Downtown Rail Reconstruction Project

Progress Update



Tuesday, November 3, 2026

Overview:

Over the past two weeks, crews advanced construction along California Street, focusing on **removing existing rail** and **concrete**, **installing underground utilities**, and **preparing** the corridor for **new drainage** and **rail infrastructure**. Crews also continued drainage and concrete work along Stout Street while **advancing concrete**, **rail**, and **drainage activities** along Colfax Avenue.



Safety is always a priority! Check out RTD's October video to see how crews put safety into action throughout the project.

Safety Moment: *As the holiday season approaches, increased activity and shorter daylight hours make it especially important to stay alert when traveling downtown. Always use sidewalks and designated crosswalks, look both ways before crossing, and take extra care around driveways and alleys. Help drivers see you by wearing bright or reflecti e clothing, especially when walking in low-light conditions. Whether driving or walking, slow down and stay aware of your surroundings.*

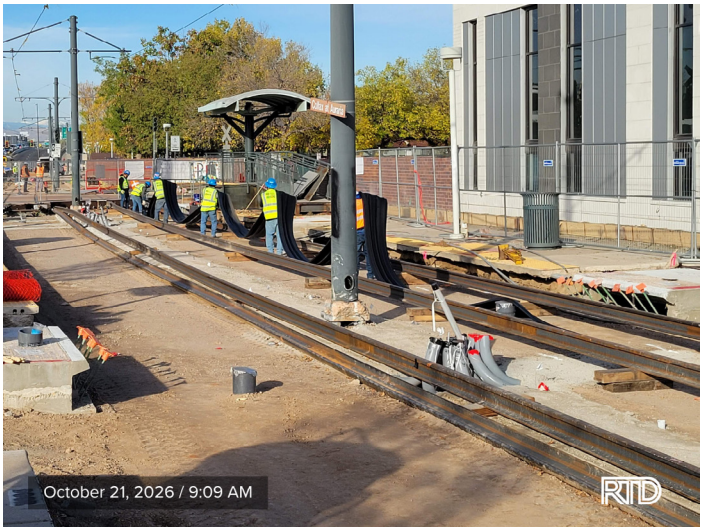
Prepared by
RTD Infrastructure Team

39%		**Total Progress**
49%		**Track Replacement** 2,904/5,907 Track Feet
4%		**Track Transitions** 1/25 Transitions
40%		**Concrete Poured** 1,764/4,367 Cubic Yards
33%		**Intersection Upgrades** 4/12 Intersections
30%		**Drainage Upgrades** 21/70 Drainage Inlets
79%		**Rail Welds** 117/148 Welds

Recent Work in Review



1 | Base Material Compaction
Downtown Loop Area | October 28, 9:06 AM



2 | Rail Boot Placement
Colfax Avenue Alignment | October 21, 9:09 AM

In the **Downtown Loop Midblocks area**, crews continued work along California, 19th and Stout streets. On California Street between 19th and 18th streets, crews advanced **underground electrical conduit installation** and placed **Controlled Low-Strength Material (CLSM)** around newly installed **conduits**.

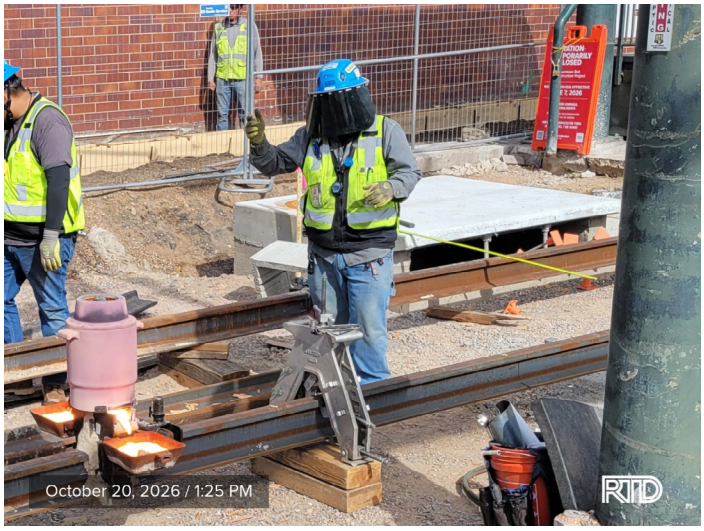
Between 18th and 17th streets, crews continued **removing existing concrete** and **ballast** to prepare the area for upcoming **drainage** and **rail utility installations**. Crews also completed **backfilling** where planned drainage features were adjusted, and continued preparing the **base material** for installation of new infrastructure.

Between 17th and 16th streets, crews completed **removal of existing rail** and **ballast** and began preparing the area for **subgrade compaction** ahead of installations. At the 17th Street intersection, crews **removed existing rail components**, **cleaned the track area**, and **prepared sections** of the **intersection for grout placement**.

On 19th Street, crews identified a conflict with **existing underground infrastructure**. The project team is **coordinating next steps** to accommodate the **new track system**. Along Stout Street, crews continued **concrete pours** for **embedded track slabs** between 16th and 17th streets and prepared for upcoming **curb and gutter pours**.

In the Colfax Avenue Alignment area, crews **finalized concrete** and **sidewalk** work between Seventh and Ninth streets, **marking the completion** of construction activities in this segment. Between Ninth and Kalamath streets, crews continued **advancing rail installation**, **welding**, and **drainage** work.

Safety Observations



Surveying Before Construction
Downtown Loop Area | October 20, 1:25 PM

Quality Observations



Accessible Curb Inlet Adjustments
Downtown Loop Area | October 21, 8:35 AM

Personal protective equipment (PPE) is a crucial part of maintaining a safe construction environment. While specific equipment may vary depending on the **task being performed**, all workers are expected to follow **baseline safety requirements**, including wearing **hard hats**, **high-visibility vests**, **safety glasses**, **gloves**, and appropriate footwear. Additional protective equipment may be required for **specialized activities** such as **welding**, **concrete placement**, or **excavation**.

Concrete requires specific **temperature conditions** as it cures to develop the intended **strength** and **durability**. During colder weather, crews may use **insulated concrete blankets** to help **retain heat** and **protect newly poured concrete** from low temperatures. Following a recent track slab pour, crews placed concrete blankets over the work area to help **protect the concrete** while it cured.

Did You Know?

Throughout the project, crews have used a specialized material called **Controlled Low-Strength Material**, or **CLSM**, to fill areas around **underground rail utilities** and other infrastructure. CLSM is a **flowable**, **self-consolidating material** that fills gaps and spaces without requiring the same **mechanical compaction** needed with traditional backfill materials.

CLSM has a **lower strength level** than conventional concrete which means it **provides support** around **pipes**, **conduits**, and other **underground components** while allowing for **future access** or **excavation** when needed. Along California Street, crews placed CLSM around **newly installed electrical conduits** to fill the surrounding spaces and provide support beneath the **reconstructed track**.



CLSM Pour on California Street
Downtown Loop Area | October 23, 3:18 PM



Colfax Avenue Alignment

Crews will continue **rail installation**, **welding**, and **drainage** work between Ninth and Kalamath streets. Work at the Cherry Creek Bridge is now anticipated to resume in **early November** and continue for **approximately three weeks**. Activities will include **drilling** and installing **new dowels**, **setting rail**, **forming** and **pouring concrete plinths**, and **welding rail connections**.

Downtown Loop Midblocks

Crews will continue work along Stout Street, including **embedded track slab pours**, **rail welding**, and **finalizing concrete** work between 16th and 17th streets. On California Street, crews will continue preparing the corridor for **rail installation** and **drainage improvements**. Between 19th and 18th streets, work will advance on **underground conduits**, **drainage connections**, and preparation for **rail placement**. Between 17th and 16th streets, crews will continue **installing drainage infrastructure** and **underground conduit utilities**. Work is also scheduled to begin in early November between 15th and 16th streets, including **installation** of **pedestrian fencing** and **barriers** and **removal** of **existing concrete** and **rail components**.

If you have any questions about the content of this update, or upcoming activities, reach out to the project team at RailProject@RTD-Denver.com or **720.902.8817**. For additional project information and previous reports, visit RTD-Denver.com/RailProject.

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