

DUS News Digest

April 29, 2011 to May 6, 2011

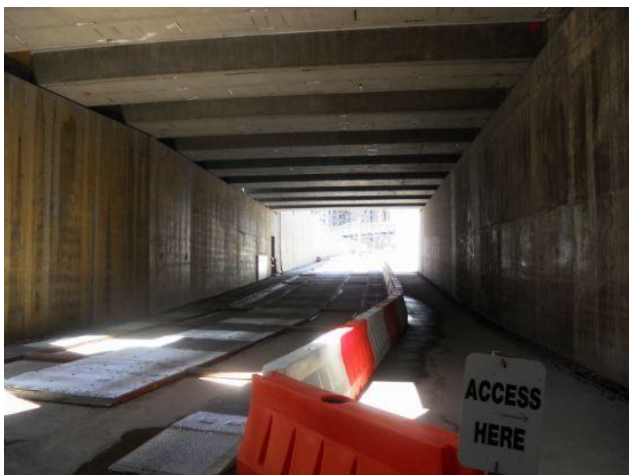
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April 29, 2011

Rick Anstey, Denver Infill Blog

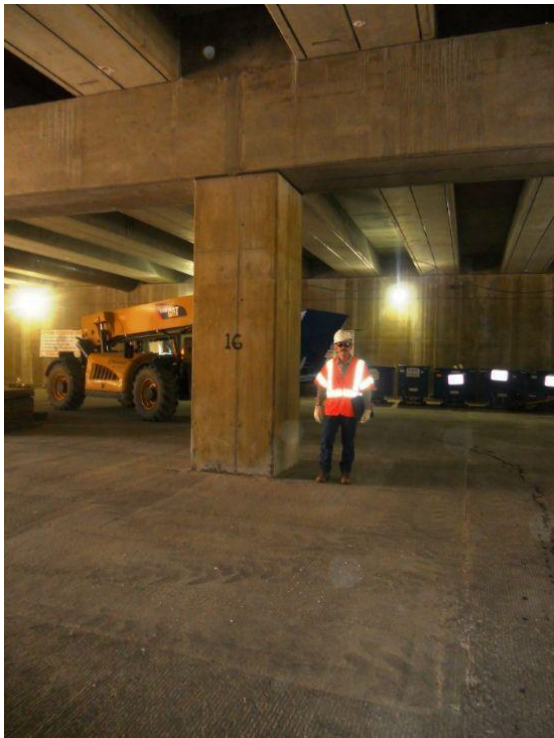
I spent a couple of hours yesterday touring the Union Station work site thanks to Jerry Nery, RTD's DUS Project Manager, and Hunter Sydnor, Kiewit's Public Information Officer. The highlight of the tour was getting inside the bus terminal. This posting concentrates on that part of the tour. I have several other updates in various stages of development and editing. I will post them over the next few days so stay tuned for more news from inside the construction fence.

Here are close-ups of the entrance/exit ramp, one looking in; the other looking out. Buses will enter the terminal from this ramp near the freight tracks or from the ramp that has not yet been built behind Union Station. Buses will travel in a clockwise direction around the passenger waiting area which runs along the center of the terminal.



One descriptive word came to mind when I walked in the terminal itself: huge! It's possibly the largest single room that I have ever been in. And the other half isn't even built yet. Airport

concourses and convention halls may be as big or bigger, but this one really made an impression. The first photo below shows a long view of the facility. The second is me trying to give perspective on the size of the column next to me and the beams overhead.



Scroll down to continue reading.

Here is a shot of the escalators and stairs that will take passengers between the bus terminal and the Chestnut Pavilion above. There will be one escalator and stairway going up and one of each going down. And there will be an elevator close behind them.



Let there be light, lots of natural light. The first of the following photos is a long view of the passenger waiting area with bus travel lanes on both sides. The bright light in the center comes from the seven skylights above. The second photo is a side view of the middle skylight which is also the largest.





Let's move on to the mechanical rooms. First, here is a reminder of what they looked like under construction on December 18, 2010. The mechanical rooms are just above and parallel to the canopy at the new light rail station.



Here are two photos of the inside. The mechanical rooms will house systems for air filtration, electrical, communications, etc.



May 1, 2011

By Rick Anstey, Denver Infill blog

Today, let's take a look at how bus exhaust fumes will be removed from inside the terminal.

Remember photos of the plenum as it was being built? The first photo below taken on October 29, 2010 is a reminder of its appearance while under construction. In that photo, the plenum is the 10-foot wide passageway between the two parallel concrete walls on the right (hard to pick out). It acts as the collection point for overhead ducts that remove air from the bus travel lanes that circumvent the passenger waiting area in the center of the terminal. The second photo is a shot from the inside as it now exists. The dimensions are approximately 10 feet wide by 20 feet high. And it's 200 miles long, or so it seems.



Scroll down to see the next photograph.



In the first photo *above*, look carefully at the plenum wall. You can see a series of rectangular holes along the top of it. In the first photo *below*, which I took from inside the plenum, notice the grates along the top. They fill the holes you saw in the other photo. Those holes/grates are the entry points into the plenum for the duct work. The second photo below shows the duct work between the beams in the ceiling of the bus travel lanes in the main part of the terminal.





So far, we've seen how the exhaust fumes are collected and delivered to the plenum. As I mentioned in Friday's blog, the air will pass from the plenum through filters in one of the mechanical rooms before it is released to the outside. [Here](#) is a rendering showing the above-ground "chimneys". As you can see in the center of the rendering, there are three of them (nice design, by the way). One is the outlet for the filtered air. One is the intake for fresh air. The other one would be used if there were a fire in the terminal. Fans would kick into high gear to remove smoke and release it through the third chimney, which would suddenly become a true smoke stack. The chimneys are being cast off-site and will be mounted on the three circles shown in the lower right corner of the following photo that I took on April 18, 2011.



May 2, 2011

By The Denver Post



Denver Union Station Summer Walking Tours May 19: The Denver Union Station Project Authority is conducting free walking tours of the Union Station redevelopment site starting May 19. Tours begin at 4:30 p.m. the first and third Thursdays of each month through September. The one-hour tour departs from the main entrance on Wynkoop Street and includes historical information of the station from the late 1800s to today. Each tour is limited to 25 people. For reservations, visit denverunionstation.org. (Denver Post file photo)

May 4, 2011

By Rick Anstey, Denver Infill Blog

Union Station's passenger tunnel is familiar to nearly everyone and was the topic of Update #46 and Update #56. Lesser known is the fact that there are three tunnels behind Union Station: the passenger tunnel, a mail tunnel, and a baggage tunnel.

The passenger tunnel is scheduled for demolition this week. For the past two days, workers have been excavating the area around it. Below is a distant photo of it taken this afternoon. The parallel slabs of concrete in the center of the photo are on the roof of the tunnel which connects with Union Station near the spot occupied by the green lift.



The mail tunnel still exists, but it was sealed and filled with sand many years ago. It is a few dozen feet from 16th Street and runs parallel to the passenger tunnel. Obvious from its name, it was the passageway from a mail cars towed by Amtrak passenger trains to Post Office space in the 16th Street end of Union Station. A related Post Office building was across 16th Street where the EPA building sits today. The recent excavation behind the historic station has exposed part of the mail tunnel making it visible from 16th Street. Here is a photo of it from inside the construction fence.

Scroll down to next page to continue reading.



The baggage tunnel is closer to 18th Street and is parallel to the others. Like the mail tunnel, it has not been used or seen in many years. Since it is well out of the way of the area to be excavated, it is not expected to be demolished or even revealed during the project.