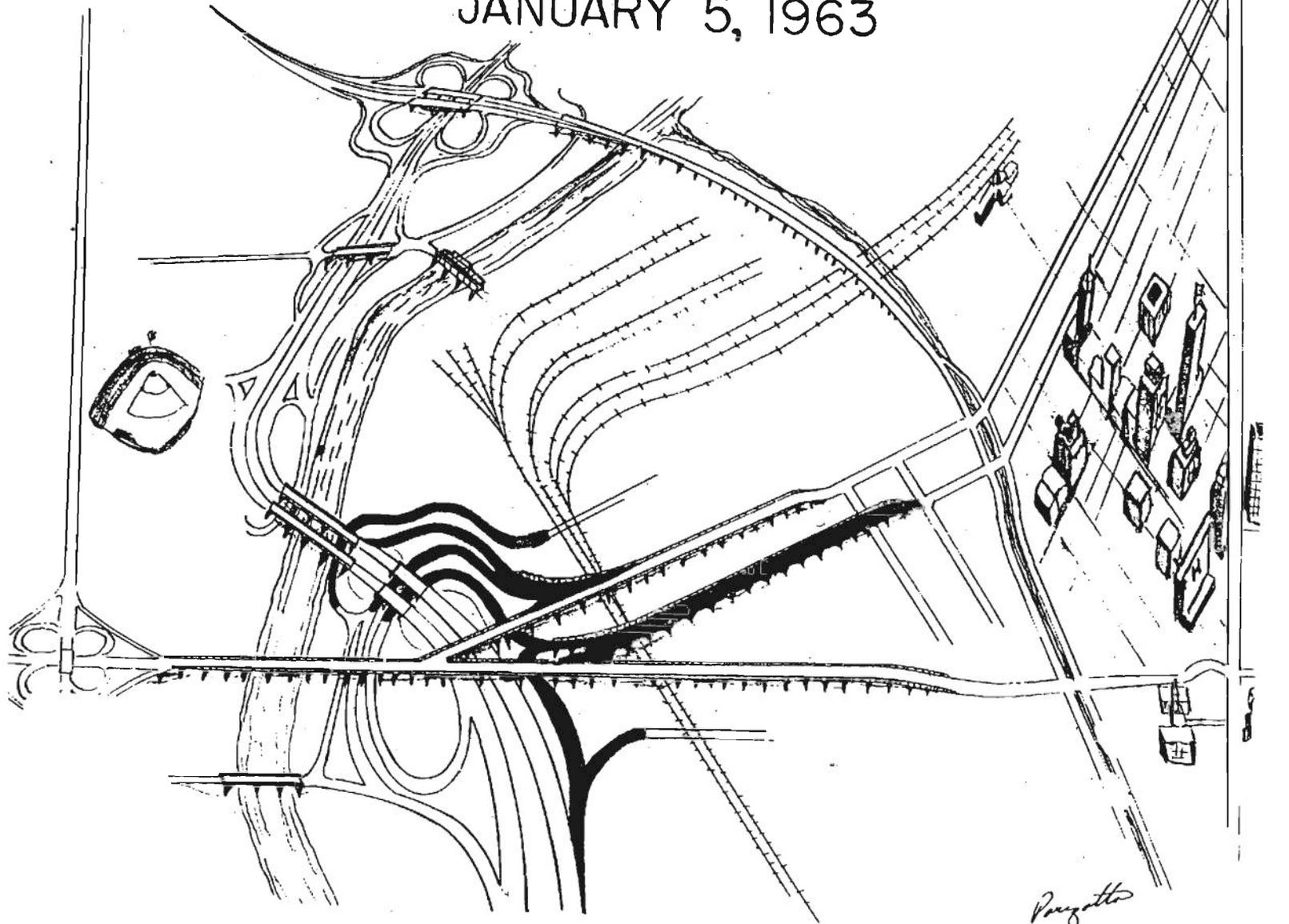


COMMEMORATING
THE OPENING OF THE

Lawrence-Larimer Connection

DENVER-COLORADO

JANUARY 5, 1963



They Built Progress into Denver's Future

GOVERNOR



STEVE McNICHOLS, Governor—"Opening of the Lawrence-Larimer project is an important step in Colorado's great state-wide roadbuilding program."

CHAIRMAN



FRANK GHENT, Chairman, Colorado Highway Commission—"The Lawrence-Larimer project, a vital facility for Denver, will benefit all travelers."

CHIEF ENGINEER



MARK U. WATROUS, Chief Engineer, Colorado Department of Highways—"The fine cooperation of city and federal agencies made this project possible."

MAYOR



RICHARD Y. BATTERTON, Mayor of Denver—"This new project will be of inestimable value to all of Denver's downtown district."

THE COLORADO DEPARTMENT OF HIGHWAYS

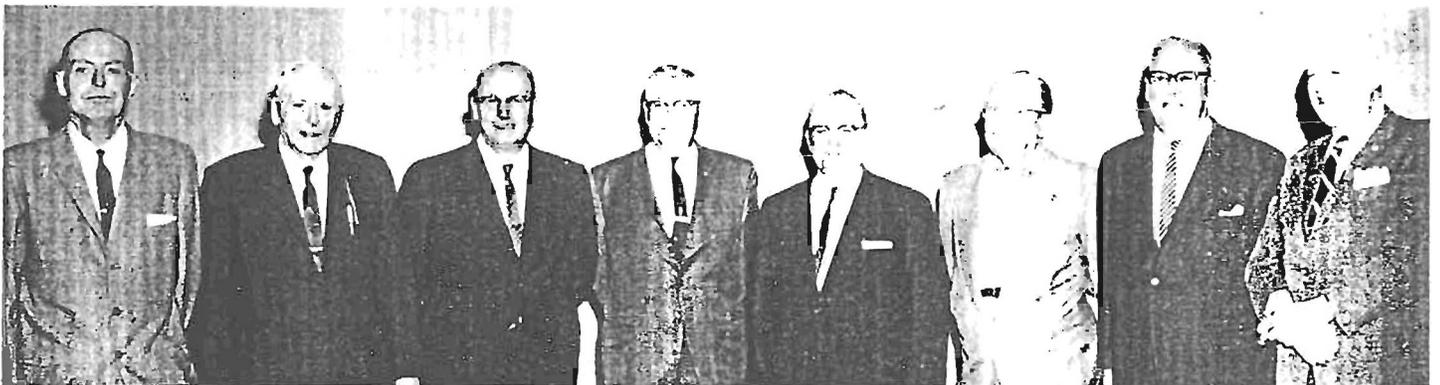
GOVERNOR STEVE McNICHOLS
Chief Executive

STATE HIGHWAY COMMISSION

FRANK GHENT, Fort Collins, *Chairman*
E. J. BARNES, Sterling, *Vice-Chairman*
ROBERT W. HENDEE, Colorado Springs
BEN H. JORGENSEN, Gunnison
CLAUDE A. LUEKENS, Steamboat Springs
JOSEPH J. MARSH, Denver
PETE E. MIDDLEMIST, Antonito
ROY WIEBERS, Sheridan Lake

CHIEF ENGINEER
MARK U. WATROUS

HERE ARE THE MEMBERS OF THE COLORADO STATE HIGHWAY COMMISSION FOR 1962



The Colorado State Highway Commission, left to right: Pete E. Middlemist, Antonito; Ben H. Jorgensen, Gunnison; Roy Wiebers, Sheridan Lake; Frank Ghent, Fort Collins, Chairman; E. J. Barnes, Sterling, Vice Chairman; Claude A. Luekens, Steamboat Springs; Robert W. Hendee, Colorado Springs, and Joseph J. Marsh, Denver.

New Augments the Old To Match the March of History



THESE ARE MEMBERS OF THE STAFF of the Denver Metropolitan District Engineer's Office of the Colorado Department of Highways who were in charge of planning and constructing the Lawrence-Larimer connection. Left to right, bottom row: Chester W. Andersen, Resident Engineer; District Engineer Fred K. Merten; W. Boyd White, District Construction Engineer. Back row: William D. Wheeler, District Design Engineer; Jesse A. Russell, District Design Engineer, and Forrest W. Scruggs, Project Engineer.

Story of the Growth of a Highway Facility

HISTORY REPEATED ITSELF on January 5, 1963, when dedication ceremonies were conducted at the opening of the \$1,700,000 Lawrence-Larimer connection to the West Colfax viaduct and the Denver Valley Highway.

The new connection was designed to provide easier access to and from the downtown area, which was exactly what the designers of the original West Colfax-Larimer viaduct had in mind when contracts for that project were let in 1914.

Seth B. Bradley, president of the Board of Public Works in 1913, said it was expected that the new bridges would "cut quite a figure." Everyone concerned believes the same thing of the new connection.

There is one basic difference in the concept of future benefits to be derived from each of the two plans. A major desire of the 1913 planners was to provide easy access to the mountain playground area west of Denver. In 1962, a paramount consideration was to design a facility that would allow the easiest possible access from virtually all directions to Denver's growing downtown district.

The first West Colfax-Larimer viaduct accomplished its purpose by a direct route over the railroad tracks and the Platte River. The new connection will funnel traffic directly downtown from the West Colfax viaduct, the Valley Highway and the reciprocal one-way system on Lawrence and Larimer Streets which will be extended to Downing Street and an eventual connection with Colorado Boulevard.

The original viaducts cost \$853,316, including \$80,000 for right of way. The money was provided by the Denver Tramway Co., the Denver and Rio Grande, Colorado and Southern and Burlington railroad companies, the City of Denver and the state. The Denver share was supplied from a bond issue of \$260,000 which was approved overwhelmingly by a vote of the people. The state provided \$50,000. All funds for the new work were supplied by the Colorado Highway Commission and about half represented federal aid money.

The contract for the Lawrence-Larimer connection was awarded to the Peter Kiewit Sons' Co. on February 9, 1962. In the ensuing years after the completion of the first viaducts, during which Denver's population has grown from 215,000 to more than 500,000, an additional \$560,557 has been spent in modification and repair of the viaducts, bringing the total investment in the original structures and their subsequent repair and modification to approximately \$1,400,000.

Total length of the West Colfax viaduct is 4,626 feet, that of the Larimer Street section is 2,152 feet and that of the Lawrence Street portion is 2,300 feet.

Officials of the City of Denver worked closely with the Colorado Department of Highways in the development of plans for the new connection, as did the U. S. Bureau of Public Roads.

Support for the project came from many other groups and individuals, with the Downtown Denver Improvement Association, the Denver Chamber of Commerce and the Retail Merchants Association playing leading roles.

Additional work contemplated for the future in connection with carrying out the full plans for the project includes grade separations at Speer Boulevard, where it is crossed by traffic going to the Larimer viaduct or coming from the Lawrence viaduct.

Also, as part of the long range program, it is planned to improve East 40th Avenue (Colo. 36) to a full expressway facility west from Colorado Boulevard to connect with the end of the reciprocal one-way street system of Lawrence and Larimer Streets at Downing Street. Thus, when these plans can be put into operation, the long sought, direct, major diagonal passageway from northeast Denver and the highways entering the city from that area to the downtown district will be realized.

A Study in Impact and a Look at What It Took

IMPACT

The Lawrence-Larimer Project is not merely the linking of three viaducts by a series of ramps to the Valley Highway, as indicated by the interchange outlined in the lower left corner of the sketch below, to permit easier and faster ingress and egress to and from downtown Denver.

Instead, it is a long range program which contemplates the eventual use of Lawrence and Larimer Streets as reciprocal one-way avenues to channel traffic into and out of the downtown district by tapping the entire northeastern section of the city and the heavy volumes of traffic which utilize US 6, US 85 and Interstate 80-S, coming in from the northeast, and Interstate 70 from the east which will follow East 46th Avenue to Colorado Boulevard and westward from the interchange at that intersection. The full concept of the project contemplates the strengthening of the downtown area as the definitive hub of the city and the entire metropolitan area, as the sketch map clearly indicates.

Here Is What It Took

It takes many things to build a highway . . . sand, gravel, crushed stone and slag . . . portland cement concrete . . . tar and asphalt . . . plain old dirt . . . structural and reinforcing steel . . . form lumber and piling . . . culvert and drain pipe . . . petroleum products . . . machinery . . . people . . . money . . . and vision and faith.

When American motorists first started promoting "good roads" campaigns in the early 1920's, their favorite slogan was "A good road is a good buy." The truth of that slogan has been proved conclusively time and again, and it will apply to the Lawrence-Larimer connection as it has to all other highway improvements.

An intensive investigation of highway benefits, made by the U.S. Bureau of Public Roads at the request of Congress, revealed that every dollar invested in highway improvements returns more than three dollars in direct benefits to the highway user. Foremost among these benefits are reductions in accidents, traveling time and vehicle operating costs.

Here are some interesting facts you should know about the Lawrence-Larimer connection:

The total cost was \$1,700,000, which included the new Lawrence Street viaduct, a new ramp from the Larimer Street viaduct, the widening of West Colfax Avenue and 8th Street, and extensive renovation and repair of both the Larimer Street and West Colfax Avenue viaducts. It also included \$60,000 paid for 10 parcels of land needed for right of way.

The West Colfax-Larimer viaduct is 6,778.83 feet long. The West Colfax section is 4,626.29 feet long and the Larimer section, 2,152.54 feet long. The new Lawrence Street viaduct is 2,300 feet long.

Connecting ramps for both the Lawrence and Larimer viaducts are 350 feet long.

There are five driving lanes on the Colfax viaduct, four on the Larimer viaduct and three on the Lawrence viaduct.

60,000 yards of dirt fill were necessary for construction.

The viaducts consumed 7,600 cubic yards of concrete, 1,900,000 pounds of reinforcing steel and 866,000 pounds of structural steel.

Surfacing of the connecting ramps took 1,500 tons of plant mixed asphalt.

There are 8,500 feet of concrete curb and gutter in the complex.

Through the bridges, there are 5,000 feet of conduit for electric wiring.

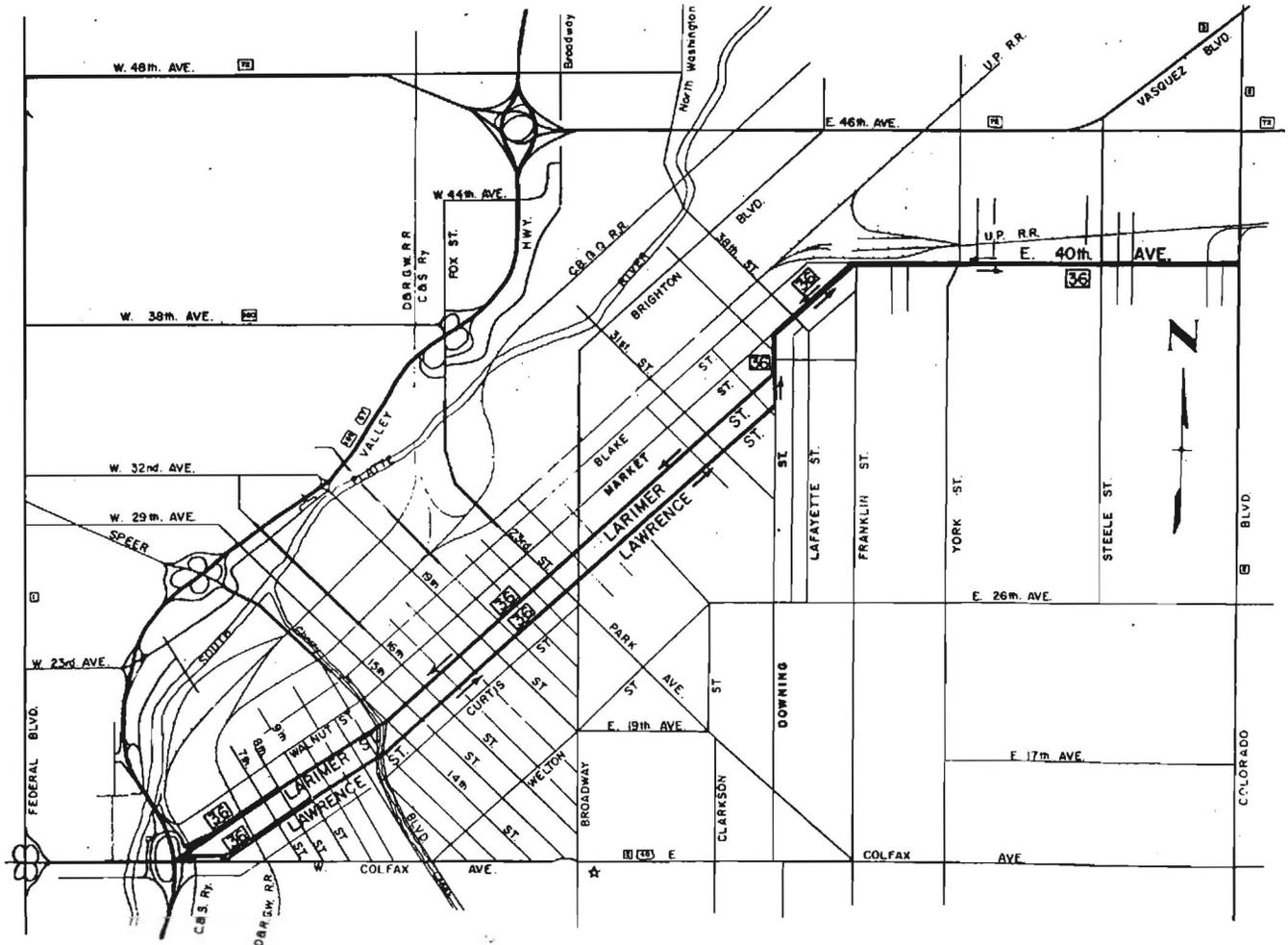
To protect pedestrians, 2,700 feet of fencing were erected between the viaducts and the Denver Valley Highway.

To renovate and repair the Larimer viaduct, construction crews removed 9,500 square yards of asphalt and applied 220 barrels of cement and 200 gallons of epoxy resin.

A 36-inch cast iron water line—one of Denver's early major lines approximately 70 years old and still in good condition—was moved to make way for the new construction and replaced by concrete pipe.

Construction of the new Lawrence viaduct was accomplished as some 100 traffic motions a day occurred on the railroad tracks below.

The contract for the Lawrence-Larimer connection was awarded to Peter Kiewit Sons' Co. of Denver on February 9, 1962, and the improvement was opened to traffic 10 months later.



Connection Was Complex Engineering Problem

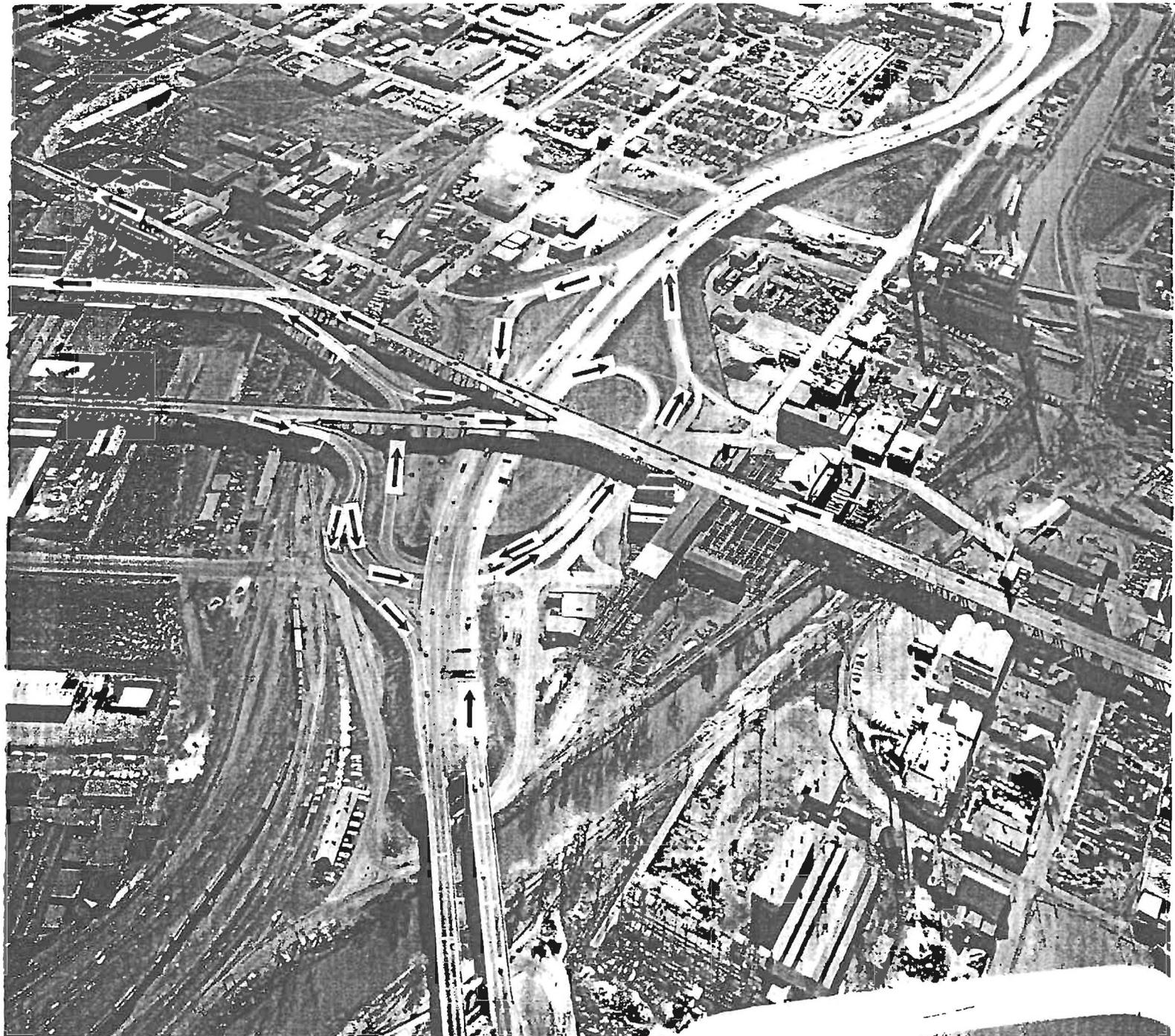
THE CHALLENGE facing design engineers was how to make the Lawrence-Larimer connection with the West Colfax viaduct and the Valley Highway work for the greatest benefit of the downtown area in the space available. This pretzel-shaped interchange is the solution. Just follow the arrows in the photo.

The bridge appearing diagonally in the center of the photo is the West Colfax viaduct. The eastern portion is on the left, the western on the right. The Denver Valley Highway appears from the top to the bottom of the picture. The southern portion is at the top, the northern on the bottom.

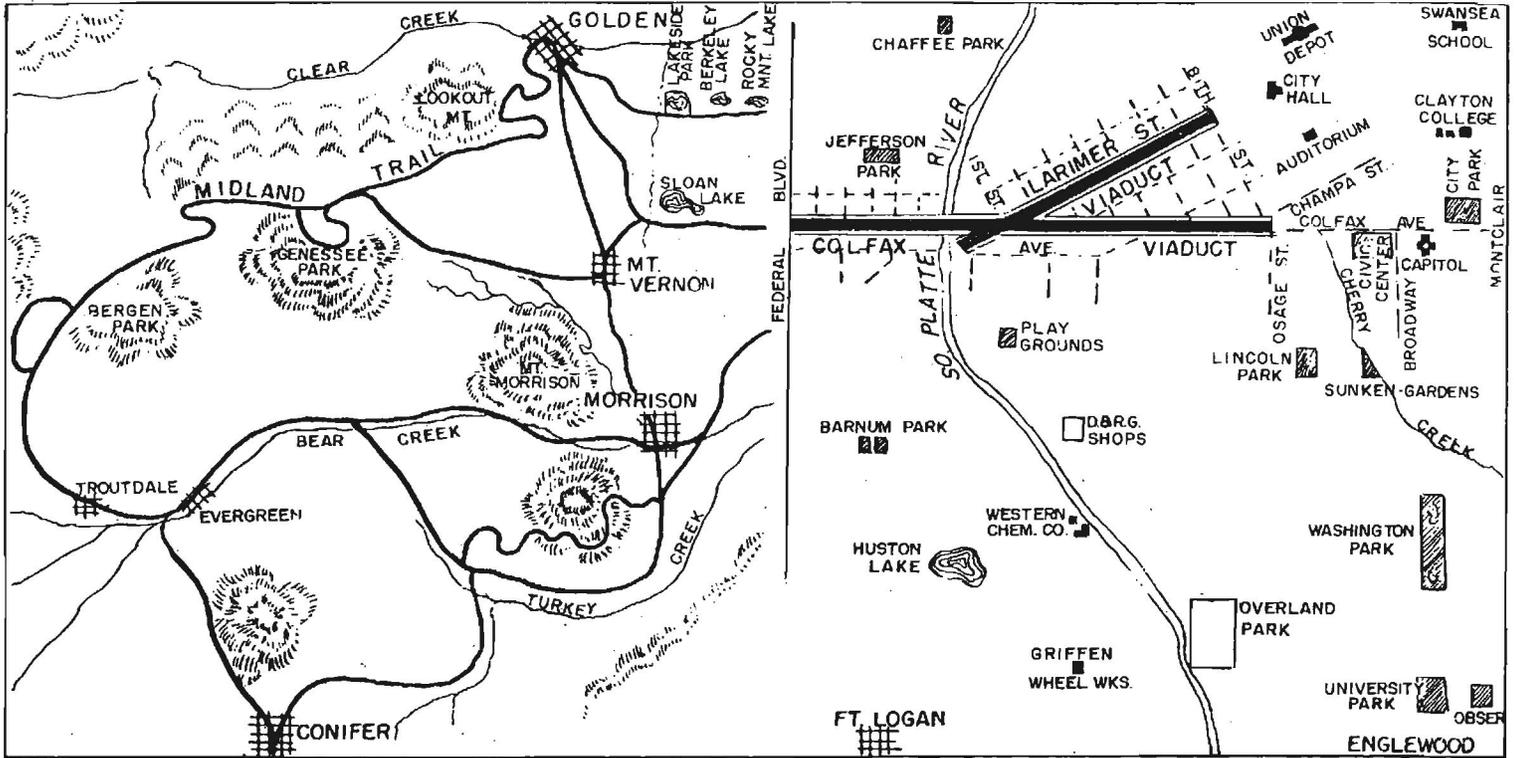
Motorists traveling east on the West Colfax viaduct either can continue eastward on West Colfax or go directly to downtown Denver via a ramp

connecting the West Colfax structure with the new eastbound Lawrence viaduct. Traffic northbound on the Valley Highway can reach the Lawrence viaduct via the ramp running beneath the West Colfax viaduct. Southbound Valley Highway traffic can enter the Lawrence viaduct via a ramp which loops beneath the West Colfax viaduct, the Valley Highway and the Larimer viaduct.

Traffic on the westbound Larimer viaduct coming from downtown can continue westward on the West Colfax viaduct or make a connection via a new ramp to go either north or south on the Valley Highway. The ramp connects directly with the northbound lanes of the Valley Highway. To take motorists to the southbound lanes, the ramp goes beneath the Valley Highway and the West Colfax viaduct to connect with the Valley Highway.



Denver Pioneers Wanted a Link to the Rockies



Prior to 1914, when work was started on the original West Colfax-Larimer viaduct, the citizens of Denver recognized that an adequate transportation link must be provided to unite the two sections of the city which were separated by the railroad tracks and the Platte River. This was a physical necessity of the highest priority.

But they envisioned something more—a direct and open roadway to the serenity of the playgrounds in their beloved Rockies. This was a way of life.

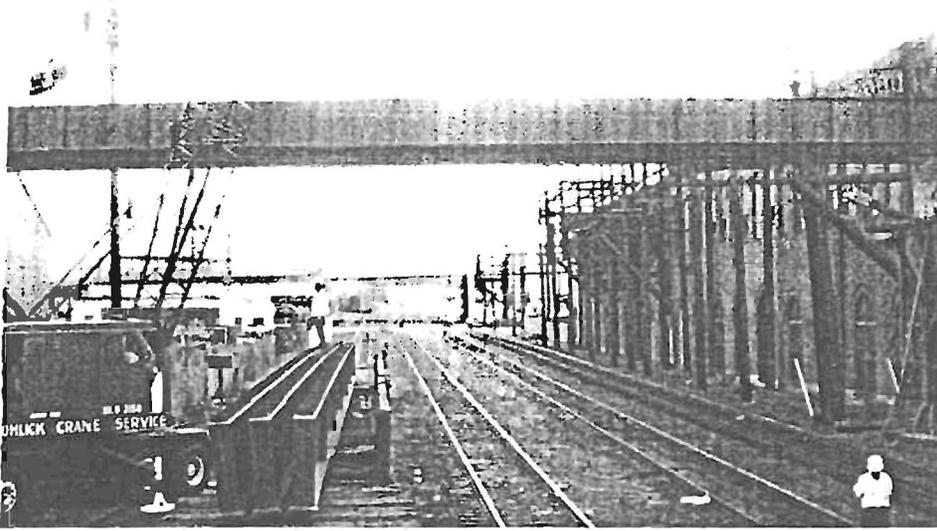
The sketch map above was reproduced from the May, 1913, issue of the magazine, *The City of Denver*, published by the city administration.

Among "places of interest" in the city, the map points out the Griffen Wheel Works, the Swansea School and the Sunken Gardens, but the artist gave even more emphasis to Lookout Mountain, The Midland Trail, the mountain parks and such towns as Golden, Mt. Vernon, Morrison, Troutdale, Evergreen and Conifer. The viaduct was designed to serve them all.

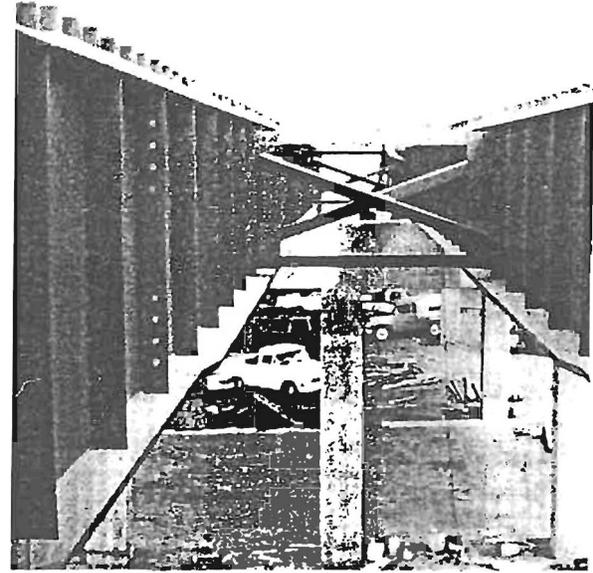
The aerial photo below, showing the original West Colfax-Larimer viaduct and the new supplemental Lawrence viaduct, verifies the soundness of the planners half a century ago and illustrates the progress that has developed because of their basic program.



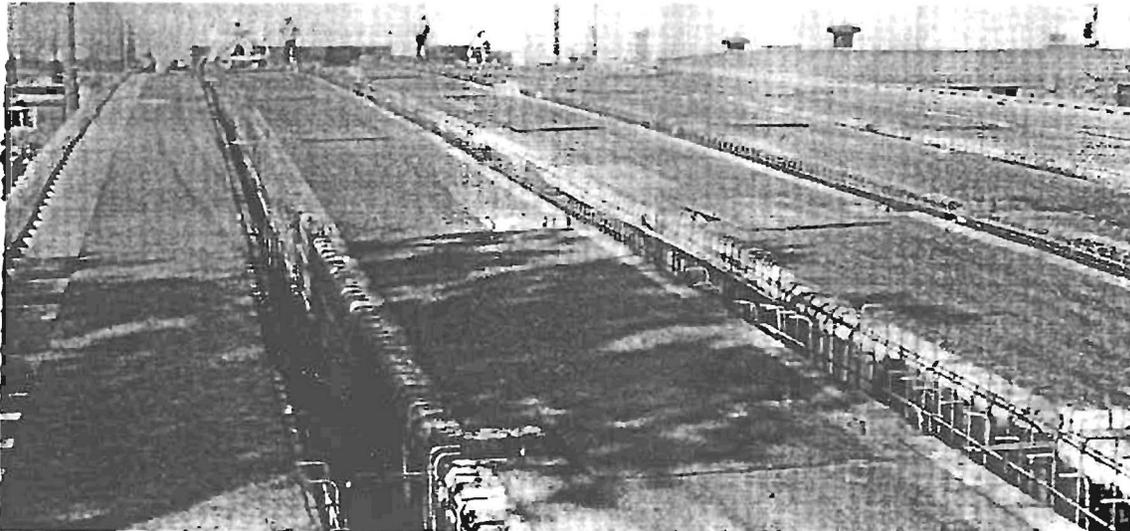
A Viaduct Rises Beneath the City's Spires



A MASSIVE STEEL beam is hoisted into position above the railroad tracks for a section of the new Lawrence Street viaduct.

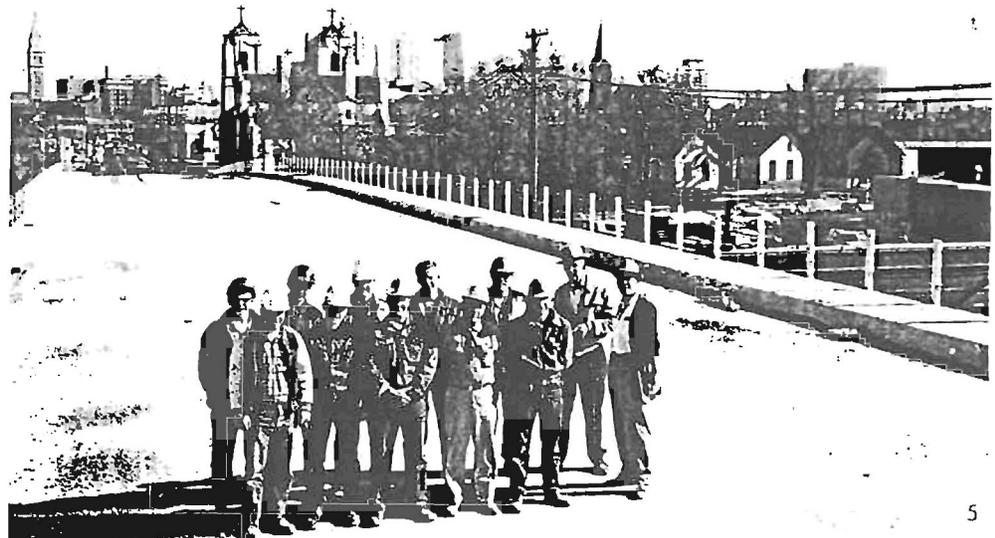


PERMANENT DIAPHRAGMS hold the beams securely in place.

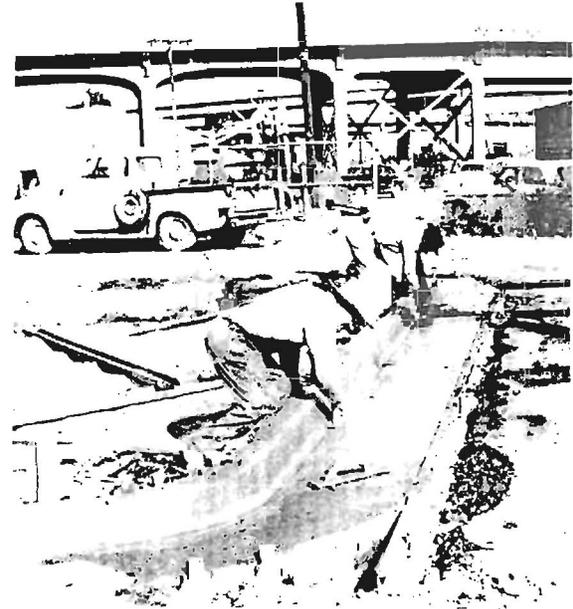
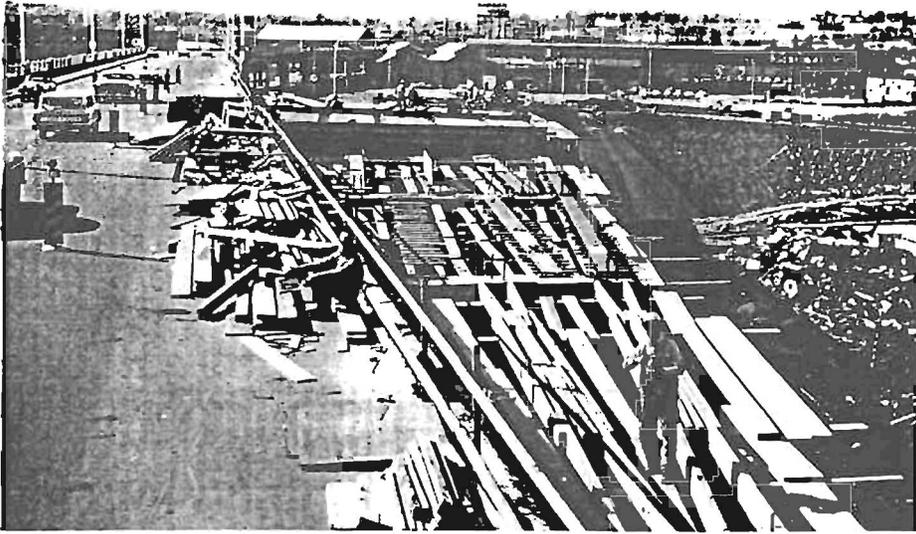


INTRICATE FALSEWORK is ready for the pouring of concrete beams to sustain the Lawrence Street viaduct. Later steel will be placed across the 40 foot roadway, and additional concrete will be poured for the deck.

THE DECK IS FINISHED. And here is the proud crew which worked on it. Front row (left to right) are Ron Paucher, Tom Burnett, Don Largent Jr., Project Engineer Forrest Scruggs, Ray Wright and Construction Engineer W. Bayd White. Back row (left to right) are John Hatfield, Bill Hawlett, Dave Ashley, Fred Andenberg, Jim Neal and Resident Engineer Chet Andersen, all of the Colorado Department of Highways.



Handwork Is Vital to Highway Construction



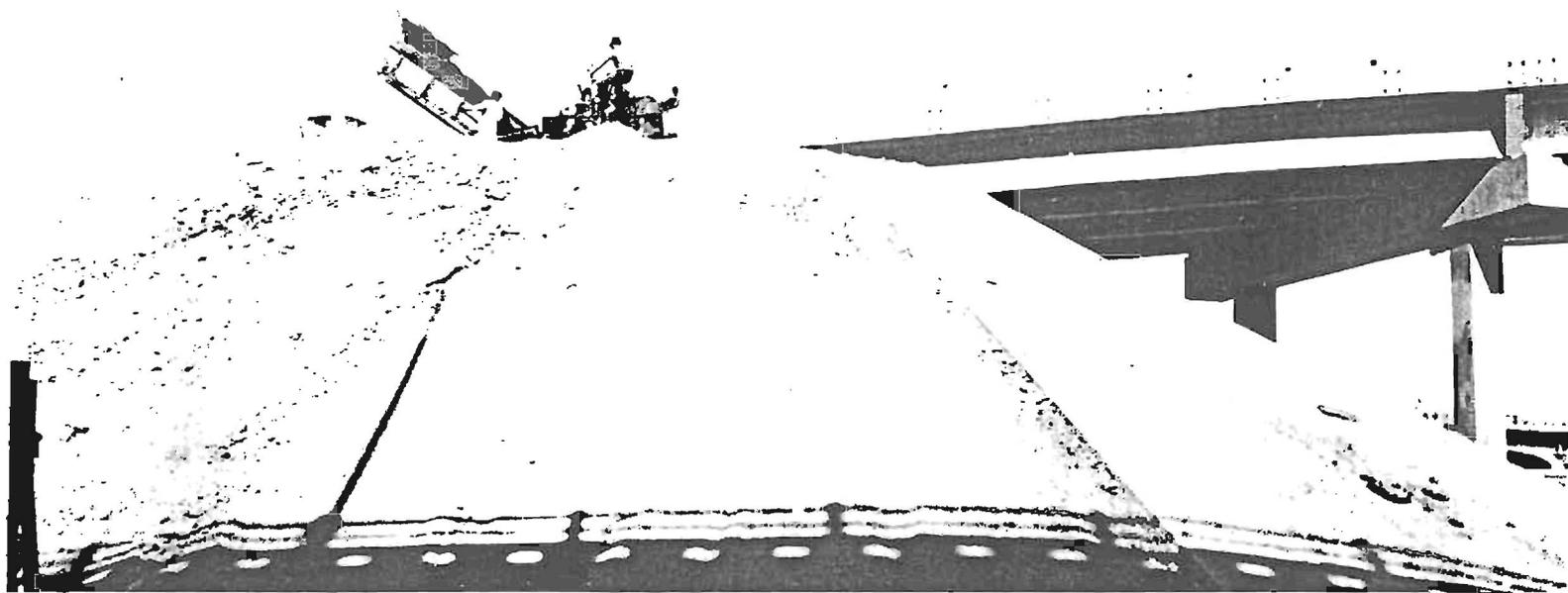
CARPENTERS BUILD the falsework for a ramp which will carry traffic from the Larimer viaduct to the Denver Valley Highway, upper left. Traffic on the Larimer viaduct is shown at left of photo.

CEMENT FINISHERS fashion a portion of the 8,500 feet of curb and gutter included in the Lawrence-Larimer project, upper right.

CONCRETE WILL BE POURED into the forms to fashion the deck of the structure near the point where the ramp joins the Larimer viaduct, bottom photo.



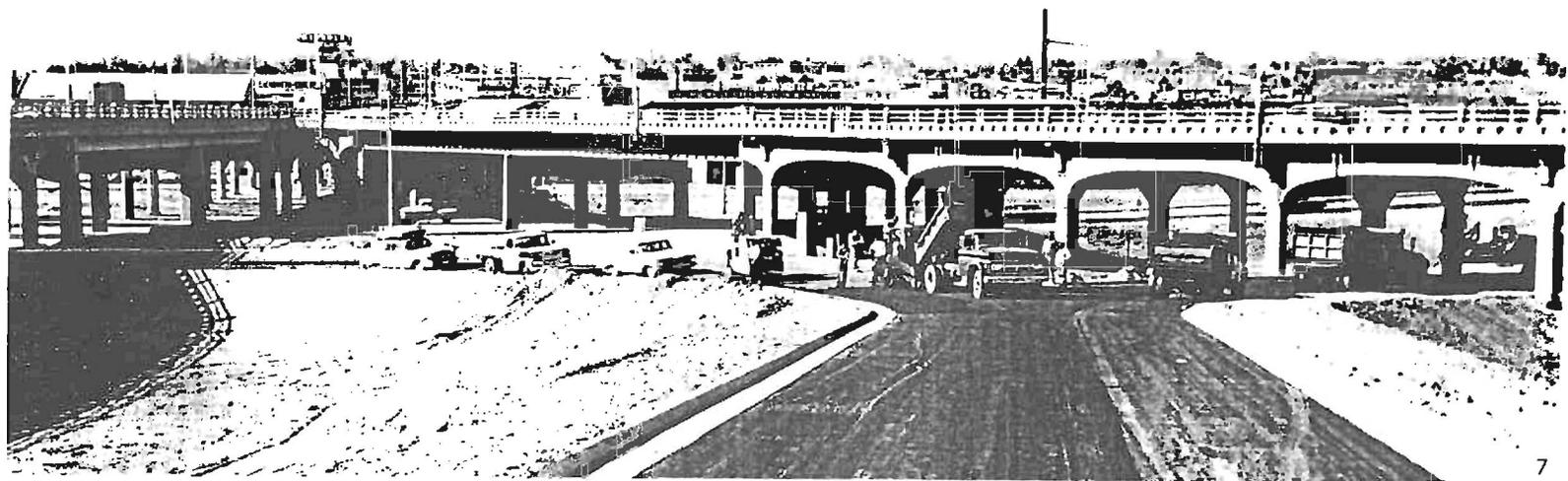
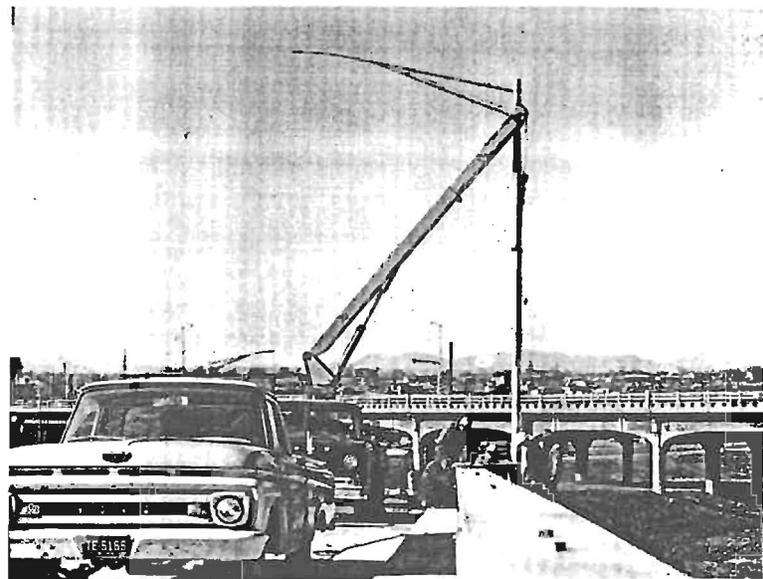
Finishing Touches Applied to Lawrence Ramp



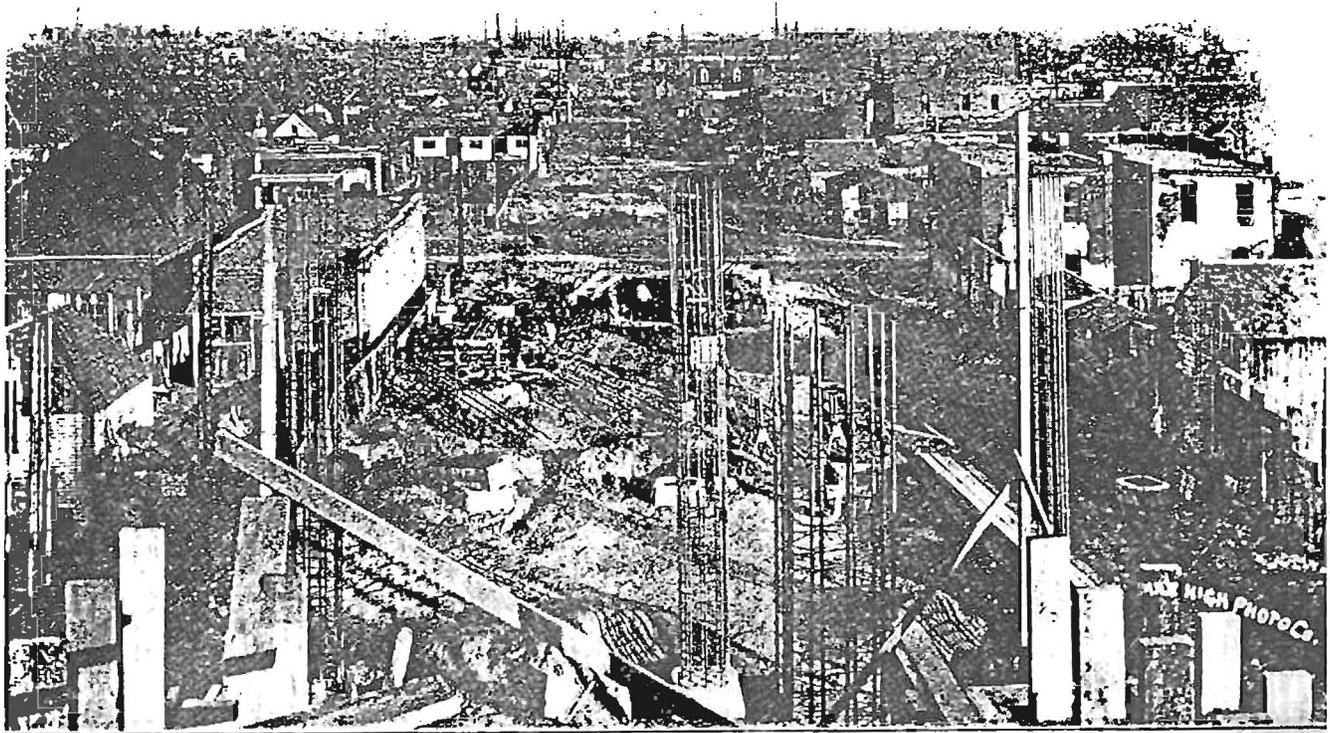
AN EARTH FILL is needed even for a viaduct. This fill was placed for the ramp which carries traffic from the Denver Valley Highway to the eastbound Lawrence Street viaduct. (top photo).

LIGHTS ARE NEEDED, too, on a modern highway. Workmen place an ornamental pole on which a 20,000-lumen mercury vapor lamp will be installed. (right photo)

AN ASPHALT MAT is laid on the Lawrence Street approach ramp. The Larimer Street viaduct is in the background. (bottom photo)



Work on the Colfax-Larimer Viaduct Being Rushed

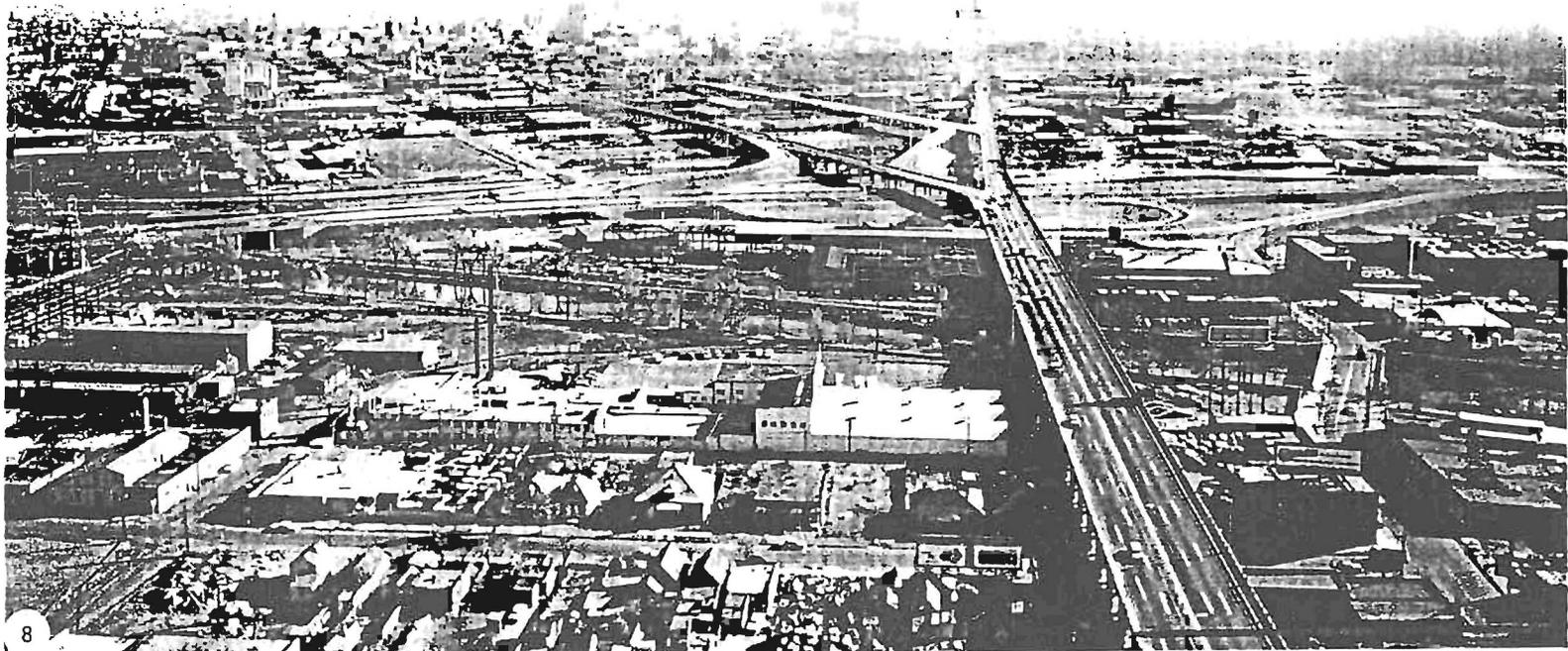


In the Path of the New Colfax-Larimer Viaduct, Looking Towards City from Federal Boulevard.

HOW DENVER HAS CHANGED in 50 years is graphically portrayed in these two photos.

The photo above, taken by Mile High Photo Co., appeared, along with the reproduced headline and cutline, in the November 28, 1914, issue of "The City of Denver," a magazine published semi-monthly by the City and County of Denver.

The photo below shows today's West Colfax-Lawrence-Larimer complex leading to and from the heart of the surging city. The West Colfax-Larimer viaduct is in the foreground. The brighter concrete of the new Lawrence Street viaduct and connecting ramps appears in the background. Both photos were taken from approximately the same position looking east. Note that the State Capitol building stands out on the horizon near the top center of both pictures.



Let's Take a Conducted Tour of the Connection



WEST COLFAX AVENUE traffic wishing to continue westward on the West Colfax Viaduct or to reach the Valley Highway turns north on Eighth Street, shown at the right in the photo above. Traffic moving eastward over the West Colfax viaduct (one way eastward only from the Larimer viaduct connection) is shown on the left.

EIGHTH STREET is one way northward and connects directly with the westbound Larimer viaduct, shown at the right in the photo below. The new eastbound Lawrence viaduct is shown on the left as it reaches ground level at Ninth Street.



It's Easy To Get Downtown on Lawrence Viaduct

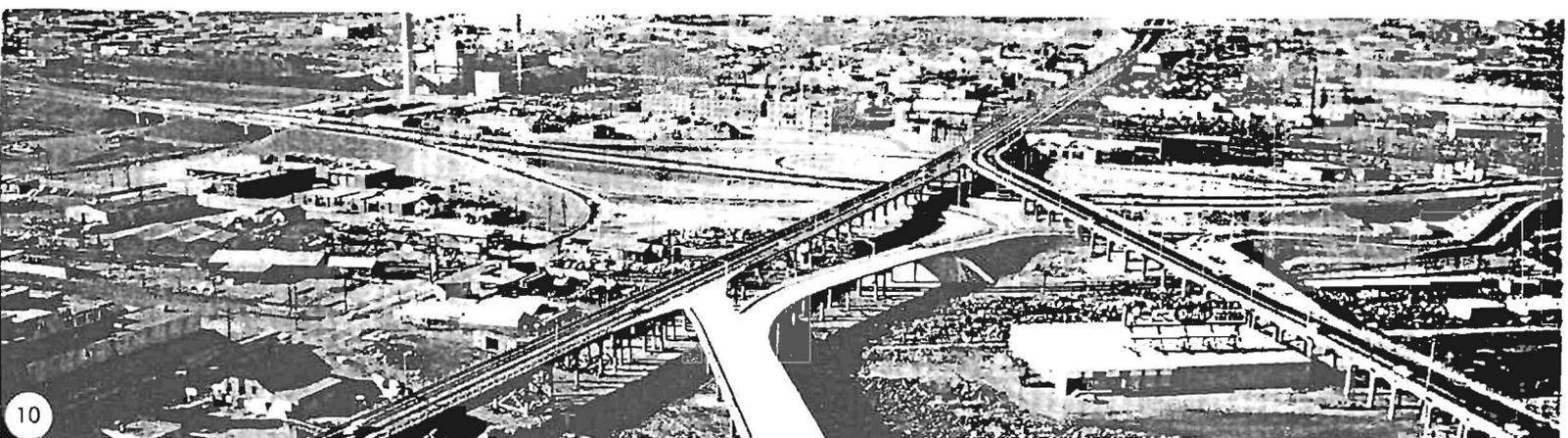


FROM THE VALLEY HIGHWAY, northbound traffic proceeds to the Lawrence viaduct via a ramp running beneath the West Colfax viaduct (top photo). An overhead illuminated guide sign marks the exist.



SOUTHBOUND TRAFFIC (middle photo) leaves the Valley Highway via a ramp which loops beneath the West Colfax viaduct, the Valley Highway and the Larimer viaduct and connects directly with the Lawrence structure. An exit direction sign informs motorists of the turnoff 1,000 feet before they reach the exit. The sign in this photo is partly covered pending opening of the complete facility.

FROM THE WEST COLFAX VIADUCT, eastbound traffic wishing to go downtown just turns left directly onto the Lawrence viaduct as shown in the center of the bottom photo. The new ramp joining the Lawrence viaduct on the right carries traffic from the Valley Highway.



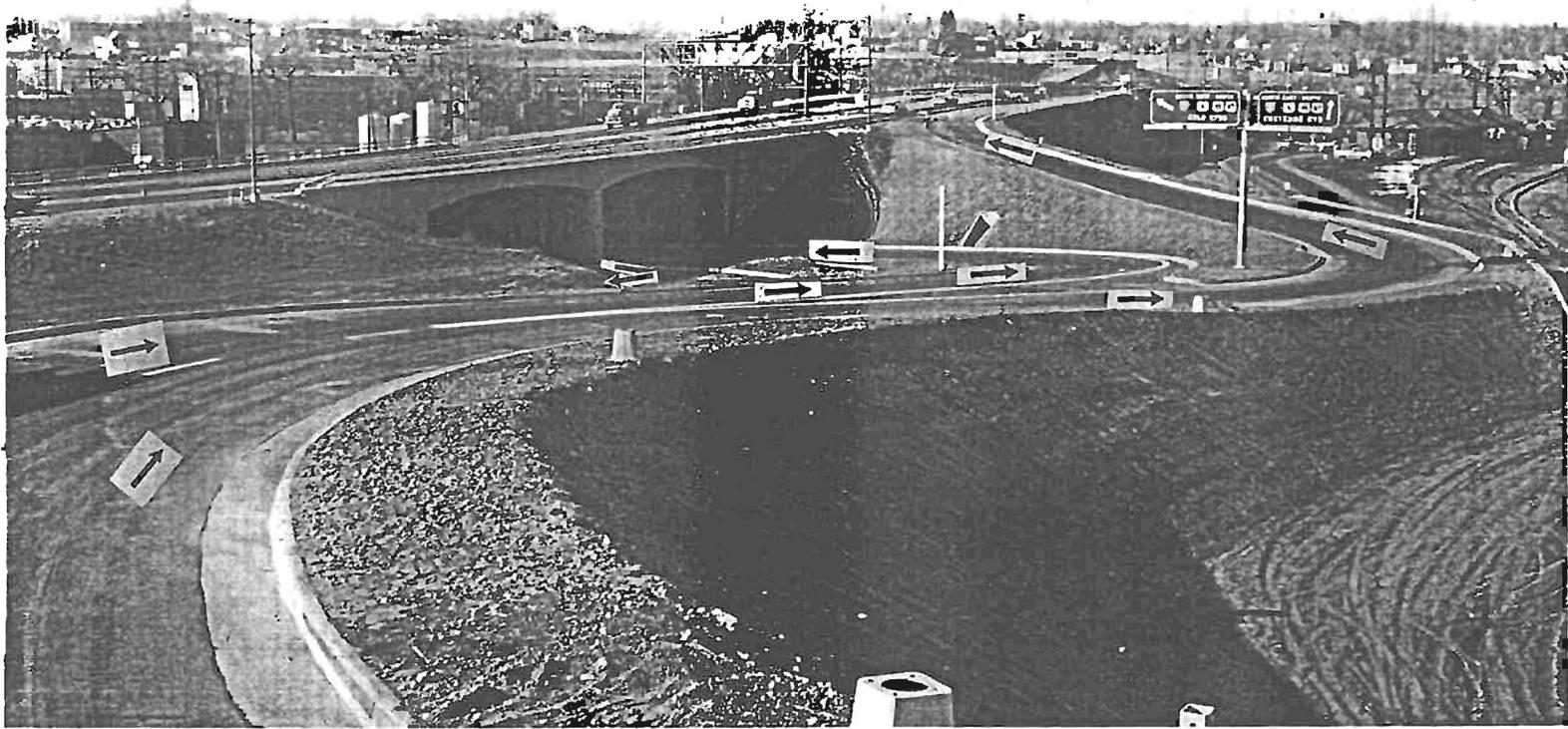
These Ramps Get You On and Off the Viaducts

TWO VIEWS of three ramps in the Lawrence-Larimer connection are shown here.

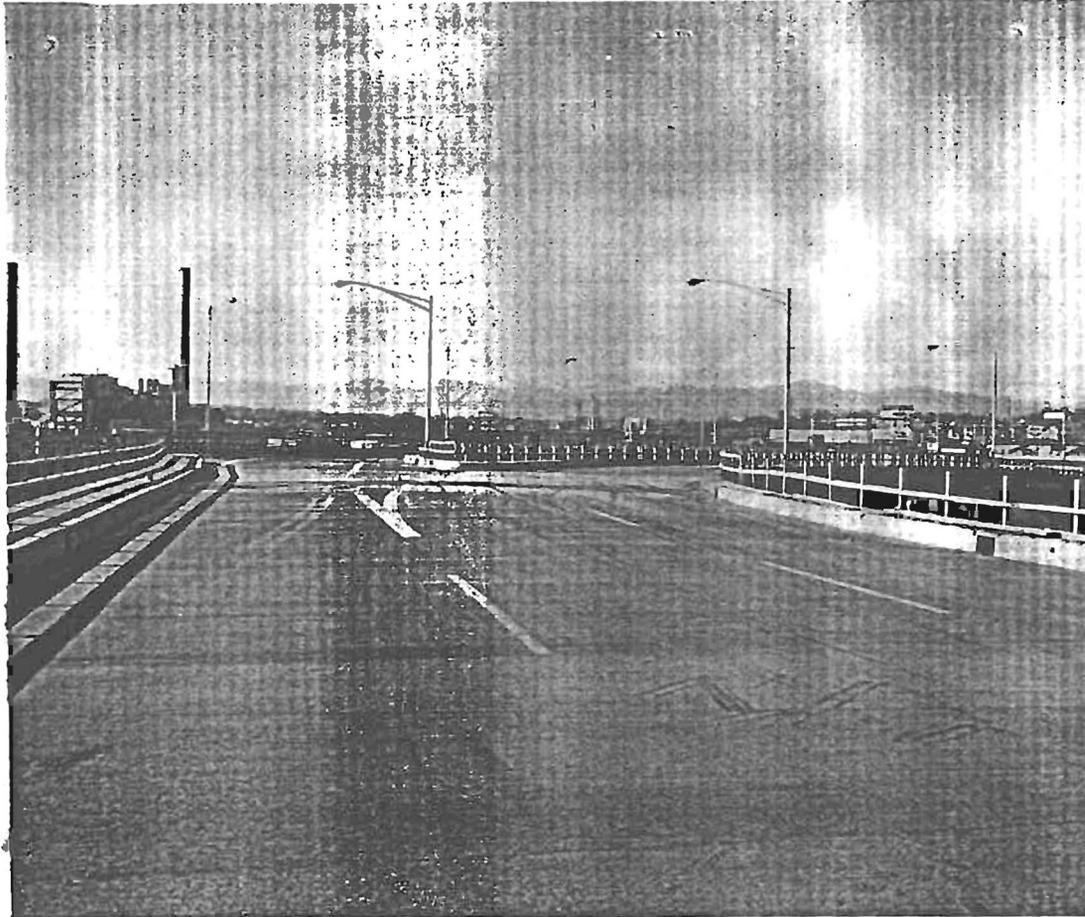
The top photo shows how to reach the Valley Highway from the westbound Larimer Street viaduct. The lane on the far right connects directly with the northbound lanes of the Valley Highway, a segment of Interstate 25. Traffic wishing to go south on the Valley Highway turns left at the split in the ramp, goes beneath the Valley Highway and the West Colfax viaduct and reaches the freeway's southbound lanes.

The crooked arrow indicates the location of a connecting ramp to the Lawrence Street viaduct, shown more clearly in the bottom photo.

The road on the far right in the bottom photo takes southbound traffic from the Valley Highway to the eastbound Lawrence Street viaduct by looping beneath the West Colfax viaduct, the Valley Highway and the Larimer viaduct. The two roads on the left are the ramps leading from the Larimer viaduct to both the north and southbound lanes of the Valley Highway.

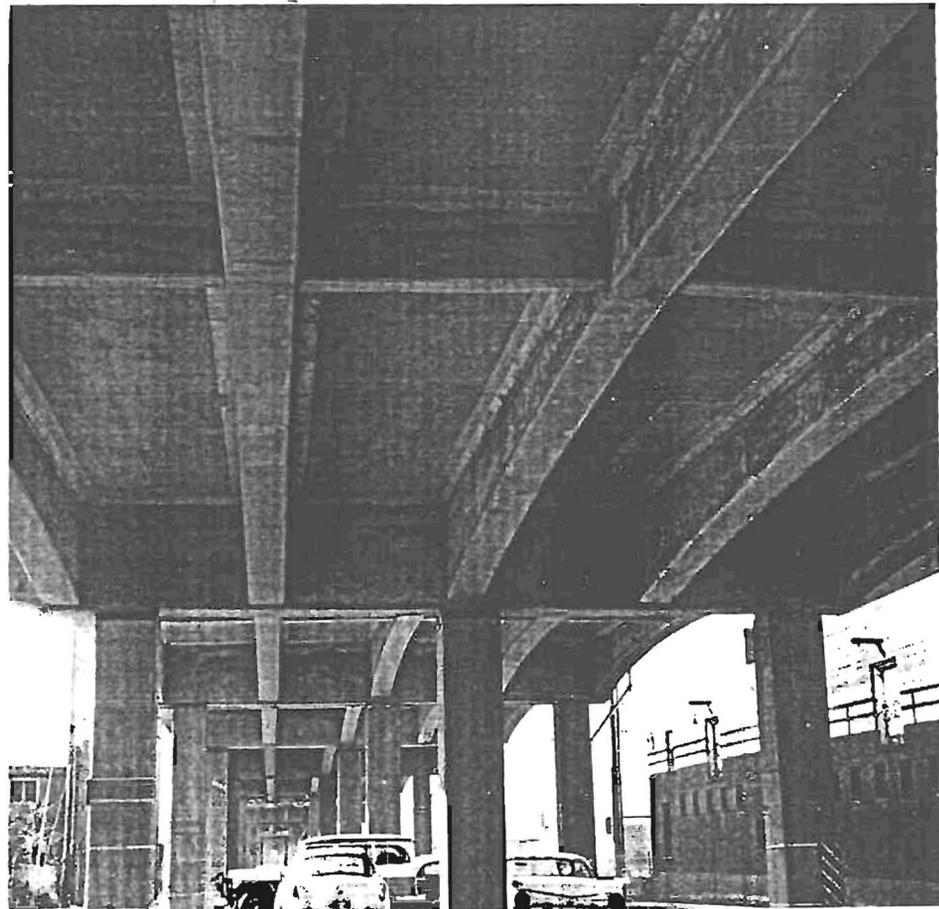


Over and Under the New Lawrence Viaduct



ON TOP, the Lawrence Street viaduct looks like this. The photo shows the junction of two ramps with the viaduct. The ramp on the left channels traffic from the West Colfax viaduct, the one on the right from the Denver Valley Highway.

UNDERNEATH, the Lawrence Street viaduct looks like this. Notice the massiveness of the cast-in-place concrete beams and piers. The Lawrence Street structure is 2,300 feet long and carries three lanes of traffic eastward to downtown Denver. The viaduct reaches ground level at Ninth Street.





A Symbol

SINCE 1892, the famous statue of the Colorado prospector, shown above, has scanned the horizon from atop the old Mining Exchange Building, a symbol of the earliest pioneers whose strength, determination and sacrifices led to the founding of Denver.

The Mining Exchange Building will be razed for the skyscraper Park City development, and the statue will be placed on top of one of the 40-story towers.

Spectacular Development

"OPENING OF the Lawrence-Larimer connection is of tremendous importance to lower downtown Denver as a whole and in particular to our Park City project, since it will funnel traffic easily and directly from all parts of Denver, via the Valley Highway and West Colfax, right into Park City. For the convenience of businessmen who have offices or suites in Park City, the 600 families which will have apartments in the spectacular twin-tower city, as well as the tourists who will visit this project, the Lawrence-Larimer connection will be of incalculable value as a time and trouble saver."

A. Asborno, President of Park City Corporation

Construction work is scheduled to begin in 1963 on the 40-story, twin-tower Park City project which will occupy the block between 14th and 15th Streets and Arapahoe and Curtis Streets in downtown Denver. An artist's sketch of the \$26-million development is shown at the right. The twin structures, the tallest in the Rocky Mountain region, will provide for office space, apartments, a motel, parking for 500 cars, retail and service shops, swimming pool and ice skating rink, a theater, a museum and other facilities.

For a More Attractive Downtown Denver

"DOWNTOWN DENVER is the market place which gives the flavor to the whole of the metropolitan area. If it is not attractive, the metropolitan area is not attractive."

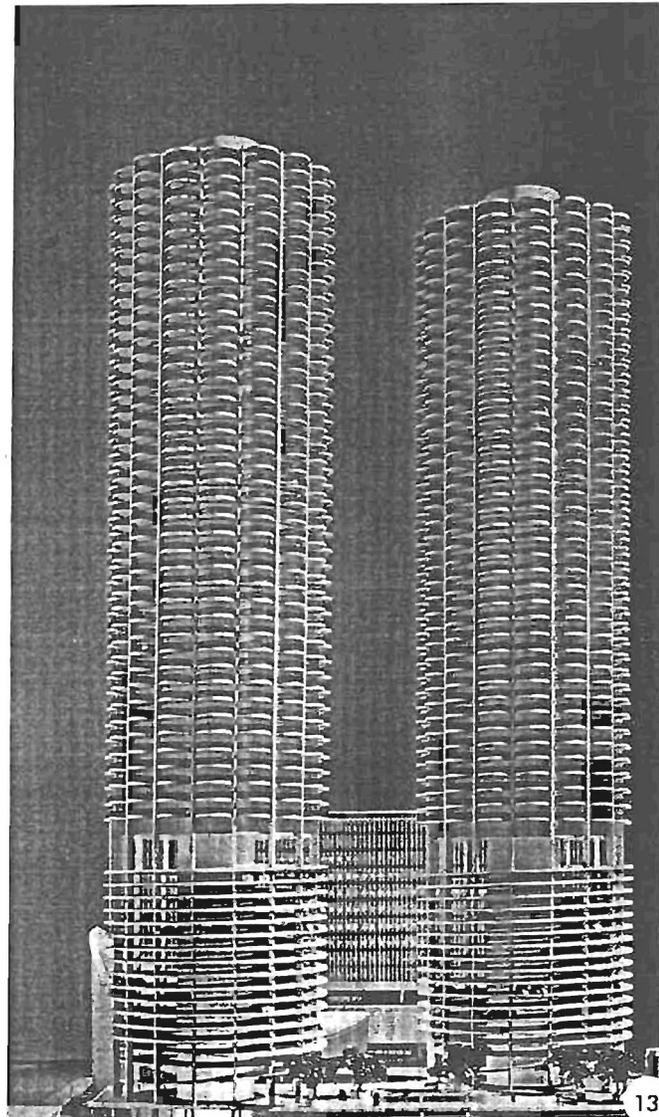
Economic Survey and Market Analysis of Downtown Denver

A highway is more than a passageway between two or more points for the transportation of people and products. All history records that progress follows the highway, and it is at once a lifeline for industry, commerce and pleasure, and at the same time the source from which springs growth and development, the seeds of progress and prosperity.

In a transportation sense, the West Colfax-Lawrence-Larimer connection is designed to enhance the attractiveness of Denver's entire downtown district by providing easier, faster, more comfortable and safer travel facilities to and from the area.

A highway, of course, is designed to "be of service." In order to give real meaning to that phrase, to portray the extent and magnitude of such service, some of the major institutions and businesses, both public and private, in the downtown area are shown on this and subsequent pages.

The real service, however, is to the public — the customers.

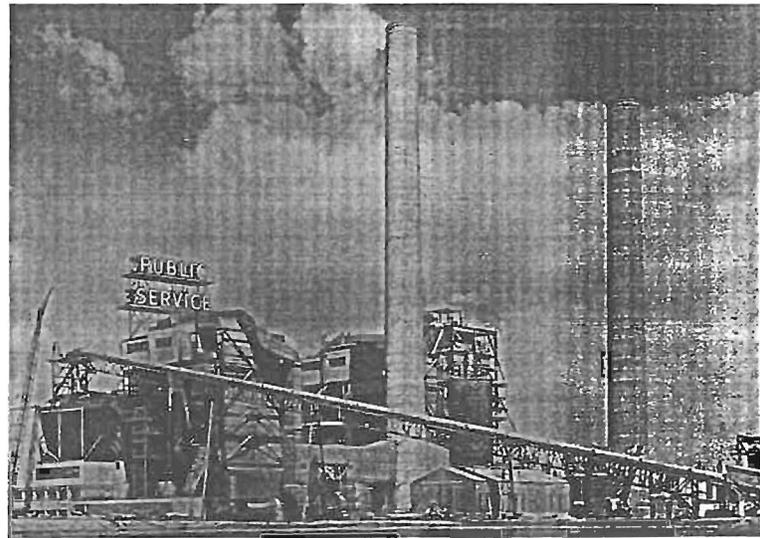


Area on Move

DENVER'S OLDEST business area is acquiring a sparkling new look.

An artist's sketch (left) illustrates the clean, bold lines of the proposed United States Court House and Federal Office Building.

The Public Service Company's new Cherokee steam generating station (below) insures an adequate supply of electricity for the expanding area.



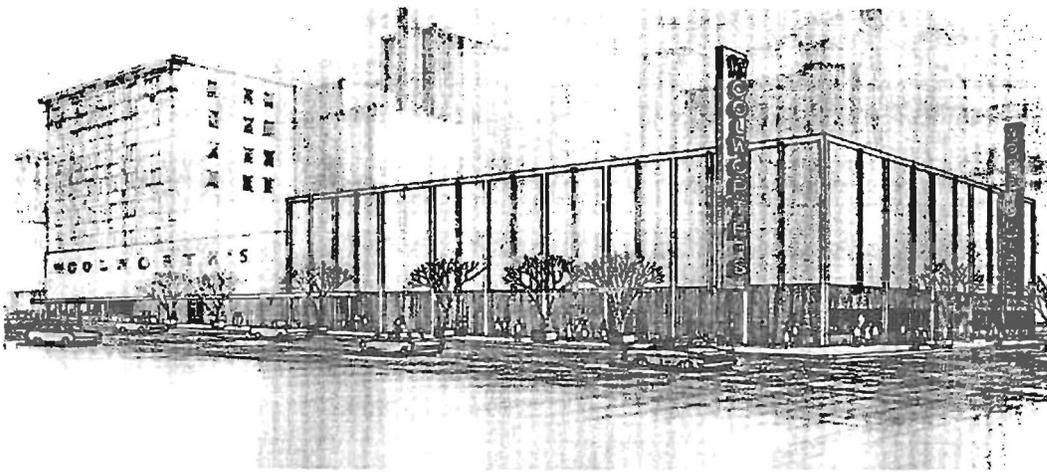
ALL TYPES OF BUSINESSES operate in the lower downtown area.

Gart Bros. Sporting Goods Co. is shown above, left.

In the photo at the left are the Central Bank Building, Mountain States Telephone and Telegraph Company Building and City Auditorium.

City of Stores

AN ARTIST'S SKETCH (left) shows how Woolworth's will appear when expansion is completed in 1963. The Denver store will be Woolworth's largest, covering 171,000 square feet between 15th and 16th Streets on Champa.

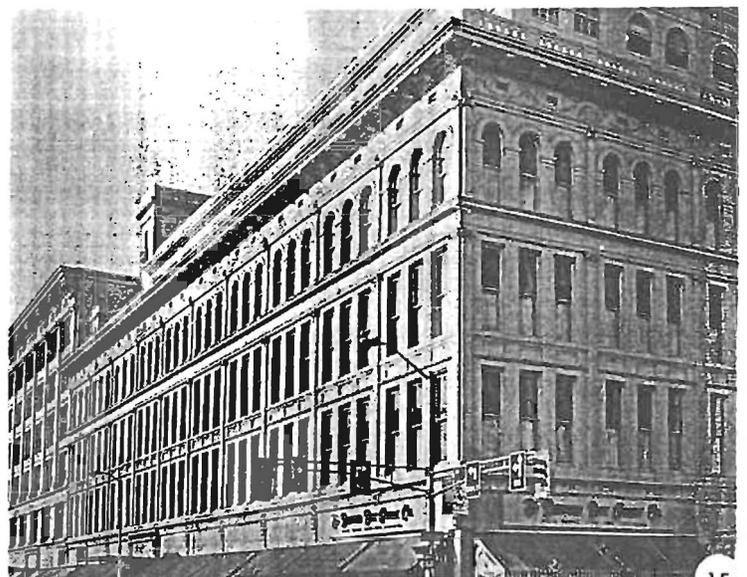


JAMES CASH PENNEY, founder of the retail network bearing his name, worked as a clerk for Joslin's, Denver's oldest existing department store, in 1897 before setting out on his own. Penney's present downtown Denver store (right) was opened in 1952 at 16th and California Streets.

JOHN JAY JOSLIN opened his dry goods company at 15th and Larimer Streets in 1873. The firm now has branches throughout the metropolitan Denver area. The main store (lower left) has been located at 16th and Curtis Streets since 1889.



THE DENVER DRY GOODS CO. started business in 1894. It was the first Denver retail store to use a motor vehicle for delivery service. The firm installed the first escalator seen in the West in 1907. The Denver's downtown store (lower right) is at 16th and California Streets.



They Changed the City's Skyline



MODERNISTIC NEW BUILDINGS are appearing regularly as the city stretches upward.

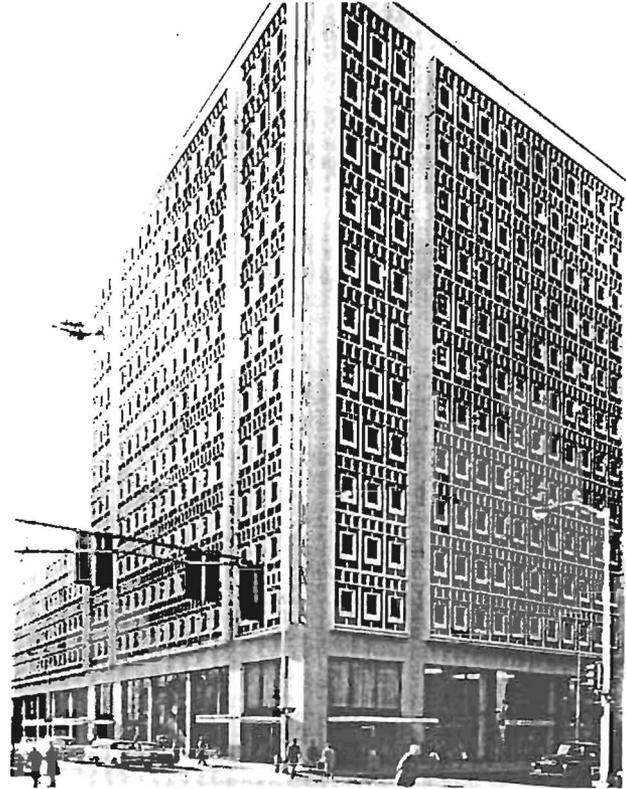
Here are four new structures:

Left —
Western Federal Savings,

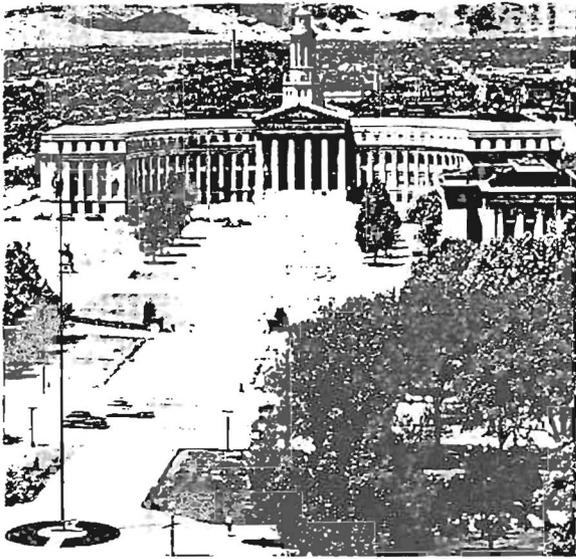
right —
American National Bank,

lower left —
Public Service Company

and lower right —
First National Bank.

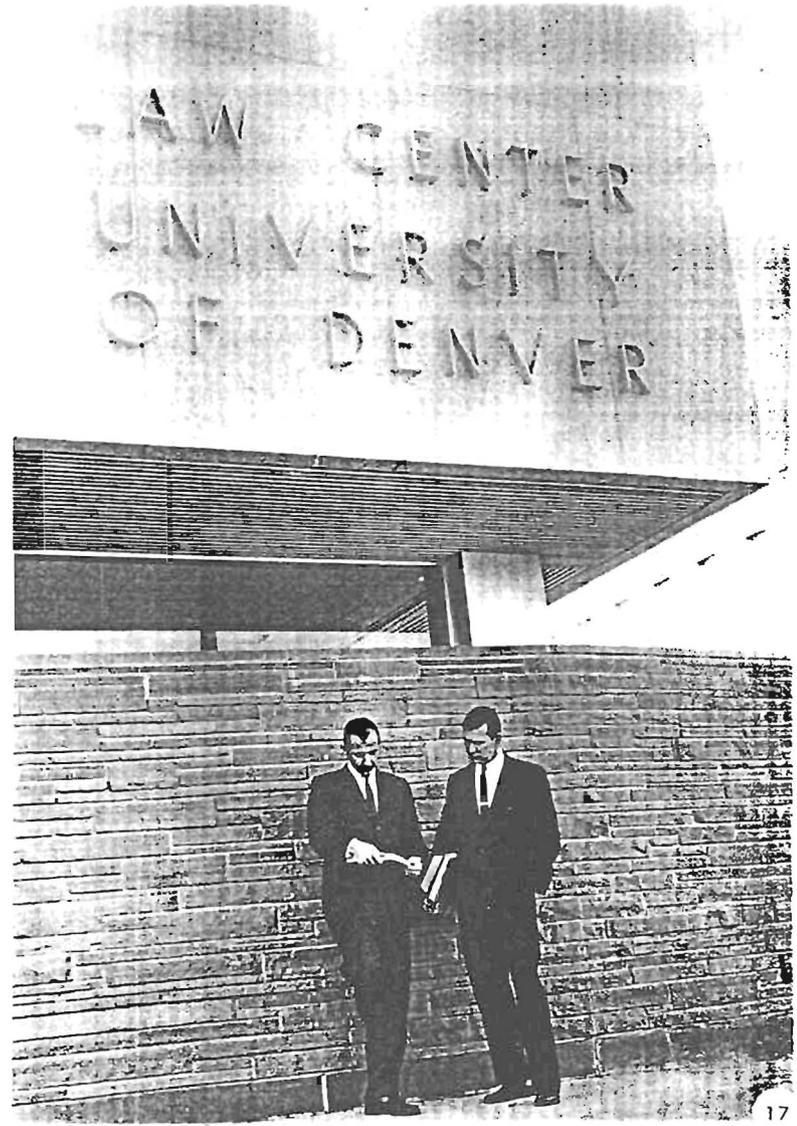
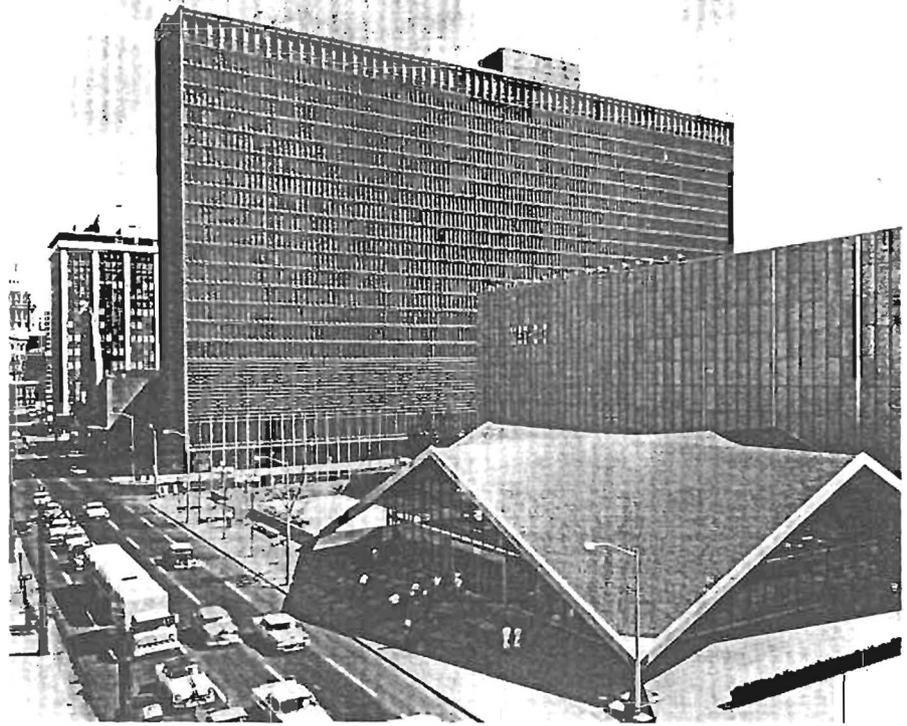


Landmarks — Old and New



DENVER'S CITY AND COUNTY BUILDING in Civic Center (above) long has been an attraction for visitors.

New buildings nearby include the May-D&F Store, born of the 1958 merger of two pioneer Denver firms — The May Company and Daniels and Fisher—and the Denver Hilton Hotel (right), the Petroleum Club Building (lower left) and the University of Denver Law Center (lower right).

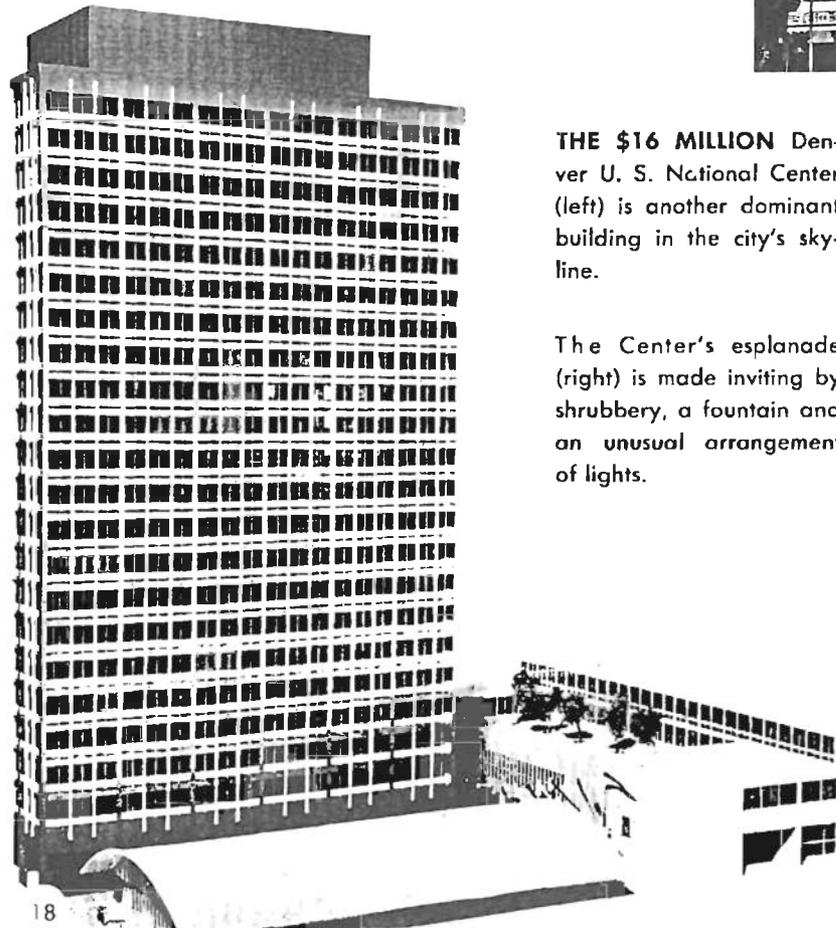
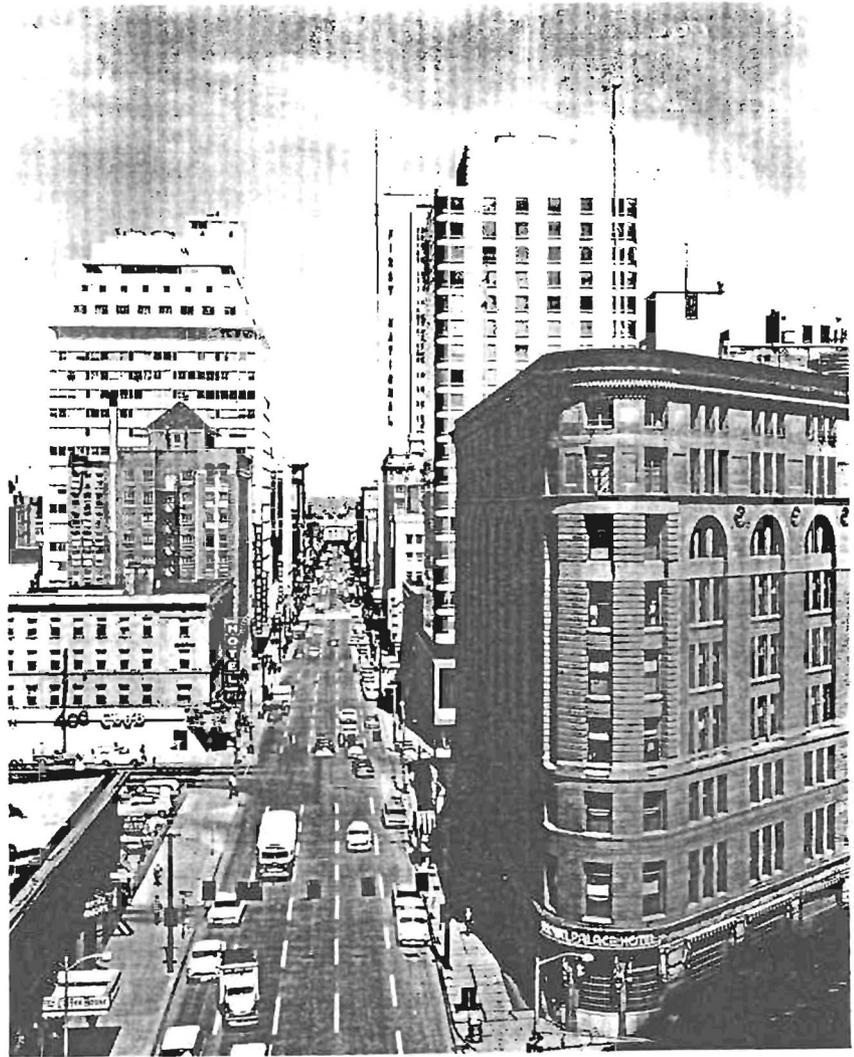


In the Shadow of a Gold Dome



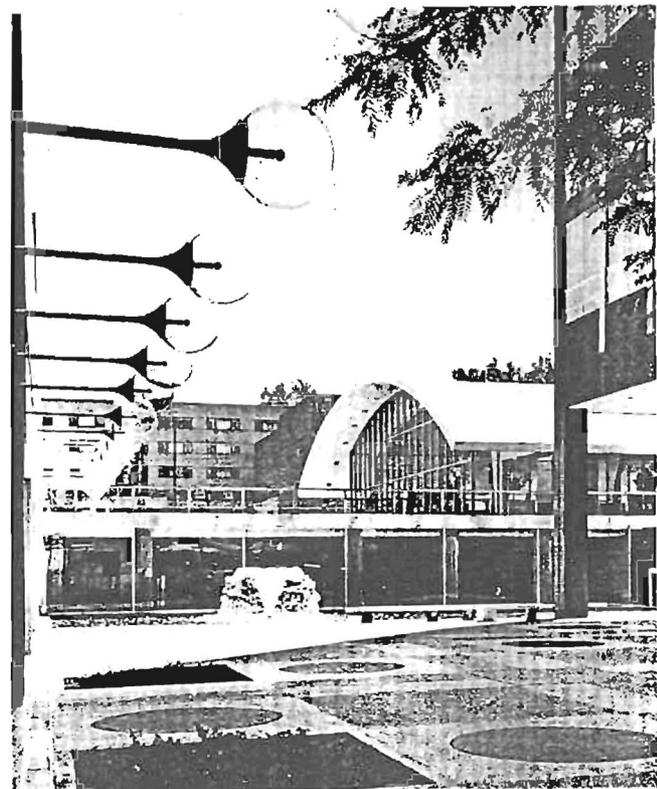
COLORADO'S ORNATE CAPITOL, with its glittering gold dome, opened in 1908, stands proudly (above) on a tree-studded hill overlooking downtown Denver.

The aristocratic Brown Palace Hotel, in whose lobby a former governor once tethered a \$50,000 prize Hereford bull, is shown in the photo at right. Just behind the hotel is the new addition, the Brown Palace West. Just back of the annex is the new First National Bank Building, and to the left of that, just across 17th Street, is the new Denver Club Building. At the far end of 17th Street is Union Station.



THE \$16 MILLION Denver U. S. National Center (left) is another dominant building in the city's skyline.

The Center's esplanade (right) is made inviting by shrubbery, a fountain and an unusual arrangement of lights.



Follow the Signs to Your Route Connection



TO GET DOWNTOWN—FROM NORTHBOUND VALLEY HIGHWAY

Here are some examples of the 28 expressway-type sign installations erected on the Lawrence-Larimer connection at a cost of \$30,000 to help make the facility function smoothly for motorists.

The installations range from small, simple "Yield" signs to bold overhead signs 26 feet long and 7½ feet high. The signs were fabricated of aluminum and mounted on steel structures.

Because of the variety of entrance and exit maneuvers provided by the parallel viaducts, traffic engineers strived to develop sign messages which were clear and could be interpreted rapidly. In addition to the regulatory and advisory signs, the traffic experts installed directional arrows to enable motorists to use the proper lanes and to merge smoothly, where necessary, with other vehicles.

To use the new Lawrence-Larimer connection advantageously, motorists should observe and become familiar with the facility's acceleration and deceleration lanes. An acceleration lane is a traffic lane leading from an on-ramp and merging into a moving traffic lane. It is long enough to permit a driver to raise his speed to that of the viaduct traffic and merge into such moving traffic with a minimum hazard. A deceleration lane is a traffic lane which is long enough to permit a driver to leave a viaduct traffic lane and reduce his speed, without impeding viaduct traffic, to a speed which is considered safe on an off-ramp. Such rules apply to all highway facilities with similar acceleration and deceleration lanes.



TO GET DOWNTOWN—FROM SOUTHBOUND VALLEY HIGHWAY



TO GET DOWNTOWN—FROM WEST COLFAX VIADUCT

A New Skyline Is the Promise of Future Progress



"DOWNTOWN DENVER must be readily accessible, not only to the largest number of persons in the metropolitan area but also to those from out of town, arriving by car, air, rail or bus."

Economic Survey and Market Analysis of Downtown Denver

To the Public:

The Colorado Department of Highways is happy to turn over to you the completed West Colfax-Lawrence-Larimer connection.

By standards of length and cost, this was not comparable to such major projects as the Denver Valley Highway or the East 46th Avenue Freeway under construction on Interstate 70. It was, however, an unusual problem in urban design, and it is expected to wield an increasingly important influence on the growth and development of Denver's downtown area.

Special recognition is due the Colorado Highway Commission which appropriated the funds for this project, and to many groups and individuals who supported it, including Mayor Richard Y. Batterton, the Denver City Council, the Denver Chamber of Commerce, the Downtown Denver Improvement Association and the Retail Merchants Association. The closest cooperation was provided by the offices of the city engineer and the city's traffic director, as well as by the U. S. Bureau of Public Roads.

The Department also acknowledges the assistance given by the contracting firm which actually built the facility, and the public utilities such as the Denver Water Board, the Public Service Co., the Mountain States Tel and Tel. Co., and the railroad companies, which were involved.

In behalf of the Highway Commission and the Department, I extend to you the hope that this new facility will fulfill its expectations and that all of the benefits which we, the designers, sought to incorporate in its plans will be realized. This new connection will serve you well in comfort and safety if you utilize it properly.

MARK U. WATROUS, Chief Engineer
The Colorado Department of Highways

All These Took Part

THESE FIRMS participated in the construction of the Lawrence-Larimer connection:

PRIME CONTRACTOR

Peter Kiewit Sons' Co., Denver

SUB CONTRACTORS

Latimer Construction Co., Denver; Steel Placers, Inc., Denver; Modern Decorators, Denver; Winslow Construction Co., Englewood; Thomasson Concrete Co., Denver

PUBLIC UTILITIES

Denver Water Board; Public Service Co. of Colorado; Mountain States Telephone & Telegraph Co.

RAILROADS

Colorado and Southern Railway Co; Denver and Rio Grande Western Railroad; Santa Fe Railway Co.

Future Traffic Estimates

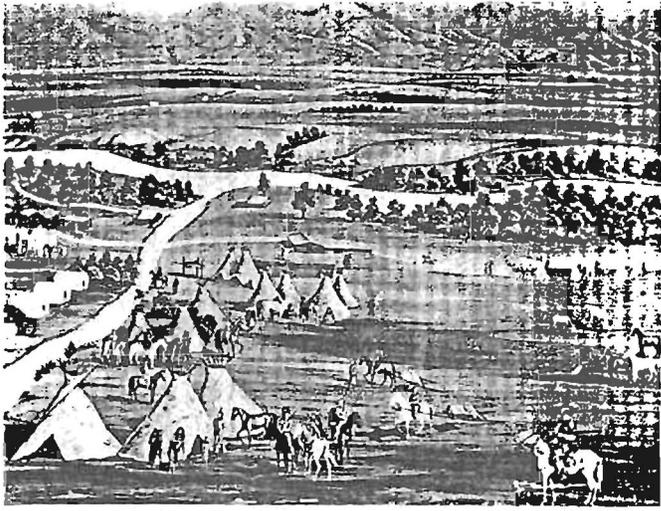
Traffic and safety are the basic concerns of a highway engineer when he designs a modern roadway. He has at hand the present traffic count which gives him the average daily number of motor vehicles using the route which he is planning to improve. He has formulas by which he is enabled to determine the traffic the new highway will carry 20 years hence, and he designs his improvement to care for that increased traffic safely, smoothly and efficiently.

Plans for the Lawrence-Larimer connection were started in 1960, and traffic volumes for that year were used in establishing estimates for the amount of traffic expected in 1980. The following table of present and anticipated traffic volumes was prepared to provide a basis for comparison and possibly a helpful glimpse into the future:

Point of Study	Estimated Present Traffic	Estimated 1980 Traffic
West Colfax Viaduct	33,000	48,000
Eastbound	16,500	24,000
Westbound	16,500	24,000
Lawrence Street Viaduct (Eastbound only)	16,000	24,800
From Northbound Valley Highway	4,900	8,200
From Southbound Valley Highway	2,400	4,000
From West Colfax Viaduct	8,700	12,600
Larimer Street Viaduct (Westbound only)	24,300	37,000
To the West Colfax Viaduct	16,500	24,000
To Valley Highway	7,800	13,000

Through its Planning and Research Division, headed by Robert E. Livingston, the Department of Highways maintains 23 permanent traffic counters on the 8,675 miles of the State Highway System in Colorado. When additional traffic information is required for special purposes, temporary counters are installed.

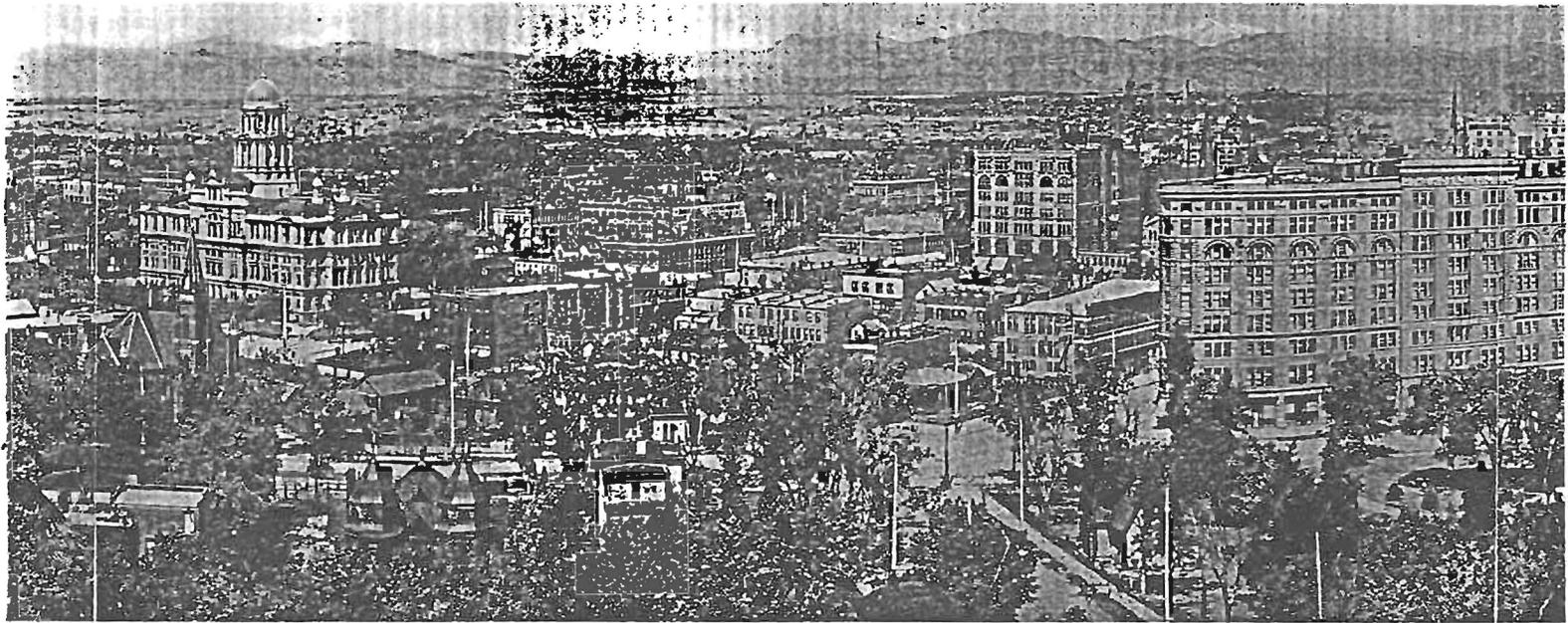
Traffic counts reflect not only the number of motor vehicles traveling a certain section of highway, but they also provide an index to the number of visitors entering the state and serve as indicators of economic and industrial expansion.



Denver

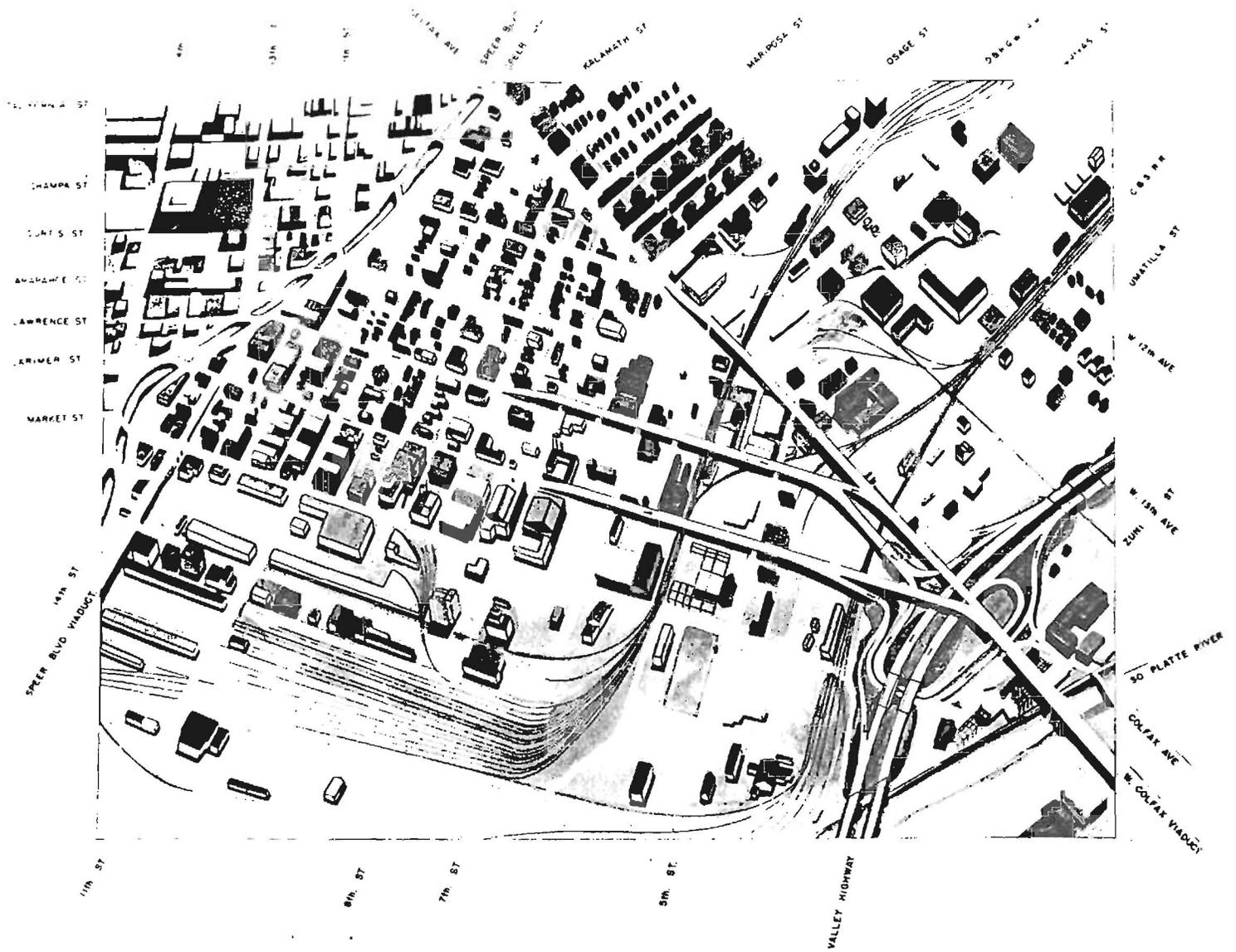
IN 1858, Denver was a primitive settlement, as depicted in the sketch at left furnished by the State Historical Society Library.

But the Mile High city (below) grew rapidly in the wake of the West's great mineral discoveries, and by 1894 it boasted many fine buildings, including the County Court House (left) and the Brown Palace Hotel (right). Maybe you can identify the Kittredge Building, left of the Brown Palace, and others.



DENVER TODAY (right photo) is a cosmopolitan metropolis, the vacation center of the Rocky Mountain area and the hub of the region's manufacturing, financial, mining, livestock, petroleum, missiles and electronics activities.





THE LAWRENCE-LARIMER CONNECTION has not been in existence long enough to be celebrated in story, but Lorenzo Parizotto, draftsman for the Colorado Department of Highways, already has painted the scene in water colors. It's entirely possible that the clarity of the artist's work may make it easier to visualize the complex West Colfax-Lawrence-Larimer interchange as a workable traffic system than will the sketch maps and the photographs.

This booklet is the fourth in a series prepared in the public interest by the Public Relations Division of the Colorado Department of Highways. Photographs by the Reproduction Section of the Department, the Denver Chamber of Commerce, the Downtown Denver Improvement Association, the Retail Merchants Association, the State Historical Society and the Mile High Photo Co.