



Community

Information Line:

303-299-2401

rtdwestcorridor.com



The \$511.8-million FasTracks West Corridor project consists of constructing a new 12.1-mile, double-track light rail line, extending west from the existing light rail line at Auraria West Station in downtown Denver, through Lakewood along 13th Avenue, continuing along 6th Avenue (U.S. 6) and ending at the Jefferson County Government Center.

E-NEWS



WELCOME!

As the first in a series of upcoming e-newsletters, we are excited to provide you with important and timely information. It is all related to changes, milestones, events and achievements within the FasTracks West Corridor final design project. We are using this as one of several information vehicles to keep local residents, businesses and commuters well informed about new and exciting developments. We look forward to sharing our progress with you. In turn, we ask for and welcome your requests, comments and input as the project moves forward. Our goal is to respond to all questions and comments in a timely and responsive manner.

June 2006

In this issue you will find:

- [Listening to You](#) - An update on the activities of the Urban Design Committees
- [Coffee with Dennis](#) - A new small group discussion forum
- [Cost Containment and Managing Cost Growth](#) - An overview of cost increase challenges and what is being done to keep the project on budget
- [Save These Dates!](#) - You're invited to a number of upcoming meetings and events!
- [Where Can I Get More Information?](#) - A list of resources available to everyone

Listening to You

This is an exciting time for the West Corridor FasTracks project!

Urban Design Committee Meetings - At the first West Corridor Urban Design Committee (UDC) meetings held in March, area residents provided valuable input to the station design team on topics such as: building material selection, aesthetic preferences, incorporation of historic elements in the overall station design, bridge design, fiscally responsible construction and weather protection at stations. These groups, composed of over 150 community members who serve on a voluntary basis and are assembled by station location interest, have provided a wealth of information to project designers in order to outline the most important areas of concern.

At the second round of UDC meetings, which occurred in April, the West Corridor final design team shared preliminary concepts for light rail station layouts that incorporated many of the initial suggestions provided by the Environmental Impact Study (EIS) Station Enhancements Groups as well as UDC members. The sketches, drawings and 3-D videos represented the plans as outlined in the EIS Preliminary Engineering (PE) and are now about 35 to 40 percent complete. The team also presented concepts related to corridor themes and examples of how they might be incorporated into station design. The themes presented were developed using the ideas and comments that were included in the EIS Station Enhancement Group recommendations as well as comments received through the UDC process. UDC members were once again provided with an opportunity to ask questions of designers and to provide feedback and comments on the updated information.

The next round of meetings scheduled for the end of July will show more advanced designs of the stations and focus on bridges throughout the

corridor.

Coffee with Dennis

A new public involvement effort on the West Corridor project called "*Coffee with Dennis*" began this month. During the last round of Urban Design Committee (UDC) meetings, many members of the community expressed their desire to sit down in a small group setting with the design team. *Coffee with Dennis* is designed to give the community the opportunity to have discussions on various issues with Project Manager Dennis Cole and members of the design team.

Our first *Coffee with Dennis* series of meetings are taking place during the month of June (see schedule below). If you haven't already signed up for one, we hope you find a location and time that works. Please RSVP online at: [Coffee With Dennis](#) or visit www.rtdwestcorridor.com and click on "Get Involved Now!".

You will be prompted to answer a few short questions, including identifying those topics that you may wish to discuss.

Coffee with Dennis Meetings:

| June Dates | June Location | June Time |
|-------------------|----------------------|------------------|
| June 13 | Denver | 7:00 AM |
| June 14 | Lakewood | 4:00 PM |
| June 15 | Lakewood | 5:30 PM |
| June 16 | Jefferson County | 7:00 AM |
| June 20 | Jefferson County | 7:00 AM |
| June 21 | Lakewood | 12:00 Noon |
| June 22 | Lakewood | 5:30 PM |
| June 23 | Denver | 7:00 AM |

Cost Containment and Managing Cost Growth

Building the West Corridor project requires construction materials such as concrete, steel and copper wire. Fuel is also a necessity for operating construction equipment. Since 2002, industry costs for fuel and building materials have outpaced overall consumer and producer prices. During this recent period of inflation, the price of gasoline has risen more than 150 percent. Some of the other important commodities used in this project include copper (up 160 percent), concrete railroad ties (up 45 percent), and rebar (up 42 percent).

These percentages represent significant increases, especially when you consider the amount of these materials needed to build the West Corridor project. Approximately 50 miles of overhead copper wire electrical lines will be required on the West Corridor. Consider that if one section of wire originally cost \$1,000 to purchase, it will now cost nearly \$3,000. In the case of the concrete ties, the same amount of money that would have purchased 100 railroad ties three years ago will buy only 55 ties today.

In order to compensate for and accommodate these rising costs, the RTD project team has conducted a value engineering exercise in order to evaluate project elements that can be designed and built in a more cost-effective manner. Cost reductions in construction, operations, systems and right-of-way were identified as a result of these workshops. After these proposed changes were identified, a review board analyzed them for possible impacts (negative or positive) to the project. After reviewing the proposed changes, the Federal Transit Administration (FTA) has requested that an Environmental Assessment (EA) be completed to fully research any potential impacts of these changes, including noise, vibration, visual,

wetlands and others.

These cost containment strategies, as well as other information on design timelines, will be presented at upcoming meetings.

Design Refinements under review:

- Moving the light rail tracks to the south side of 6th Avenue (U.S. Highway 6) between the Denver Federal Center and Red Rocks Community College. This will allow the tracks to remain primarily at ground level, or at-grade, throughout the Denver Federal Center and eliminate the need for a tunnel under 6th Avenue. It will also result in a shorter tunnel under the Simms/Union interchange and will better serve the Red Rocks Community College campus and potentially eliminate the need for a pedestrian bridge.
- Moving the Jefferson County Government Center station to the east (front) side of the complex. The Jefferson County Commissioners have requested this move to allow for better coordination with the master plan for their government center campus.
- Reviewing the service plan between the Denver Federal Center and the Jefferson County Government Center. Ridership projections along this segment show that a 15-minute time lapse, or headway, between trains would adequately serve those using the service on opening day. This is the same headway currently used on the Central Platte Valley line during rush hours.
- Shifting the track alignment at Colfax Avenue (State Highway 40) and 6th Avenue to reduce the length of the bridge over Colfax Avenue but still allow for possible future expansion of both Colfax Avenue and 6th Avenue.
- Eliminating the pedestrian tunnel under Howard Place at Federal Boulevard. Traffic counts in this area indicate that not enough cars pass through the intersection to warrant a pedestrian tunnel. Eliminating the tunnel also resolves issues related to pedestrian safety and added maintenance that include lighting, trash removal and loitering.
- Better integration of the Lakewood Gulch drainage channel improvements to reduce the height, length and number of retaining walls to better complement the surrounding environment.

Each one of these items and more will be open for discussion at all of the West Corridor public involvement activities outlined in this newsletter, and through an elected official advisory process. We solicit your comments and involvement and will continue to share information and include your comments as the cost containment modifications and value engineering proposals are further developed.

To download a PDF version of the "West Corridor Budget Summary" [click here](#).

Save These Dates!

Public Open Houses:

West Corridor Open House #1
Tuesday, June 27, 2006, 6 p.m. to 8 p.m.
Jefferson County Fairgrounds
Exhibit Halls 1, 2 and 3
15200 W. 6th Ave., Golden

West Corridor Open House #2
Wednesday, June 28, 2006, 6 p.m. to 8 p.m.
Auraria Campus
St. Cajetan Center, Main Hall
1190 9th St., Denver

Urban Design Committee (UDC) Meetings:

West Corridor Urban Design Committee Meeting #1
Wednesday, July 26, 2006, 6 p.m. to 8 p.m.
Clements Community Center
Columbine Room
1580 Yarrow St, Lakewood

West Corridor Urban Design Committee Meeting #2
Thursday, July 27, 2006, 6 p.m. to 8 p.m.
Jefferson County Government Center
Lower Level
100 Jefferson County Parkway, Golden

We look forward to meeting with you over the coming weeks. As always, feel free to contact us with any comments or questions.

Where Can I Get More Information?

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