and barriers directed drivers safely around the work zones.

The funds for the bridge repairs came from the new FASTER fees charged for vehicle registrations. The project is expected to cost less than \$150,000. ABCO Contracting completed the work as of October 25, 2010.



Prior to Construction



Plainview Bridge Completed



Completed Bridge

Sutton Road Shoulder Widening/Trail Project

This project consists of building a 4-foot wide concrete pan with a 4-foot wide concrete shoulder. The concrete pan and shoulder was constructed along the north side of Sutton Road between Davis Avenue (King Sooper's retail center) and Wolff Avenue (West Jefferson County Elementary School) in Aspen Park, Colorado. The design also included updating existing storm sewer crossings and installing inlets and additional storm sewer to collect minor storm events. The template for Sutton Road consists of a minimum 22-foot wide asphalt paved roadway with a new 4-foot wide concrete drainage pan and a 4-wide concrete shoulder. The project is approximately 3,000 feet in length.

This widening project is a multi-use space for pedestrians and bicyclists along a local thoroughfare that links West Jefferson Elementary School with the commercial area of Aspen Park Shopping Center. This shoulder is also the first link in a larger project to provide connectivity across the northern section of Aspen Park.

Ultimately, the plan is to provide the link connecting Flying J Open Space Park with Meyer Ranch Open Space. Jefferson County contracted Technology Constructors Inc. for the construction of the project. The final cost of the project was \$482,000.



Prior to construction



After construction



Completed widening by Community Center

W Bowles Avenue and S Wadsworth Intersection Improvements

This project was designed to improve traffic flow and drainage through the intersection with the addition of:

- Two left turn lanes from eastbound W. Bowles Avenue to S. Wadsworth Boulevard;
- A third lane on southbound Wadsworth;
- Enhanced access to the east side of Southwest Plaza;
- Right turn lanes and improved traffic signals with islands throughout the intersection;
- Sidewalk extensions;
- New storm sewer and a water quality pond; and
- Pedestrian access across and over the intersection with improved signals and a pedestrian bridge.

The intersection and bridge became fully accessible to vehicles, pedestrians, and cyclists August 2, 2011. The general contractor, American Civil Constructors, has been completing "punch list" repairs. The project was completed in September 2011.

This project was funded through two grants from the Federal Highway Administration and Jefferson County's Southeast One-Half Sales Tax program.



Prior to Construction



During Construction



Completed intersection and bridge

Chatfield Avenue: South Everett St to S Wadsworth Blvd

Jefferson County contracted design services from Merrick & Company to develop the Phase I plans for widening the intersection of West Chatfield Avenue and South Wadsworth Boulevard. Merrick's engineers also designed Phase II Chatfield improvements west of Wadsworth.

Phase I improvements to Chatfield included double left turn lanes in the eastbound and westbound directions, two through lanes, and right turn lanes in all directions. Raised concrete medians, intersection islands and a new sidewalk on the south side of Chatfield were also added. These features were intended to significantly increase vehicle capacity at this busy intersection so drivers spend less time waiting. The safety of both drivers and pedestrians was improved by the medians and sidewalks.



Milling



Paving



Construction Completed

White Ranch Open Space Park: Belcher Hill Road Improvements

This project begins at the west entrance to the White Ranch Open Space Park and continues approximately a half-mile to the parking lot. The purpose of the project is to pave the road, which will entail minor road grade modifications, cross culvert replacement, and parking lot area drainage improvements. The project is being funded by Jefferson County Open Space and is anticipated to cost approximately \$210,000. The project was constructed by the Road and Bridge Division.

The project entailed the following: road cross culverts replaced; entry road grading - road base stockpiled, road cut to grade, side slopes established; two trees removed; parking lot area storm sewer inlets and pipes installed; driveway culvert installed; ditch re-graded; power pole relocated; road paving; installing roadway signage; seeding of disturbed areas.



Prior to Construction



During Construction



After Construction

Deer Creek Canyon Road Shoulder Widening

This project is a continuation of the Deer Creek Canyon Road shoulder widening project of 2006. This project begins at South Owens Street and extends approximately 1500 feet west of South Owens Street. This section of Deer Creek Canyon Road is a narrow two lane road and shoulders are virtually non-existent. Safety was greatly enhanced in these areas by adding a four-foot wide shoulder to the north side and a section of guardrail on the south side where Deer Creek converges with the roadway.

The project was funded by Jefferson County and cost approximately \$400,000. KECI Colorado, Inc. was awarded the construction contract in October, 2010. Construction started on October 25, 2010, and the first phase was completed on December 31, 2010. Construction resumed on March 21, 2011. The project included the following: clearing of trees and vegetation; installation of irrigation and storm sewer pipe; retaining wall installation to improve visibility at South Owens Street; masonry wall to support new concrete curb and gutter; concrete pans, curb and gutter; drainage improvements in Xcel Substation parking lot; approximately 800-feet of shoulder widening on the north side of Deer Creek Canyon Road; completion of irrigation structures; grading and resurfacing of the Xcel Energy Substation parking lot; milling and removal of asphalt; widening and paving the south side of Deer Creek Canyon Road on the west end of the project; seeding of disturbed areas; guardrail installation; roadway striping and signage.



Prior to Construction



During Construction



After Construction