

DUS News Digest

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August 18, 2012

By Ryan Dravitz, Denver Infill Blog

On Wednesday I had the wonderful opportunity to get an insider's look at the Denver Union Station project. There will be two parts to this tour; the surface and the underground bus terminal. Today we will be focusing on what's happening on the surface. I would like to thank Hunter Sydnor of Kiewit for the wonderful tour and the vast amount of information about this development.

One of the very exciting elements of this entire development is the commuter rail canopy. Now that the structure for the bus terminal is nearing completion, as far as the surface is concerned, work on the canopy can begin. What we're looking at in the photos below are the foundations for the trusses and where the canopy is going to be anchored. The trusses for the canopy are being shipped here and then painted in Denver.



Below you will see another set of foundations being set for the trusses of the canopy. Needless to say, this thing is going to be massive. It stretches all the way down to the very north tip of the historic building and almost an entire city block west. I also took a picture of how large the anchors are going to be for these trusses. Impressive!



In this picture you can see the bus box is starting to be sealed in. In the next update, we will cover more of the structural elements. Even though this is the second phase of the bus terminal to be built, it is different than the first phase closer to the light rail station due to the future commuter rail tracks above it.



Next up, we have the 17th Street Gardens and pedestrian spaces. 17th Street has been paved up to Wewatta Street and stop lights are beginning to be installed in preparation of Wewatta Street being paved through. Work has also begun on the 17th Street Gardens plaza, one of the premier public spaces in the whole redevelopment. As you can see, pavers are beginning to make their way up towards the station along with the trees and lighting elements. For some great information and basic framework on the 17th Street Gardens head over to Ken's post [here](#).



As a little bonus, I was able to get real close to the Cadence site. I asked if it was easy to get along with the private sector developments since there is a lot of different construction projects around this field. The answer was yes. One of the conditions of having so much going on is the site for Cadence is very crowded. There's not a lot of room around these parcels because of the Union Station Redevelopment.



On the next post, we will be going underground and looking at how much is coming along in bus box! It seems like every week there's something new and exciting happening here!

Transit phase of Denver Union Station project is 65 percent complete

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August 21, 2012

By John Mossman, Denver Post



Construction continues on the redevelopment of Union Station in downtown Denver last week. In addition to the work on the transit portion of the station, developers are constructing new buildings nearby. (Photos by Kathryn Scott Osler, Denver Post)

Tucked behind Union Station and mostly out of view of Denver residents and office workers, crews are on the fast track toward completing the transit phase of the redevelopment of the historic train station and surrounding area.

Overall, the main elements of the transit plan are 65 percent complete, according to Roger Sherman, spokesman for the Denver Union Station Project Authority.

The light-rail station was relocated to the northwest last August. Extension of the 16th Street Mall Shuttle to the northwest and relocation of the turnaround were completed at about the same time.

The huge, underground regional bus facility is 70 percent complete, Sherman said. The facility, which had to be built in two stages, is about 1,000 feet long and will have 22 bus bays. It will replace Market Street Station.

The commuter-rail station, which will be immediately behind Union Station and covered by a 44,000-square-foot canopy made of material similar to that at Denver International Airport, is 55 percent complete. It will have eight tracks and five platforms.

Scroll to the next page to continue reading.



Construction and improvement of plazas and streets are at 79 percent. Chestnut Street has been rebuilt, and Wewatta soon will be.

“We’re on schedule and on budget,” Hunter Sydnor, spokeswoman for Kiewit, the general contractor, said last week.

The \$350 million transit project is scheduled for completion in the spring of 2014.

“I think this will be very cool in the end,” Sydnor said. “And 2014 is not very far away.”

The project is the hub of the Regional Transportation District’s FasTracks program and will integrate light rail, commuter rail and Amtrak, as well as regional, express and local bus service, the mall shuttle, taxis, vans, bicycles and pedestrians.

Private developments also have sprung up around the station, including the so-called North Wing building, which is a free-standing structure. Construction will begin soon on the South Wing,

Construction and improvement of plazas and streets are at 79 percent. “We’re on schedule and on budget,” said Hunter Sydnor, spokeswoman for general contractor Kiewit. Also free-standing. And GE Johnson Construction Co. is at work on a mixed-use building west of the station.

All of which has gone on largely unseen.

“I frankly believe that most people don’t think there’s anything past Union Station,” Sydnor said. “It’s like the end of downtown. It’s a whole mystery to them. When this opens and people see it, they’re going to say, ‘When did all this get built?’ It’s going to be a shock.”

Amtrak’s station and loading platform, moved to Wewatta and 21st streets in 2011 to allow construction of the commuter-rail tracks, will return to Union Station in 2014.

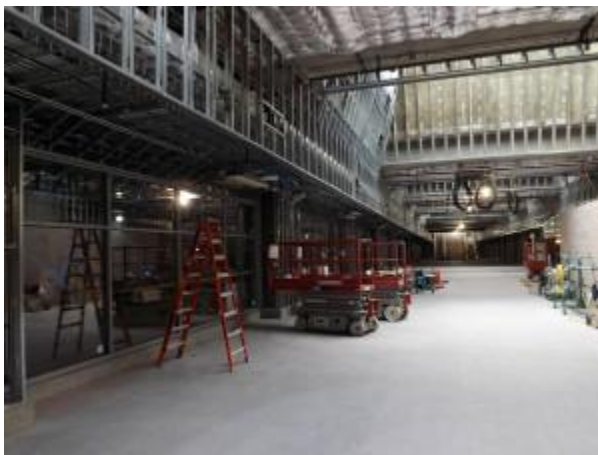
Meanwhile, the Union Station Alliance wants to remodel the train station to include a 130-room hotel on the second and third floors and retail and restaurants on the ground level. That group is negotiating with RTD, which owns the site.

August 23, 2012

By Ryan Dravitz, Denver Infill Blog

Today we will be focusing on the underground bus terminal. As I mentioned in my last update, the second phase is beginning to get enclosed and back-filled.

This is going to be the main terminal where passengers will be waiting for the bus. The skylights provide ample natural light that make the setting very comfortable. Drywall work is starting to begin, along with the floor which will not be just concrete slab. As far as materials are concerned, I was told it will feel a lot like Denver International Airport when it is complete. Each gate also has plenty of windows making it easy to see your bus arriving.



On the other side of the windows, this is where the buses are going to make their loop. On the north side of the station there is an extra lane that will be used for emergency access and as a waiting area for buses.

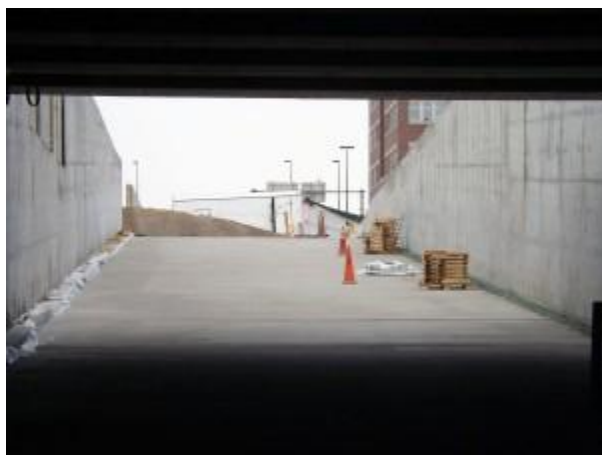


Here is where the phases of the terminal differ. Here we are looking at the commuter rail platforms from below. You can see the supports to hold the trains are much larger than the supports used for the bus terminal. Once enclosed, it will look uniform between both halves of the terminal.





The ramp up to the HOV lane on I-25 is also near completion.



Exhaust is a very important aspect of this project since this is underground. Vents will open up leading exhaust through this hallway and out the vents by the light-rail platform. It will also be ‘scrubbed’ so the exhaust coming out of the vents will be odorless and colorless. How does fresh air get down into the bus facility? Easy! There is an air intake vent, pictured below. This will help keep fresh air in the bus terminal at all times.

Scroll to next page to keep reading.



One of the best up and coming views will be entering or leaving the Chestnut Pavilion. Looking straight ahead there will be the 17th Street Gardens in view as well as new private-sector development, hopefully in the near future.



I hope you enjoyed my inside tour of this great development! It's amazing to see what great work is going on. Thanks again to Hunter Sydnor of Kiewit for the wonderful tour.