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Community

Information Line:

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The FasTracks West Corridor project consists of constructing a new 12.1 mile 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.

E - NEWS



WELCOME

One year ago, on June 16, 2009, Denver Transit Construction Group was issued the Notice to Proceed with construction of the West Corridor light rail project. This first year has focused on construction over and under the ground, with bridges and drainage work taking center stage. Year two will focus more on the actual light rail guideway with grading, sound wall and ballast wall installation leading the way.

Final Design on the Wadsworth parking structure is underway and the design group is holding a public information meeting on Thursday, July 1 from 6:00 – 8:00 p.m. Please join us at the Clement Center at 1580 Yarrow Street in Lakewood.

To stay up-to-date with the latest construction information, become a subscriber to our e-newsletter. You can sign up by visiting the [West Corridor Web site](#), and while there, utilize the tools that have been established to keep you updated on progress and impacts.

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THE BRIDGES OF WEST CORRIDOR

Have you ever wondered why engineers use one style of bridge instead of another, or how they determine what materials to use and why? Bridges are a constant source of excitement for West Corridor residents and stakeholders young and old, and West Corridor construction crews are busy connecting



communities with the innovative use of bridges to shuttle light rail vehicles and pedestrians between the Auraria Campus in downtown Denver and the Jefferson County Government Center

in Golden.

Construction on the West Corridor includes stations, sound walls, utility relocations, guideway improvements and track placement, but what most people will notice is the bridges of various shapes and sizes. The West Corridor uses a combination of steel and concrete bridges in all different shapes and forms.

Since the West Corridor is part of the taxpayer-funded FasTracks program, reducing costs is a crucial part of the engineering process. Whenever possible, engineers have opted to use pre-cast, pre-stressed concrete "bulb-T" (BT) girders for bridge construction, such as on the Wadsworth and Colfax bridges. The pre-cast girders are trucked in and placed by cranes. These concrete BT girders are the most economical choice, and are good for minor curves, but aren't suitable for all applications. When clearance problems arise or bridge distances (spans) become longer, different technologies are utilized.

Steel is often used on bridges with spans longer than 150' or for bridges with big curves. Two examples of this are the Indiana Bridge, and the 6th Avenue Bridge. Due to its aggressive curvature and overall length of 1531 feet, the Indiana Bridge uses steel girders with a cast-in-place concrete deck. After the concrete deck hardens, the structure undergoes post-tensioning, meaning high-strength strands are draped along the deck and pulled tight. This tensioning makes the bridge even stronger. The signature 6th Avenue Bridge, while straight, was designed using a steel basket handle arch for a couple of important reasons. This type of construction allows a long span (286') to be supported through the cables in the arch structure. This was important because the Colorado Department of Transportation's (CDOT) safety considerations wouldn't permit a center pier in the middle of 6th Avenue. An added bonus was achieved building this bridge off the side of the highway and rolling it over 6th Avenue during the course of one weekend, therefore avoiding several months of lane closures on 6th Avenue. The Indiana, 6th Avenue, South Platte River, Consolidated Main Line and several pedestrian bridges all feature steel construction, although each has a different look. All of these bridges use unpainted "weathering steel," which turns a rust color over the bridge's lifespan and also protects the bridge from the elements. While the initial cost of weathering steel is higher; the lower maintenance costs over the bridge's lifespan create overall cost savings. Weathering steel provides environmental benefits as well and reduces toxic emissions since it doesn't require painting year after year.

Ballast is the layer of crushed rock or gravel where the railroad ties and tracks sit. While most ground level areas have ballast, some bridges do as well. As a general rule, shorter bridges use ballast while longer bridges do not. Most bridges over 400 feet affix the rails directly to the bridge deck without the use of ballast, therefore reducing the weight on the bridge. The 6th Avenue Bridge is an exception to this rule, as engineers will use ballast to create additional weight, thereby making the bridge stronger due to its unique construction.

Many of the West Corridor's bridges also serve as a conduit for utilities. Waterlines have been placed below the bridge deck, and between the girders, of the Federal Blvd. and Sheridan Blvd. bridges. Utilities have also been incorporated into the street

bridge at Decatur Street, albeit out of sight.

From an architectural standpoint, the West Corridor team makes every effort to design its bridges both functional and aesthetically appealing. While engineers are responsible for making sure bridges are safe and strong, architects are responsible for ensuring they fit into their surroundings. Finishing touches to the concrete abutments, piers, and decks as well as final color and overall appearance are important to the West Corridor's many stakeholders.

RTD prides itself on the safety of its light rail system and the bridges on the West Corridor will become a part of that safety legacy when the corridor opens to the public in 2013. If you want to learn more about bridges on the West Corridor or to view a series of photo galleries, please visit the [West Corridor website](#).

BUSINESS SPOTLIGHT

The Courtyard and Residence Inn by Marriott are the "West Corridor Business of the Month". Located on the south 6th Avenue frontage road between Indiana Street and Union Boulevard, they are convenient to both the city and the mountains. Built in 2000, both properties are managed by White Lodging and owned by RLJ Investments.



The Courtyard offers the perfect solution for business or leisure travel. It offers amenities such as a business center, indoor pool with a whirlpool, complimentary wireless internet, and a hot breakfast buffet with the option of cooked to order eggs.

The Residence Inn is an all suite hotel catering to the extended stay customer. Each room offers a fully equipped kitchen with full size refrigerator. Breakfast is complimentary and they have an occasional manager's social offering which features light refreshments on select nights. The Residence Inn also offers amenities such as an indoor pool with a whirlpool, guest laundry, complimentary wireless internet and a fitness room.

If you're planning on friends or family from out of town, do yourselves a favor and have them stay at one of these great hotels. Marriott Courtyard and Residence Inn are offering a 20% discount off the published room rate when you present this article at either location through December 31, 2010. Call for reservations, based on availability. We want to thank the Courtyard and Residence Inn by Marriott for their on-going cooperation and patience with West Corridor construction. To obtain more information please visit their website at either: www.marriott.com/dengl or www.marriott.com/dengo, call 303-215-9221 or email cindy.hart@whitelodging.com.

Even though construction along the West Corridor affects more residents than businesses, many businesses still feel the direct impacts of construction. RTD and the entire West Corridor team would like to thank all of the businesses along the West Corridor for their outstanding cooperation and support during difficult construction times. To show our appreciation, the West Corridor

will be highlighting a different business in our monthly newsletter in the "Business Spotlight" section. If your business is directly affected by construction, and you would like to be highlighted in the monthly newsletter please contact Jena Cafiero 303-626-6772 or Jcafierno@dtcgjv.com.

CONSTRUCTION UPDATE – AREA 1 (Jeffco Government Center to Federal Center)

Current and Ongoing Activities

Construction at the Jeffco Government Center is the focus in Area 1 as major earth moving for walls and the parking structure continue. Due to ongoing construction, the round-about leaving the Government Center has been closed. Visitors can exit the area via Jefferson County Parkway.



Last month we reported that Ulysses Street (at 6th Avenue) could open this month, however since then it appears that construction will continue with the demolition of Ulysses, infrastructure improvements and retaining wall installation. During this phase of construction, the intersection of 6th Avenue and Ulysses will be raised to accommodate the future at-grade train crossing.

The light rail bridge over Colfax is now complete and bridge crews have moved out of the area. Crews will return at a future date to build the approach walls to the bridge. Construction of a new off-ramp from westbound 6th Avenue to eastbound Colfax will be the next task in this area, as well as underground infrastructure improvements between Colfax Avenue and Indiana.

The steel girders that span 6th Avenue at Indiana are now in place and crews will continue work on the bridge deck through the summer. The single track light rail bridge stretching over 6th Avenue at Indiana is the longest structure on the project at 1531 feet. With its unique curve, the bridge is an architectural wonder and one of the spectacular features of the West Corridor. To see a fact sheet on this bridge click [here](#).

Wall construction will continue on both the north and south sides of 6th Avenue as crews prepare the area for guideway work that could happen later this summer.

Now that the girders have been set on the light rail bridge over Indiana, crews will continue the relocation of the CDOT sign bridge. This activity requires the closure of the center lanes of both eastbound and westbound 6th Avenue. Crews should complete the relocation within ten days.

Upcoming Activities

Construction of the Red Rocks Community College station area should begin later this year.

CONSTRUCTION UPDATE – AREA 2 (East of the Federal Center to Sheridan)

Current and Ongoing

Activities

Area 2 is a flurry of activity as crews finalize old work and begin new activities.

Construction on the bridge over 6th Avenue continues as crews have removed most of the false work on the south side of the bridge and are constructing the south side piers.



Crews continue to move through Lakewood with wall construction. Sound walls are now set between Oak and Kipling and crews are currently setting sound walls between Independence and Holland. Retaining and ballast walls are also being constructed throughout the area. Again we remind you that compaction work is a necessary part of wall construction and heavy vibrations are likely.

Drainage improvements along 13th Avenue have crews working between Everett Court and Garrison, moving west. In the near future, Garrison will close for a maximum of two weeks to allow crews to cross the pipe under the roadway. The drainage improvements along 13th Avenue between Zephyr and Carr are nearing completion as crews have reached Carr Street. Carr is closed to through traffic at 13th Avenue and will remain closed for at least the rest of this month. To keep informed of road closures, please visit the [Road Closure](#) page on the West Corridor Web site.

The concrete deck on the light rail bridge over Wadsworth is now in place. Work at Wadsworth will continue as crews begin to remove the overhangs and prepare the area for track installation. RTD and DTCG continue to work closely with the City of Lakewood regarding the station upgrades at Wadsworth. To view photos taken from the top of the Wadsworth Bridge, visit the West Corridor [Photo Gallery](#).

The south side of 13th Avenue at Saulsbury Street is closed as crews work on storm sewer improvements. This work will continue for the next few weeks on 13th Avenue between Teller and Reed. Work on drainage improvements at 13th Avenue and Harlan Street are ongoing and Harlan remains closed between 10th and 14th Avenues. Work in this area has been hampered by several unforeseen circumstances, but crews are working diligently to reopen Harlan as quickly as possible. If work requires the continued closure of Harlan, crews are looking at the possibility of opening one lane through the work zone during daytime hours beginning on July 6. Local businesses on Harlan Street are open and we encourage you to support these businesses impacted by construction of the West Corridor.

Upcoming Activities

Work on storm sewer improvements at 13th and Independence should start by the end of June. The entire guideway through Lakewood will be under heavy construction all summer. Please use caution as you approach construction zones.

CONSTRUCTION UPDATE –AREA 3 (East of Sheridan to the Auraria Campus)

Current and Ongoing Activities

Construction of the light rail bridge over the South Platte River is progressing, as the crane pads and support structures are now in place. Construction of the bridge over the Consolidated Main Line (CML) is in its early stages.



Crews working on the Federal Bridge are forming and placing rebar, with girder erection scheduled for the night of Wednesday, June 23. The girder erection will require an overnight closure of Federal between Colfax Avenue and 10th Avenue. Variable Message Signs will be posted prior to this activity and motorists are encouraged to avoid the area.

The future station area between Federal and Decatur finds crews working on utility relocations and walls. Eventually Howard Place, Morrison Road and the stadium access will be demolished and Howard will be relocated just north of its current location.

Work on the Sheridan Bridge continues as crews are working on waterproofing, lighting and fencing. The approach walls will be built soon so vehicular traffic can be moved onto the new structure. When traffic is switched, crews will demolish the old Sheridan and construct the east half of the bridge. Barring any unforeseen circumstances, this traffic switch could happen as early as the end of July. Traffic will remain one lane in each direction until the entire street is rebuilt.

The north/south streets between Old Colfax Avenue and 13th Avenue, including 14th Avenue Parkway, Shoshone Street and Cottonwood Street closed this past weekend for the installation of a new storm sewer system. This closure will be in place again the weekend of June 18th through June 20th.

Station construction has begun for the relocated Auraria West station. Crews have closed a few parking lots in this area to accommodate equipment and construction operations.

Upcoming Activities

All above activities will continue through the summer. Construction of the Decatur Street Bridge may start in early July.

For more information on construction please visit the [Construction Information](#) page on the West Corridor Web site.

HOW CAN I GET (OR STAY) INVOLVED?

One of the best ways to get the latest information on the West Corridor is to ensure we have your e-mail address. Our periodic e-mails will provide you with information essential to being an active participant. As full construction continues for the next two and a half years, it is the best way to stay informed of 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 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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