



Community

Information Line:

303-299-2401

www.rtd-fastracks.com



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.

WELCOME

Construction on the West Corridor continues! The bridge girders have been erected over Kipling Street and bridge construction will begin this month in the Denver Dry Gulch area. Information is your best vehicle to understanding the construction activities as we move forward. We encourage you to get up-to-date information through our e-newsletter and on the West Corridor Web site at www.RTD-FasTracks.com. The West Corridor information phone line will also be updated bi-weekly as construction activities develop. Please call 303.299.2000 for information and follow the prompts for West Corridor.

July 2008

In this issue you will find:

1. **Construction Update:** Find out the current construction activities on the West Corridor
2. **Road Closures and Detours:** Understand what traffic control plans mean to you and your driving plans
3. **Thanks to the Design Team:** Learn about the group responsible for the design of the West Corridor Light Rail project
4. **Project Safety Spotlight:** Find out some job safety precautions that will be in place during construction
5. **Denver Transit Construction Group (DTGG) Team:** Get to know the key players on the construction team
6. **Construction Discussion:** Don't forget to log on and keep abreast of the latest construction discussion
7. **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



Construction of the Kipling light rail bridge is currently in the final stages of construction. After a successful girder placement, crews from Edward Kraemer and Sons are preparing to pour the concrete deck, scheduled for July 24, 2008. Kipling Street will be closed from 9:00 p.m. July, 24 through 5:00 a.m. July 25 for the pour.

In an effort to avoid local traffic delays, Denver Transit Construction Group has scheduled work during the evening hours. Detours during these hours will move traffic from Kipling Street at Colfax Avenue on the north side of Kipling and 6th

Avenue on the south side of Kipling, to either Simms Street or Wadsworth Boulevard. As required, local access will be available.

Gulch Bridges

Upcoming construction activity associated with the five Gulch bridges in Denver is scheduled to begin in mid-July 2008. Initially, Edward Kraemer and Sons will begin channel improvements in the vicinity of the two existing Dry Gulch bridges and will immediately follow up by replacing the two train bridges to facilitate the West Corridor Light Rail.

Concurrently with the two light rail gulch bridges, Meza Construction will begin operations linked to the three pedestrian bridges within the Dry Gulch, from Sheridan to Federal. The pedestrian bridges at Wolff Street and Hazel Court will be the first to start and will be closely followed by the pedestrian bridge at Tennyson Street. Due to the locations of these bridges, temporary trail closures within the Dry Gulch Parks will be required in order to ensure the safety of the public. Denver Transit Construction Group will be working closely with Denver Parks and Recreation to minimize the closures in an attempt to accommodate and maintain public access.

Current scheduling indicates that construction of all five of the Gulch bridges will be completed by the end of 2008.

Utility Relocations

Xcel Energy, Qwest and Comcast continue their utility relocations in Lakewood and Denver. Consolidated Mutual Water and Lakewood Sanitary Sewer have also started relocations between Lamar and Pierce Street. Some utility relocations may require lane and/or road closures. To get detailed information on these utility relocations, go to the RTD Web Site for a four-week look ahead schedule, or get general area impacts by reviewing the Utility Relocation Chart. To get an update on utility relocations, [click here](#).

ROAD CLOSURES AND DETOURS

As construction on the West Corridor moves forward, temporary lane and road closures may become an impact for residents and traveling motorists. Denver Transit Construction Group will try to mitigate these impacts by avoiding work during peak traffic periods and working instead during night and weekend hours.

Before a road can be closed, a Traffic Control Plan is prepared and submitted for approval to the local jurisdictions, including the Colorado Department of Transportation (CDOT) if a state highway is affected. The objective of the Traffic Control Plan is to permit the contractor to work within the public right-of-way efficiently and effectively, while maintaining a safe environment. It takes into consideration all aspects of the work area, including sight distance, traffic speed, volume, road approaches, the type of work activity and any special circumstances that may be unique to the area.

Once a determination is made to temporarily close a portion or the entire roadway, the area is mapped out to determine where best to institute “soft” and “hard” closures. A soft closure is the intersection where most traffic will be moved off the roadway through a pre-approved detour route, while still allowing local and emergency access. This soft closure mitigates traffic up to the hard closure and is signed as “road closed.” Traffic, including emergency responders, can travel through the soft closure area and continue through to the hard closure. A hard closure is the intersection that completely stops traffic through the work area. At that point, absolutely no traffic is permitted through. These

closures are shared with local emergency responders as they also map out alternate routes through the affected area.

RTD and Denver Transit Construction Group will work to ensure that residents and motorists have prior knowledge of lane and road closures and understand the detour routes available to them. Every attempt will be made to minimize traffic through residential areas while maintaining access and ensuring safety in the area. To get DTCG road closure information, [click here](#).

THANKS TO THE DESIGN TEAM

As we finalize design on the West Corridor we extend our thanks to David Evans and Associates, the firm that led the final design on the West Corridor since November 2005. They have had a challenging task as the project design has taken many twists and turns and has undergone multiple cost containment exercises. They have led this task with patience and professionalism.

Since it's founding in 1976 as a two-person land development firm in Portland, Oregon, David Evans and Associates, Inc. (DEA) has become a recognized leader in the design and management of complex transportation, land development, water resources, and energy projects nationwide. The firm combines the talents of more than 1000 engineers, planners, surveyors, landscape architects, architects, and scientists to provide its clients access to a complete range of services under one umbrella. DEA maintains offices located in Oregon, Washington, California, Arizona, and Colorado.

The Colorado office of DEA opened in 1998 with the acquisition of a local civil engineering firm. Since then, the Colorado practice has grown significantly to the present staff of more than 70 personnel.

DEA's West Corridor team members have played major roles in final design of light rail in Phoenix and Portland and in addition to the West Corridor several individuals have played key roles in all of RTD's existing light rail lines. To see more information on individual design team members, [click here](#). In our next issue we will provide more detailed information on the sub-consultants that make up the entire design team.

PROJECT SAFETY SPOTLIGHT

Trenching and Excavating/Confined Spaces

Field personnel trenching and excavating on the project must obtain a Trenching/Excavating permit. This permit requires training in the acceptable safe procedures for this type of work. While trenching or excavating, crews are required to have proper shoring, benching, sloping, or trench boxes for protection. This requirement is implemented when employees are entering an area four-feet deep or greater. When employees need to access or egress from trenches five-feet and over they must use ladders that are within 25 feet of all workers.

Similar procedures and policies apply for confined spaces. A permit must be obtained for admittance into confined spaces and confined spaces must be tested frequently for air quality. To ensure the safety of workers, a secondary worker is always required to be at the entry of a confined space. These safety procedures are enforced on the West Corridor construction sites and violations are not tolerated. Look for other project safety topics in future newsletters.

DENVER TRANSIT CONSTRUCTION GROUP (DTCG) TEAM

The Denver Transit Construction Group (DTCG) is RTD's Construction Manager/General Contractor on the West Corridor Project. DTCG will oversee all operations and subcontractors working on the project.

This month's spotlight features John West, Project Manager.



John is a Civil Engineer with over 30 years experience in the construction industry. His most recent positions included Vice President and Area Manager for Connell Resources, Inc. and Executive Vice President for TARCO, Inc. John's experience includes project and operations managers for various construction projects with a primary emphasis on bridge-related projects. His professionalism and hard work paid off when the project he managed, the El Rancho interchange on Interstate 70, received the AGC of America Marvin Black Award for successful partnering.

John is the Honorary Chairman of the Curriculum Advisory Committee for the Construction Management Program at Colorado State University. He has participated in the Board of Directors for the Coalition for Mobility and Air Quality, and the Colorado Contractors Association (CCA) where he has served on diverse board committees and in 2006 became the President for CCA. He was recognized as Committee Chairman of the Year for work on the Education and Transportation Policy Committees, and represented the Association on CDOT's Continuous Quality Improvement Initiative and Design-Build Task Force.

John holds a BS in Construction Management from Colorado State University. As a Colorado native, John has a passion for the outdoors where he enjoys hiking and rafting, as well as skiing in the Colorado Rockies with his two children.

CONSTRUCTION DISCUSSION

Last month we introduced the newest feature of our website, Construction Discussion. To ask a question, find out what other residents have to say about the West Corridor or chat with your neighbor about the light rail line, [click here](#).

HOW CAN I GET (OR STAY) INVOLVED?

One of the best ways to get information that will 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 staying informed. As the project evolves, it will be 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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