

DUS News Digest
April 30, 2010 to May 7, 2010

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May 3, 2010

By Rick Anstey, Denver Infill Blog

The dump trucks returned on Friday with about 30 lined up at 7:30am. In the second paragraph of Update #3, I described how the water and sewer lines under Wewatta Street were rerouted. Contrary to what said in that blog, only part of the original sewer line was removed when the bypass was activated. In the photo below, you can see what is probably the original sewer line. It's the white, horizontal line between the bulldozer and the dump trucks. It has been exposed by today's digging which is removing the ground I previously referred to as the temporary causeway between the main part of the bus box hole and the smaller hole that was dug for building the Wewatta Street shoring wall. The pipeline is probably being left in place for now because it provides shoring for the "driveway" that's being used by the dump trucks. In the lower left corner of the photo, you can see the pieces of a second pipeline that is being removed as today's digging progresses.



May 6, 2010

By Rick Anstey, Denver Infill Blog

Hunter Sydnor of Kiewit was kind enough to give me a tour around the area that will become Amtrak's temporary terminal at Wewatta and 21st streets. This blog will provide new information about that part of the Union Station project and correct an error in Update #11.

Kiewit will build a new 700 foot passenger platform along a new set of tracks across Wewatta Street from the temporary terminal. They will also move part of the existing overhead structure from behind Union Station to the new platform. The photo below was taken from Park Avenue looking toward Union Station. It shows foundation work in preparation for the new passenger platform. The elevated street on the right is Wewatta.



Renovation of the temporary terminal building, a photo of which is in Update #11, is already underway by [DRG Construction](#), a Disadvantaged Business Enterprise. The terminal will be divided approximately 50/50 between a passenger waiting area and Amtrak offices. New facilities will be installed including restrooms, waiting area, tickets counter, etc. A passenger parking lot will be built between the Metro apartment building and 20th Street, under the elevated HOA ramp.

I'll try to give a sense for how it all fits together. Amtrak passengers will drive to the temporary terminal by turning onto Chestnut Street from 20th Street and enter the parking lot from either Chestnut Street or Delgany Street. They will enter the building from 21st Street, under another section of the relocated overhead structure from behind Union Station, and through what is now an overhead door. The door will be sliding glass, and the existing loading dock will be removed. When it's time to board the train, passengers will exit through the same door to the intersection of 21st and Wewatta where they will cross Wewatta to the new platform. A new pedestrian traffic light will be installed where passengers will cross at grade level, as opposed to an overhead walkway that I mentioned in Update #11. Amtrak employees will move passenger baggage across 21st Street and under the elevated portion of Wewatta to the train.

The temporary Amtrak terminal and platform are expected to be operational in the fall of this year.

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