

Email not displaying correctly? [View it in your browser.](#)



#### Community

#### Information Line:

303-299-2401

[www.rtd-fastracks.com](http://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.

E - NEWS



## WELCOME

The holiday season is upon us and the entire West Corridor team can look back at the past year with pride. While the weather hasn't been as cooperative as we would like, this past month has seen continued progress along the corridor. As new activities begin, our continued focus is on facilitating the needs of the community. 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 and road closures, please [click here](#) to connect to the West Corridor Web site.

## In This Issue:

[DENVER UNION STATION- Yesterday, Today and Tomorrow 2009 MILESTONES](#)

[CONSTRUCTION UPDATE – AREA 1 \(Jeffco Government Center to Denver Federal Center\)](#)

[CONSTRUCTION UPDATE AREA 2 \(East of the Denver Federal Center to Sheridan\)](#)

[CONSTRUCTION UPDATE AREA 3 \(East of Sheridan to the Auraria Campus\)](#)

[HOW CAN I GET \(OR STAY\) INVOLVED?](#)

## DENVER UNION STATION- Yesterday, Today and Tomorrow

Eight teams of architects, developers, and engineers governed and orchestrated by the Denver Union Station Project Authority (DUSPA), have broken ground to begin construction on the hub of the RTD FasTracks project. The approved plan includes an at-grade, eight-track



commuter rail station, relocation of RTD's regional bus facility below grade under 17th Street; and relocation of the light rail station at-grade to the Consolidated Mail Line (CML). The 16th Street Mall Shuttle will continue to run in dedicated lanes along 16th Street and extend to the relocated light rail station. The new Downtown Circulator will include stops for easy commuter rail and light rail transfers. The plan also creates a number of new public spaces including plazas at Wynkoop, 17th Street, and 18th Street. Following is the history of this magnificent building.

1870

The first train arrived in Denver's Central Platte Valley on June 21, 1870. At that time, only four small temporary stations were set up to serve passengers.

**1881**

The Union Depot and Railroad Company built the city's first Union Station. It cost \$525,000 and opened on June 1, 1881.

**1894**

The original Union Station building burned on March 18, 1894, when a fire ignited the electrical system of the ladies' restroom. Damage was considerable. The building's wooden tower was destroyed. Union Station was quickly rebuilt with a much lower roofline and a stone clock tower replaced the wooden one.

**1906**

Denver's famous Welcome or Mizpah Arch was built in front of Union Station on 17th Street between Wynkoop and Wazee streets; the arch was formally dedicated on July 4, 1906.

**1914**

In 1914, the Denver Union Terminal Railway Company tore down the stone clock tower and replaced with the building's lower expanded center section that you see to this day. The original chandeliers were eight feet across. The original sconces on the wall were under coats of paint for decades. Only recently were they restored to their original bronze tone. The plaster arches that line the walls of the center room have 2300 carved Columbine flowers in them.

**1920s/30s**

The 1920s and 1930s were the glory days of Denver Union Station. During that time, the station operated 80 trains a day.

**1931**

The Mizpah arch was taken down on December 7, 1931 after being deemed a traffic hazard. Presidents Eisenhower, Taft and Theodore Roosevelt are just a few of the famous people who came by train into Union Station.

**1958**

Up until 1958, Denver Union Station had more travelers than Stapleton Airport.

**Late 1980s**

In the late 1980's, the Regional Transportation District (RTD) and the City of Denver cooperated with the Denver Union terminal Railway Corporation (DUT), the private owner of the terminal, to make improvements to the site. These improvements included upgrading rail platforms and canopies and accommodating an RTD bus lane to access Market Street Station from the I-25 bus/High Occupancy Vehicle (HOV) lanes.

**1997-2000**

RTD, the City and the Denver Regional Council of Governments (DRCOG) cooperated with the Union Station Transport Development Company (USTDC) and various private landowners and businesses to create the Central Platte Valley Light Rail Spur (C-Line), a major public transit connection to DUS.

**2001**

In August 2001, RTD purchased the site in accordance with a jointly funded Intergovernmental Agreement between RTD, the City and County of Denver (CCD), CDOT and DRCOG.

#### **2004**

When the FasTracks ballot initiative passed, Denver Union Station was designated as the hub of the future RTD regional rapid transit system.

---

### **2009 MILESTONES**

2009 was a year of "starts" for the West Corridor. In January, RTD saw Matt Cohen take the helm as District M Director. His contributions throughout the year have helped pave the way for West Corridor construction. January also saw the long awaited "Full Funding Grant Agreement" signed by the federal government, committing over \$300 million to the West Corridor project. In February, the "Issued for Construction" drawings were finalized and distributed. The affects of the full "Notice to Proceed" issued in June and July to Denver Transit Construction Group and Balfour Beatty Rail, Inc. became evident in mid-summer as bridge construction popped up all along 6th Avenue and the landscape of the corridor began to change. 2009 also marked the beginning of major construction in the Denver gulch area and construction on the first of many retaining walls. By the end of February, RTD added two more completed Light Rail bridges to their repertoire, as the east and west Dry Gulch bridges were completed.

Springtime and warmer weather brought the opportunity to accelerate work in several areas. Realignment of the channel in the gulch and construction of a larger, more effective box culvert under Knox Court began. The rural scene along the 13th Avenue corridor drastically changed, as trees were removed to make way for construction of the West Corridor. While Colorado doesn't normally experience a "rainy season", the spring and early summer months saw an abundance of moisture that complicated construction efforts.

Crews trudged through the soggy weather and by the end of summer; activities on the bridges at Howard, Federal, Colfax, 6th Avenue and Indiana were visible. At the same time, work began in earnest on the Federal Center property. An agricultural ditch was relocated under Union Blvd. to make way for construction of the light rail tunnel.

As summer drew to a close, crews began work on top of I-70. A joint decision by CDOT, RTD and DTCG to fully close the highway for West Corridor construction was unprecedented. By implementing directional full closures on I-70, construction activities that could have continued for several months were reduced to minimal nightly lane closures and two weekend directional full closures. This plan significantly minimized the impact to commuters traveling on I-70.

As the year wound down, construction on the light rail bridge at Wadsworth began and the long awaited reconstruction of Sheridan Boulevard began. Sheridan has been dropped to one lane in each direction from 10th to 14th Avenues and will remain that way for approximately two years to accommodate construction activities.

Right-of-way acquisition continued in full force during 2009 and will continue into 2010. Over half of the properties needed for the West Corridor are ready for construction with more being finalized every day.

In 2009, West Corridor did their part in stimulating the economy by employing approximately 275 people by late in the year.

During 2009, the West Corridor Public Information team distributed approximately 43,500 newsletters, hung over 4,000 construction notification door hangers and gave over 60 external presentations to neighborhood groups and organizations.

Also in 2009, the West Corridor family said goodbye to our dear friend Dennis Cole, and welcomed the new RTD project manager, Jim Starling.

We all look forward to our next big year – 2010!

---

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

### Current and Ongoing Activities

Work continues on several retaining walls along 6th Avenue between Union and Colfax. Girders were successfully placed on the light rail bridge over Colfax and crews will continue working on this bridge for the next several months. Utility



upgrades are ongoing along the south side of 6th Avenue between Indiana and Union and excavation on the north side of 6th Avenue between Indiana and Colfax has begun. The westbound 6th Avenue on ramp from Indiana will close tonight, December 15, so crews can pour concrete in the bridge span that passes over the ramp. The closure will begin at 10:00 pm and continue through the night, reopening on Wednesday morning, December 16, at 5:30 am

### Upcoming Activities

Crews will soon begin work on the CDOT sign bridge over 6th Avenue. This sign bridge, which hangs out over the eastbound lanes of 6th Avenue at about Red Rocks Community College will be relocated further west as part of the project.

---

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

### Current and Ongoing Activities

Drainage improvements continue in Area 2. Work on the drainage culvert on Collins Avenue is progressing and construction of a drainage culvert on the north side of 13th Avenue between Zephyr and Carr Streets will continue into the spring of 2010.



DTCG's work on 13th Avenue was slightly delayed to allow Qwest an opportunity to complete their utility relocations on 13th Avenue between Carr and Wadsworth. The light rail bridge over 6th Avenue is evolving daily and crews are working on the bridge arch assembly on the Federal Center property. Construction on the Wadsworth Bridge now encompasses both the east and west sides of Wadsworth. While the station won't be constructed in this phase, DTCG is working on the elevator pits that will one day take riders up to the light rail station on top of the bridge. Work on a sanitary sewer project along 13th Avenue at Harlan began earlier this week. Harlan will be closed between 11th and 14th Avenue through February to accommodate this activity.

#### **Upcoming Activities**

Retaining wall construction between 6th and 8th Avenues, east of Simms Street is scheduled to begin in late December. Grading and earth moving activities along 13th Avenue for the relocation of the Wight Lateral ditch between Oak and Quail should also become apparent before the end of the year.

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

#### **Current and Ongoing Activities**

Building demolition and bridge construction have begun on Sheridan Blvd. Currently Sheridan dips down between 10th and 13th Avenues. As part of the West Corridor construction, Sheridan Boulevard will be raised to be a level



roadway, creating room underneath for the light rail to pass through. This design makes it safer for both automobile and light rail traffic. Sheridan has been dropped to one lane of traffic in each direction to allow the contractor space to rebuild the road. This configuration will be in place for approximately two years. Traffic has currently been shifted to the furthest east two lanes. Once that portion of the roadway has been completed, work will eventually shift to the furthest west two lanes. Pedestrian traffic will be routed in the same manner. Suggested detour routes include Federal Boulevard and Wadsworth Boulevard. As always, please use caution and slower speeds when driving in a "cone zone."

Wall construction and utility improvements are still the main activities in the Denver gulch area. Crews continue their efforts near Knox Court and if there are no complications, Knox Court should reopen by late January. Crews continue to work on utility relocations at Federal Blvd. All utilities on the present bridge must be relocated before the second phase of the Federal Bridge construction can begin. Once completed, traffic will be diverted to the new structure and DTCG will demolish the current bridge. The pedestrian bridges at Hazel Court and Tennyson are nearing completion and should open in early 2010 and construction of the light rail bridge at Lakewood Gulch (just east of Decatur) continues.

#### **Upcoming Activities**

Crews from the West Corridor project will soon begin construction in the area just south of Howard Place, between Federal and Decatur. Construction activities there include tree removal where the Federal/Decatur station will be built. Sewer, water and drainage improvements will follow tree removal. Once these improvements are completed, crews will remove sidewalks, grass and other vegetation from the site to begin wall, trackbed and station construction. While it's not anticipated that crews will be in the area continuously, the phasing of activities will require crews to move in and out from now until West Corridor construction is completed in late 2012. Beginning phases of construction on the light rail bridge over the Consolidated Mainline Railroad (east of I-25) and over the Platte River are planned after the first of the year.

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?

**Web site:**

<http://www.RTD-FasTracks.com>

**E Mail:**

[WestCorridor@RTD-FasTracks.com](mailto:WestCorridor@RTD-FasTracks.com)

**Phone:**

Kathy Berumen, 303-626-6762

Brenda Tierney, 303-299-2401

RTD West Corridor  
1560 Broadway Suite 700 FAS-WC  
Denver, CO 80202

Our telephone:  
303-299-2000

Copyright (C) 2009 FasTracks Regional Transportation District of Denver (RTD)  
All rights reserved.

[Unsubscribe](#) from this list.  
[Forward](#) this email to a friend  
[Update your profile](#)