



Community

Information Line:

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www.rtd-fastracks.com



The FasTracks West Corridor project consists of constructing a new 12.1 mile light rail line heading west from

WELCOME

Construction on the West Corridor has moved to Denver with the start of work in the Lakewood Dry Gulch area. As the project builds, we encourage you to keep informed by becoming a subscriber to our e-newsletter, visiting the West Corridor Web site often and utilizing the tools that have been established to keep you updated on progress and impacts. To get the latest information on construction, road closures and final design please [click here](#) to connect to the West Corridor Web site.

August 2008

In this issue you will find:

- 1. Construction update on the Kipling Bridge** – Find out what happens next at Kipling Street
- 2. Construction update on the Lakewood Dry Gulch** – Get the latest information on activities in Denver
- 3. Dry Gulch Disc Golf Park** – Find out why the Disc Golf Course will be closed during construction of the West Corridor
- 4. Mock Noise Wall** – Get a feel for what noise walls will look like in your neighborhood
- 5. Design team** – Learn more about the design team as drawings near the 100% completion stage

light rail line heading west from the existing Auraria West station in downtown Denver, through Lakewood along 13th Avenue to the Denver Federal Center and then west along 6th Avenue and Golden to the Jefferson County Government Center.

6. Denver Transit Construction Group – Meet the Deputy Project Manager/Construction Manager

7. Project Safety Spotlight - Learn some job safety precautions that will be in place during construction

8. How Can I Get (or Stay) Involved? - Find out where to get more information on meetings and events, and the best ways to have your questions answered

CONSTRUCTION UPDATE

Kipling Bridge

The concrete bridge deck on the Kipling Street Bridge has been poured and crews will start winding down construction activities on the bridge soon. Edward Kraemer and Son's subcontractors are in the process of installing electrical requirements and the bridge railings and fencing. Activity at Kipling Street will continue through the end of August, but impacts should be minimal. Intermittent lane closures may occur Monday through Friday from 7:00 am to 5:00 pm.

You may have noticed that the approach walls to the bridge aren't built yet. They will be constructed as part of a separate construction package later this year or early in 2009.

Gulch Bridges

Activity in the Lakewood Dry Gulch area has increased as crews mobilize the area for placement of three pedestrian bridges and two light rail bridges. Structural grading is underway, as crews prepare to replace the two train bridges with light rail bridges. Edward Kraemer and Sons will be doing the work on the light rail bridges. The Dry Gulch East light rail bridge will be installed first, with the Dry Gulch West light rail bridge following close behind.

Meza Construction has begun early activity to clear out the areas around Wolff Street and Hazel Court in anticipation of pedestrian bridge construction. These bridges will be pre-fabricated off site and placed over

the gulch within the next month. Once the bridges are in place, crews will pour the concrete decks. The Tennyson Street pedestrian bridge will be the final bridge to be built as part of these current activities.

Activities in the Gulch area will have little impact on local residents, other than increased construction vehicle traffic.

DISC GOLF PARK CLOSURE

In a joint determination between RTD and the City and County of Denver, the Paco Disc Golf Park in the Lakewood Dry Gulch has been closed for the duration of construction. The course has been closed to ensure the safety of the public and to protect this environmental district. Equipment and materials will be moving up and down the gulch along the trails during construction, which creates an unsafe environment for pedestrians. Players on the course are often in the gulch and along the banks and therefore present a risk to overall project safety. Protection of the wetlands is a high priority as well, and these areas will be fenced off and protected throughout construction. While there are times over the next few years that the area would be safe to play in, it was also determined that opening and closing the course repeatedly would create more confusion than the full project closure. As soon as construction in the gulch area is complete, the course will be reopened. To see a list of other disc golf courses in the metro area [click here](#).

MOCK NOISE WALL



A mock noise wall has been built on the northeast corner of 13th Avenue and Reed Street so residents on the corridor can visualize what the walls will look like. While the mock-up wall is constructed of wood, the color and size will be very similar to the actual noise walls that will be used along 13th Avenue in certain locations. The mock noise wall will be 100 feet long by 8 feet high, representing a 6 foot noise wall on top of a 2

foot ballast wall. The ballast wall can vary in size from 1 to 4 feet. The wall will be in place for a few weeks so we encourage you to drive by and take a look at it.

DESIGN TEAM

Design Team Sub-consultants

In the last issue we highlighted David Evans and Associates, the design firm for the West Corridor. The overall design team is comprised of a number of sub-consultants who perform specific tasks to bring the design to completion. We have added a page on the Web site that details each of these firms and we thank them for their diligence and professionalism over the past two and a half years. [Click here](#) for more details on these companies.

Major Sub-consultants

Felsburg Holt & Ullevig - Bridges

Harris, Kocher, Smith - Surveying, sewer and water utilities

HDR - Bridges

IBI - Architecture

Muller Engineering Company, Inc.- Storm drainage

Supporting

Geocal, Inc. - Geotechnical

Hartwig & Associates, Inc. - Bridges

Interactive Elements Incorporated - Safety and security

KM Chng Environmental Inc. - Noise and vibration

Lyman Henn, Inc. - Geotechnical

Ordonez and Vogelsang, LLC - Interagency coordination

PKM Design Group, Inc. - Landscape architecture

PRACO, Ltd. - Community involvement

Seaborn Engineering P.C. - Quality control/quality assurance

Triunity King Joint Venture - Mechanical, electrical, plumbing

DENVER TRANSIT CONSTRUCTION GROUP (DTCG)



This month's spotlight features Terry Martin. Terry is the Deputy Project Manager and Construction Manager for the West Corridor construction project, representing Denver Transit Construction Group. He comes to Denver from Orange County, California where he worked for Granite Construction for twelve years. His last project at Granite was the SR-22 Design-Build Freeway. Terry was the Project

Manager on this job which included a 12-mile, multi-lane addition featuring 33 bridges, three freeway interchanges, 54 ramp reconstructions and 55,000 square miles of retaining walls. With a special skill in project management, Terry successfully delivered the first phase of this project in an unprecedented 800 days.

Terry's vast experience on transportation projects includes the Seattle Monorail Project, the US 60 design-build highway in Phoenix, Arizona and the I-15 reconstruction in Salt Lake City. His attention to operation scheduling and planning has helped decrease construction timetables on several projects, and his delivery of the US 60 Highway project in Phoenix four months ahead of a 24-month schedule was recognized with four industry awards, including the prestigious Marvin M. Black "Excellence in Partnering" award.

Terry received a BS in Civil Engineering from Stanford University, conferred with distinction, and he holds a Masters degree in Construction Engineering and Management, also from Stanford University. He has been married for 23 years to his wife, Julie, and has two children.

PROJECT SAFETY SPOTLIGHT

Electrical

The use of electrical hardware and equipment on the jobsite can be extremely dangerous. In order to ensure the safety of all personnel, certain precautions and procedures will be obligatory during construction of the West Corridor. As is the case on any construction project, all electrical and

mechanical systems are considered live and energized. Therefore, 100% “ground fault circuit interrupter protection” and industrial heavy weight cords with proper grounds will be used at all times for temporary and permanent power usages. Denver Transit Construction Group’s Safety team will do daily inspections of these cords and welding leads. Should they find any damage to these cords or leads, they will be repaired immediately or removed from the job site. Where feasible, cords and leads will be elevated above all main walkways.

Crews will not be permitted to work on live/energized electrical panels or systems without first obtaining a “Hot Work” permit from Denver Transit Construction Group. Safety meetings addressing these issues are conducted daily and attendance is mandatory.

Look for other project safety topics in future newsletters.

HOW CAN I GET (OR STAY) INVOLVED?

One of the best ways to get information to help you stay involved in the West Corridor construction phase is to ensure we have your e-mail address. Our periodic e-mails will provide you with information essential to keep you up to date on construction impacts. As the project evolves, it will be very important to keep all members of the community updated on construction activities. Tell your friends and neighbors to sign up on our e-mail list to receive up-to-date information, and if your e-mail address changes, please notify us.

Don’t forget to visit our Web site where you’ll find all the latest information about the West Corridor.

Where Can I Get More Information?

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