

DUS News Digest

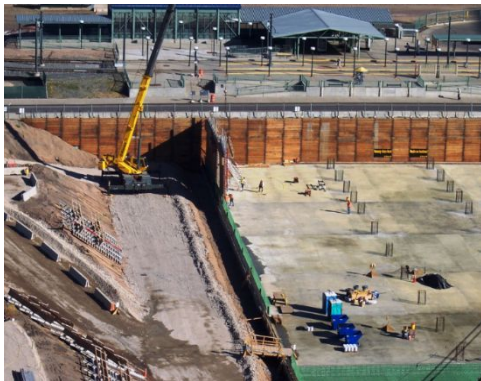
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August 27, 2010

By Rick Anstey, Denver Infill Blog

News about the bus terminal floor is so yesterday. Construction of the walls is underway! Okay, so the floor isn't finished, and it's still an exciting part of the project. And it may be a while before any concrete is poured for the walls. Still, seeing the project go vertical for the first time is worth our attention. Here are pictorial updates of both parts of the project.



In the first photo above, you can see that six sections of the floor have been poured, bringing the total to date to about 7,000 cubic yards of concrete. The seventh pour is in progress right now. As you see in the second photo above, the first two forms for the concrete walls were put in place on Thursday afternoon and more may be added today. Assembled forms are laying along the side of the hole. It seems to take a few days to build one form but only a few hours to install it.

Also of note is significant, new work on the light rail passenger platform. The first photo below shows the platform canopy at the existing passenger station between Wewatta Street and Union Station. The second photo shows 14 foundations that will support a similar platform canopy at the new light rail station between the Consolidate Main Line (freight tracks) and the bus terminal. Placement of the station is now obvious for the first time. About half of it will be in the 17th Street view plane, and the other half will extend behind Glass House. For the sake of comparison, there are 13 posts supporting the existing canopy so it seems that the new canopy will be slightly longer than the old one.

Here's a peek at what the new canopy might look like. From a distance of 200 feet above, it appears that each foundation is about 10 feet square and about three feet thick. If a bus terminal can float, I guess a light rail canopy can fly; therefore, you need hefty foundations for both.



August 27, 2010

Progressive Railroading

Yesterday, the Regional Transportation District of Denver (RTD) broke ground on the \$1 billion East Corridor commuter-rail line, the largest rail project in the FasTracks program.

The East Corridor is part of the FasTracks Eagle P3 project, a public-private partnership initiative that also includes the Gold Line to Arvada and Wheat Ridge, and a segment of the Northwest Rail Corridor to south Westminster. Phase one of the project includes the East corridor, a new commuter-rail maintenance facility, design for the Gold Line and short segment of Northwest Rail, the purchase of electric multiple unit rail vehicles and the electrical systems at Denver Union Station. Phase two, which calls for building out the Gold Line and short segment of the Northwest Rail Line, is scheduled to begin following the award of a Full Funding Grant Agreement by the Federal Transit Administration that's anticipated in 2011.

The FasTracks program calls for building 122 miles of commuter- and light-rail lines, constructing 18 miles of bus rapid-transit lines, adding 21,000 new parking spaces, and redeveloping Denver Union Station.