

DUS News Digest
April 9, 2010 to April 16, 2010

Union Station project update #7.....	2
April 14, 2010 <i>DenverInFill Blog</i>	
Union Station project update # 8	4
April 14, 2010 <i>DenverInFill Blog</i>	

April 13, 2010

By Rick Anstey, Denver InFill Blog

Over the past week, construction has progressed on all fronts, but there has not been much new activity until today. The photos below show the progress since April 1 when I did a comparison in Update #5.



Notice the growing size of the bus box hole. It appears that, as of the end of today, the hole has reached its ultimate width. It will eventually be twice as deep and twice as long once it reaches the west side of the historic station.

See below for shots from opposite sides of the foundation and wall that will be part of the new light rail station. The furthest portion of the foundation looks like a concrete sidewalk which was poured today. Closer than the concrete part is horizontal rebar that has become concrete since I took the photo three hours ago. The upright portion is also rebar. You can compare progress of this part of the project by going back to Update #4 on March 31.



I am trying to find out what this new machine is (see below). In the meantime, I am conducting the first DenverInfill Union Station Update Quiz. What is this thing?



In his blog of April 7, Ken introduced JobsiteVisitor.com. I frequently upload photos to that site, most of which do not appear on DenverInfill.com. I suggest that you follow the link below and cruise around the site. You might especially enjoy the tab titled “Plan View” to see photos that I take from the same locations each week. It’s a good way to follow construction progress. So far there are three weeks of photos from locations where the view is constantly changing.

April 14, 2010

By Rick Ashtey, DenverInfill Blog

Now that the bus box hole has reached its ultimate width, Kiewit's excavation of the bus box will likely move toward Union Station. In Update #3 on March 30, I mentioned that water and sewer lines have been temporarily rerouted from under the west side of Wewatta Street to the east side. Now, notice in the photo below the top 2-3 feet of vertical i-beams (painted orange) sticking out of the ground. They will support another shoring wall which is being placed along what was the middle of Wewatta Street, between the new and old water and sewer lines. Once the wall is built, the old lines will be removed in preparation for continuation of the bus box excavation up to the shoring wall. Also notice the i-beam laying on the ground waiting to be dropped into one of the drilled holes by the crane in the center of the photo. The drill rig is to the right. By the way, the bicycle that appears to be hanging on the side of the drill rig mast is actually on a bike rack at the light rail station across Wewatta Street.



Removal of seldom-used tracks from behind Union Station has begun. The tracks are between those used by Amtrak and those used by the light rail. Over the past few years, those tracks have been used for parking by various trains and cars, such as the Ski Train, Union Pacific's historic steam train (locomotive 844), and newly manufactured cars for the Alaska Railroad. A private train parked on one set of those tracks during the Democratic National Convention in 2008. According to neighborhood gossip, the Secret Service was housed in that train. Here's a photo of the removal activity this afternoon. You can see piles of railroad ties and rail hardware such as spikes, etc. As I approached the site, a flatbed tractor trailer pulled away with a load of rails.

