

# Sheridan Bridge

## STRUCTURE



December '09

- The Sheridan highway bridge raises automobile traffic to a level roadway between 10<sup>th</sup> and 14<sup>th</sup> Avenues, creating room underneath for the light rail station and tracks.
- The Sheridan Bridge uses precast concrete bridge girders and a concrete deck to span Lakewood Gulch, the light rail tracks, one station plaza, and a sidewalk/bikeway.
- More than 370,000 pounds of reinforcing steel and 2,000 cubic yards of concrete were used to construct this 93-ft wide bridge.
- The 47 drilled shaft foundations of the bridge are embedded more than 40 feet into the earth.
- The bridge carries two lanes of through traffic in each direction and has 10 foot sidewalks on each side of the bridge.
- The Sheridan Bridge is connected to a light rail station which can be reached by stairs or elevators from both the east and west sides. It will be one of the only roadway bridges in Denver that has an elevator on it.



March '10

## CONSTRUCTION

- Due to limited space, the bridge was constructed in two phases, allowing traffic to remain on Sheridan Boulevard.
- Prior to building the parking structure, several RTD acquired properties were demolished to stage construction and store materials.
- The new bridge carries multiple utilities hidden between girders.

## OVERVIEW

Total weight of bridge	More than 8 million pounds
Width of bridge	93'
Length of bridge	380' feet
Number of spans	3 (120'-140'-120')



May '10

*The Sheridan Bridge is part of the RTD FasTracks West Rail Line.*

*Designed by Paul Greco of Parsons Brinckerhoff, sub-consultant to David Evans & Associates*

*Constructed by Lawrence Construction, sub-contractor to Denver Transit Construction Group*