Denver Union Station

**US SPEC Products:** 3-2-1, Maxcure Resin Clear, Maxcure Wax White, Ezkote Green

**Contractor:** Kiewit Construction

**Date of Completion:** 2014

Denver’s first train station was constructed in 1868 to serve the new Denver Pacific Railway which connected Denver to the main transcontinental line in Cheyenne, WY. By 1875 there were four different railroad station making passenger transfers between different railroad lines inconvenient. To remedy this issue, the Union Pacific Railroad proposed creating one central “Union Station” to combine the various operations. In February 1880, the owners of the four lines agreed to build a station at 17th and Wynkoop Streets. Designed by architect A. Taylor, Union Station opened in May 1881. During its heyday, the station was served by 80 daily trains operated by 6 different railroads; however, most of this was terminated at the time of the formation of Amtrak, which has operated only one daily between Chicago and the Bay Area, routed through Denver.

The new Union Station stop on the RTD Light Rail opened in August, 2011. The MallRide was also moved west adjacent to the light rail stop.

On July 30, 2010, the US Department of Transportation announced that the station had received a $300 million grant to construct three light-rail tracks and eight heavy-rail tracks for both intercity and commuter rail serves, as well as additional storage and servicing capabilities. The underground bus terminal is under construction and will be open before the opening of FasTracks’ West Corridor light rail line to Golden, CO. All West Corridor trains will utilized Union Station and will not travel through the downtown light rail loop.

US SPEC 3-2-1 was used on the bus terminal portion of the project. These areas are underground and will allow buses to drive into Union Station, drop off and load passengers and exit the facility to gain access to the commuter HOV lanes during peak traffic hours.

The contractor was looking for an easy-to-apply product for a vertical application that would dry to a uniform color. This product would mask the form work lines that could be seen on the walls lining the bus terminal. The material would also be used to fill in areas were the walls were not completely straight. The material would be placed in lifts in deep areas and featured out to bring the wall back to a straight vertical and aesthetically acceptable condition.

The contractor selected US SPEC 3-2-1 for its ability to build up for deeper repairs and the easy applications. Places could move quickly and cover large areas allowing them to keep up with the tight construction schedule on this project.

3-2-1 was applied with trowels and finished with both trowels and sponge floats, depending on the area. The walls are roughly 25 feet tall and were rubbed from floor to sealing. This allowed the walls to appear as one big monolithic pour and hide any form work lines or flaws in the concrete.