

DUS News Digest
March 11, 2011 to March 18, 2011

Union Station Update #53.....	Page 2
March 15, 2011 <i>Denver Infill Blog</i>	
Union Station Update #55*.....	Page 5
March 18, 2011 <i>Denver Infill Blog</i>	

* There is no Union Station Update #54

March 15, 2011

By Rick Anstey, Denver Infill Blog

Most of the backfilling behind the bus terminal walls is now complete. Here's a photo of the action last week on the 18th Street side of the terminal.



What's missing in the first photo below? I took the first photo on June 15, 2010, and the second on March 10, 2011. Notice that the pile of dirt is significantly smaller. You can see most of Union Station to the left of the dirt pile in the second photo and almost all of the EPA Building to the right of the dirt pile in the same photo. Also, the dewatering system has been removed. The dirt, of course, was used for backfilling. The dewatering system is no longer needed now that the bus terminal is water-tight and the ground water level is seasonally low. You can see similar comparisons on our Denver Union Station page at JobSiteVistor.com. Click on the Plan View tab and then select the icon of the view you want to see. I've posted as many as 33 photos from many of the sites over the past year. It's interesting to see the progress in a relatively short time.

Please continue to the next page for the rest of the article.



Work on the Overhead Catenary System (OCS) is continuing. As a reminder, the OCS is the electrical system that provides power to the light rail trains. I took the photo below from the Union Gateway Bridge (aka 18th Street Pedestrian Bridge). You can see workers attaching catenary apparatus to the tops of the poles. In my next post, I'll share details about what needs to be accomplished for the new light rail and mall shuttle stations to be operational, and when it will be done.

In answer to OJ Shakewell's recent question, the third set of tracks at the new light rail station will be used mostly for staging trains during special events such as Rockies games and St. Patrick's Day parades.

Here is another comparison. These two photos of the entrance/exit ramp of the bus terminal were taken a week apart. The first one, which is a closer shot, shows green rebar and white tubes. The tubes will circulate heated glycol inside the concrete ramp to melt snow and ice for safe bus travel into and out of the terminal. A similar system is in operation at the Market Street Station. I took the second photo this morning. Concrete, which is covered with black plastic, was poured yesterday.



March 18, 2011

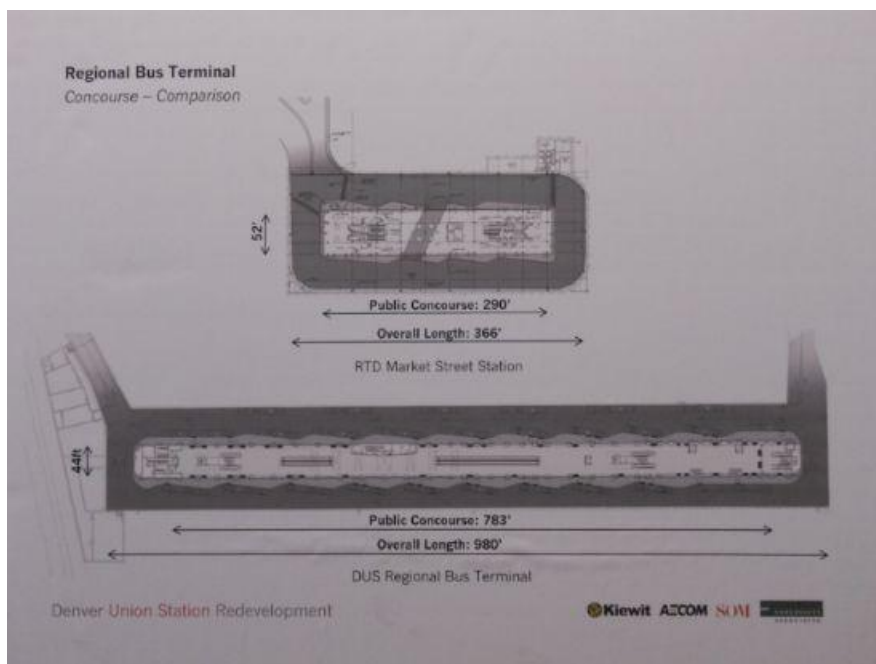
Rick Anstey, Denver Infill Blog

Demolition has been a big part of the project recently and will continue for the next few months as the area behind Union Station is prepared for the excavation of the second half of the underground bus terminal. I took the first photo below eight days ago from 16th Street. The area covered with white plastic contained small amounts of asbestos which has been mostly contained and removed. I took the second photo four days ago from the roof that's attached to the back of Union Station. Jerry Nery, RTD's DUS Project Manager, Luke O'Kelley of Union Station Advocates, and I climbed out of a window in RTD's second floor offices to that roof for a unique perspective of the project.



Almost all of the passenger platforms and canopies behind Union Station have now been demolished, and most of the debris has been hauled away. After the new light rail and mall shuttle stations open for passengers in mid-July, the old stations will be demolished. Once excavation resumes, the historic tunnel will go. I learned from Mr. Nery that there is a second tunnel that is closer to 16th Street. I am not clear if that will remain or if it is also in the path of the bus terminal.

Wondering how the new bus terminal stacks up against the Market Street Station? Here is a photo of a photo on Jerry Nery's office wall. It is an illustration drawn to scale of the two terminals.



In other news, backfilling and concrete work continue. As I write this, there are eight cement trucks lined up for the most recent pour at the entrance/exit ramp of the bus terminal.