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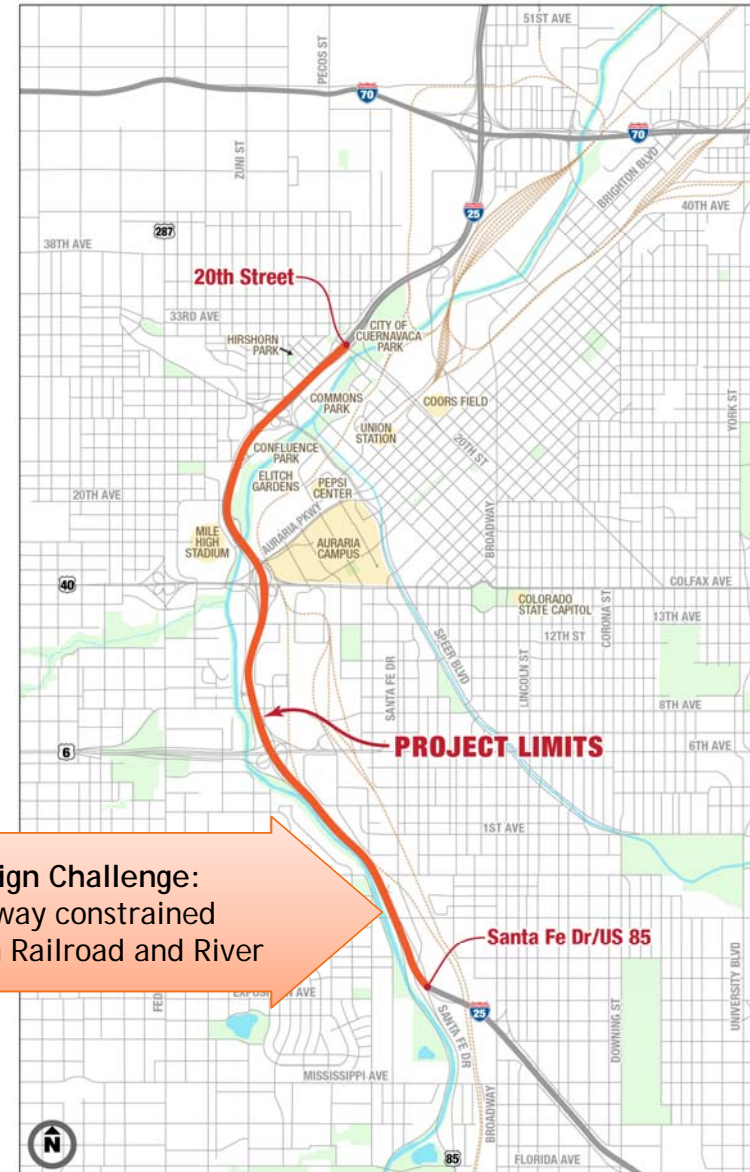
Burnham Yard and I-25 Central PEL





I-25 Central Planning and Environmental Linkages (PEL)

- 250,000 annual average daily traffic (AADT) today
 ➔ 300,000 AADT in 2040
- 1,000 crashes per year
- Structurally and functionally obsolete infrastructure
- Constrained ROW



Design Challenge:
 Highway constrained
 between Railroad and River



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Solving the Design Challenge: US-6 to Alameda

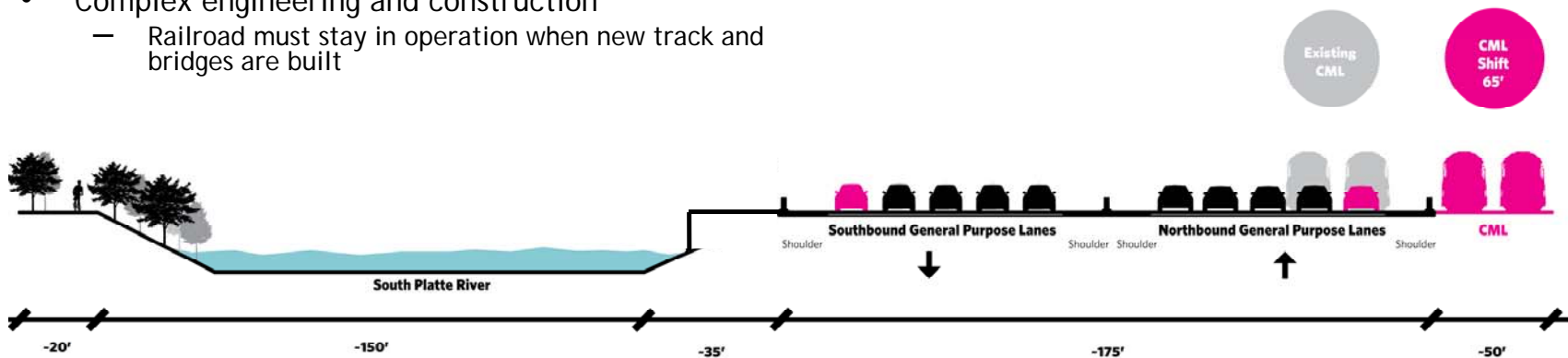


Alternatives are draft - screening and selection will be evaluated through a subsequent NEPA process



A: Railroad Shift (Valley Highway EIS)

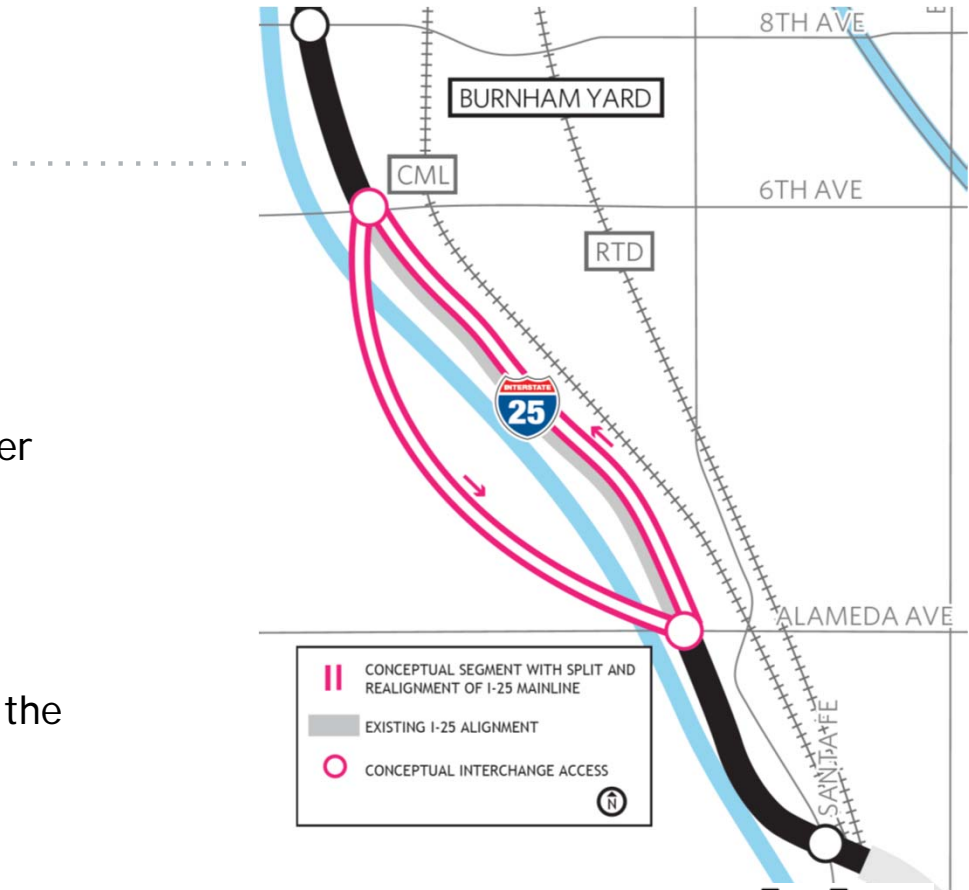
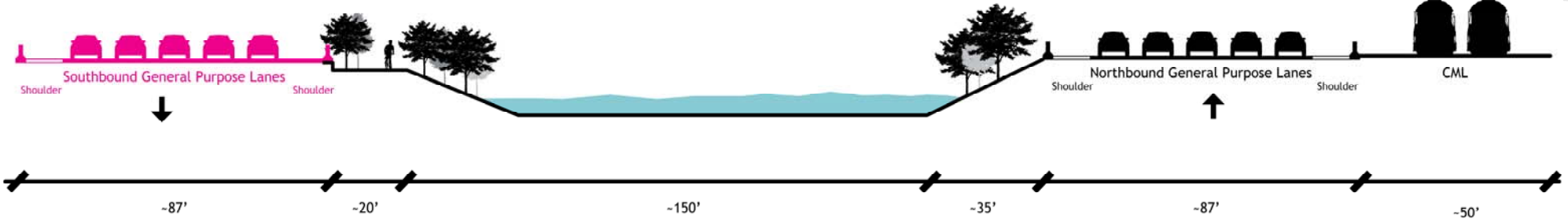
- 65-foot shift of the Consolidated Main Line
- Approx \$163 M total
 - Including \$63 M in property
 - Includes full highway reconstruction
- Gains only minor ROW for I-25 for:
 - Auxiliary lane between Alameda and US-6 on NB I-25
 - Potential room for braided ramp
- Low future flexibility
 - No space for added capacity
- Complex engineering and construction
 - Railroad must stay in operation when new track and bridges are built





B: Realign and Split the Corridor

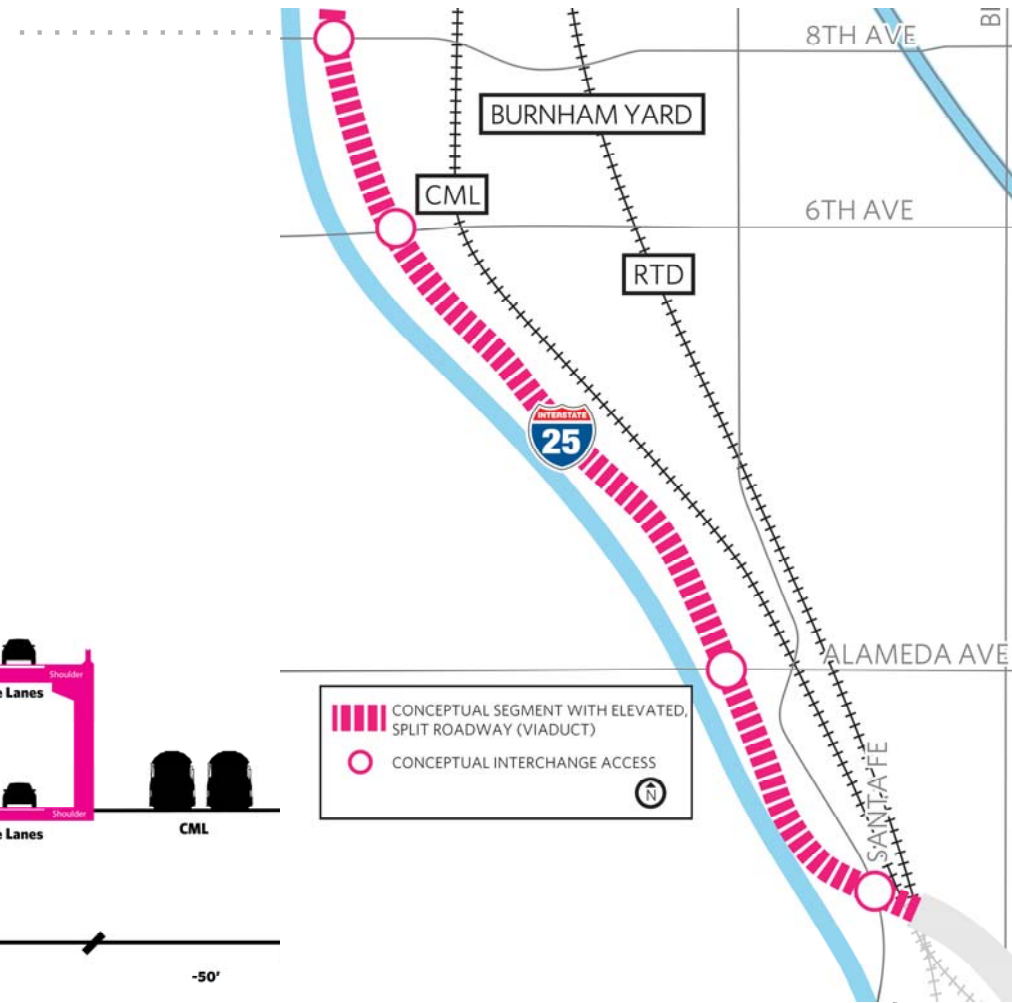
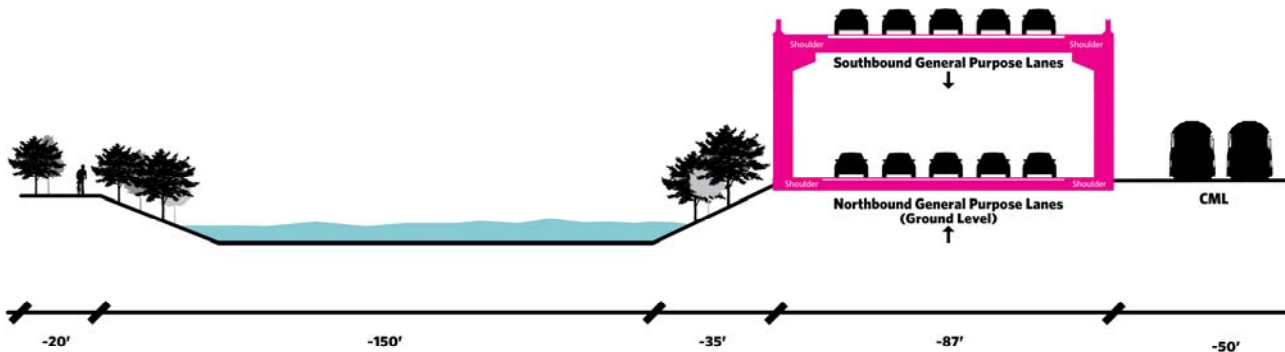
- Shift southbound I-25 across the South Platte River
 - Unknown cost (>\$400 Million)
- Added capacity in both directions of I-25
 - Space for braided ramps or C/D system
 - Provides space to improve South Platte River
- Considerable impact to industrial properties and the S. Platte River





C: Construct a Multilevel Highway

- Construct a multi-level structure to carry each direction of I-25
 - Approx. \$694 M including pre construction and contingency
- Adds capacity and operational flexibility for I-25
- No ROW acquisition
- Complex design and construction

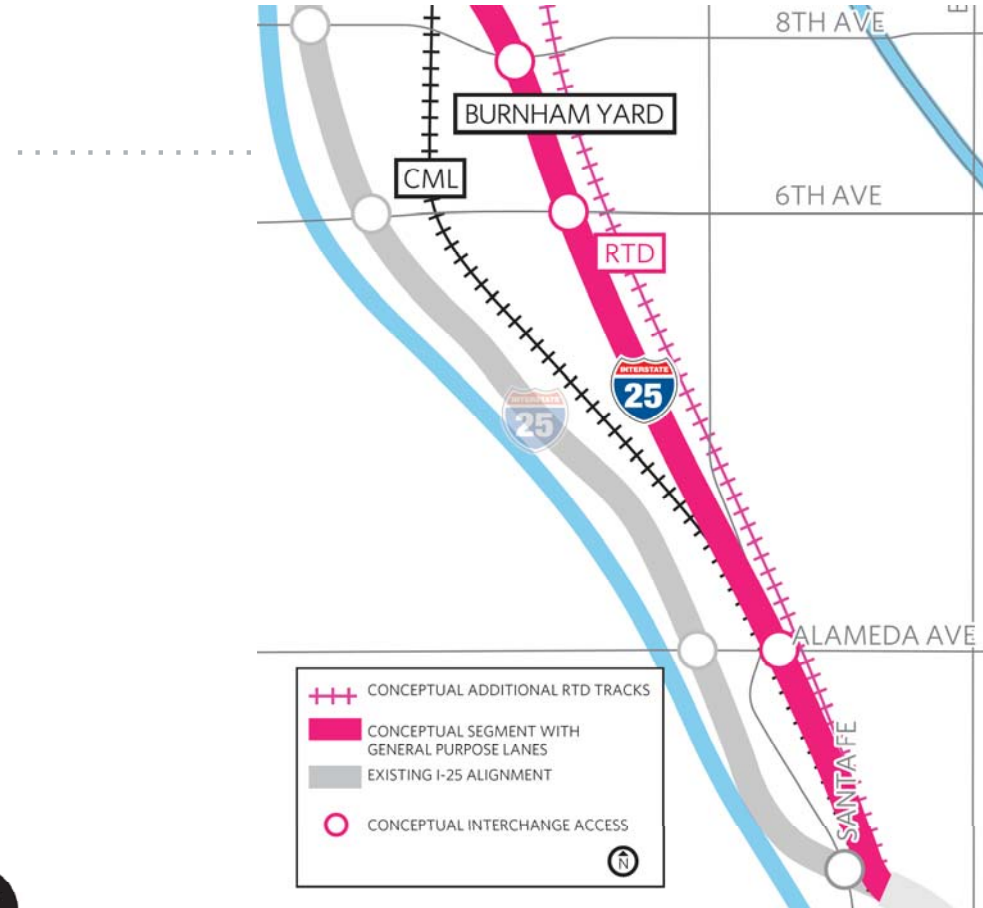
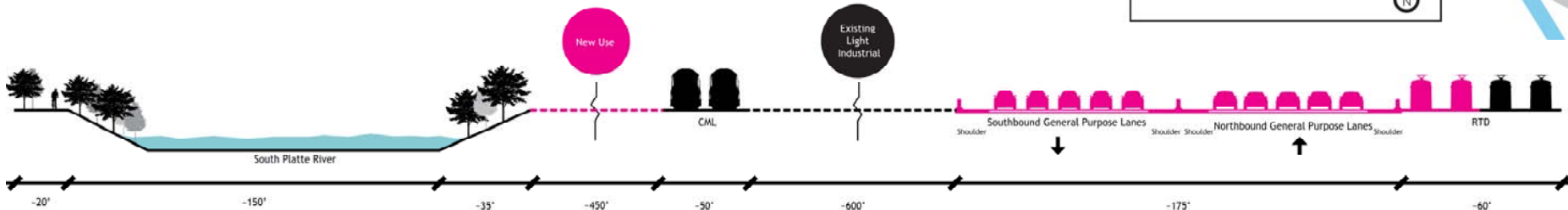




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D: Realign Adjacent to RTD

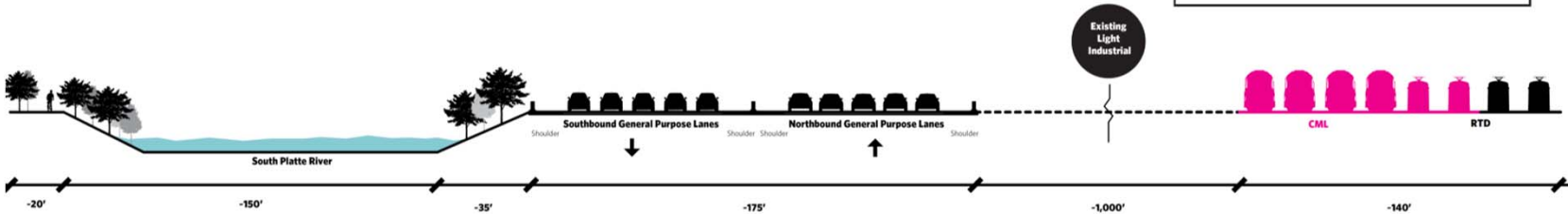
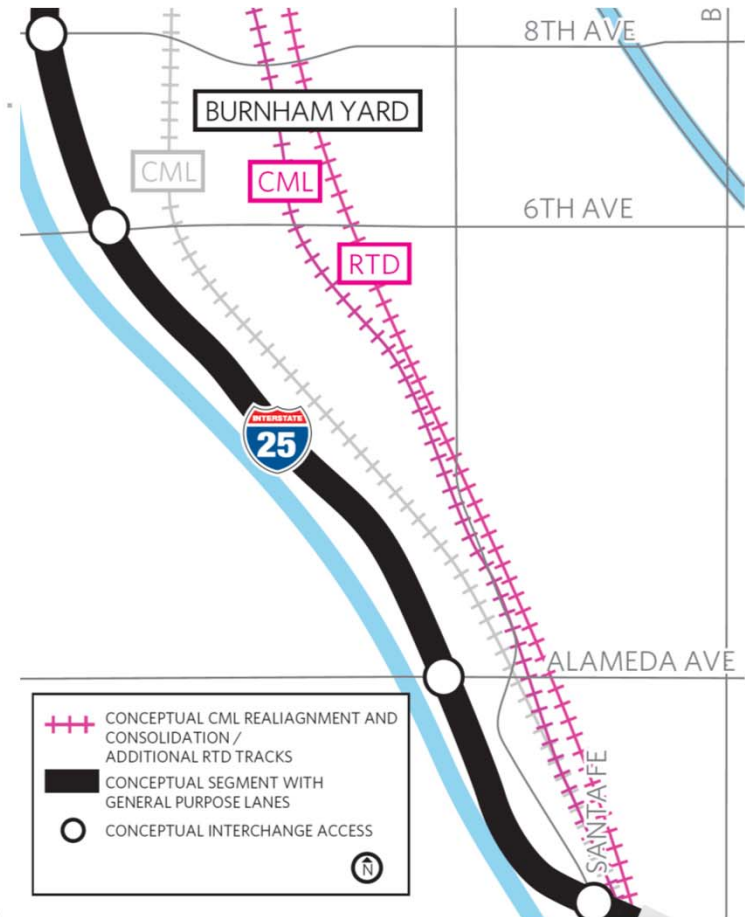
- Realigns I-25 to parallel RTD tracks
 - Unknown cost (> \$500 Million)
- Reconstructs I-25
 - Added capacity
 - Built to current Interstate system standards
- Adds two additional RTD tracks
- Considerable impact to private property

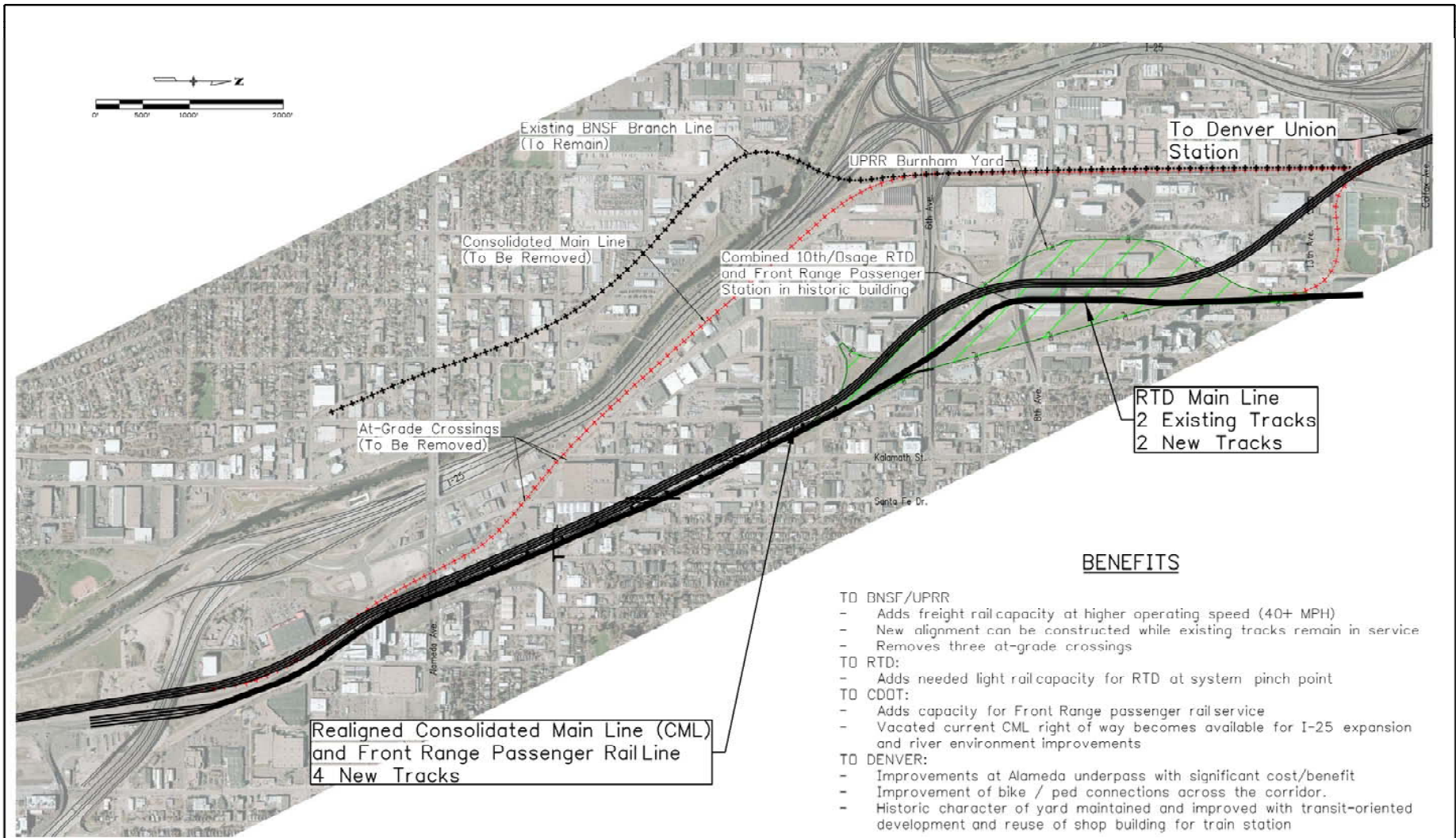




E: Realign CML to Burnham Yard

- Realigns the Consolidated Main Line (CML) to parallel RTD through Burnham Yard
- \$426 Million:
 - \$92M in Burnham Yard ROW and \$106M in other ROW
 - Includes four heavy rail tracks (\$47M) and full highway Reconstruction (\$44M)
 - Includes preconstruction and contingency
- Gains ROW for flexible I-25 expansion
 - Highway can move away from the river
 - Highway improvements can be phased over time
- Improves rail infrastructure in the area
 - Adds two additional tracks for RTD (total of 4 main tracks)
 - Adds two additional heavy rail tracks for potential Front Range Passenger Rail (total of 4 main tracks)
 - Tracks built to higher speeds and no at-grade crossings





BENEFITS

- TO BNSF/UPRR
 - Adds freight rail capacity at higher operating speed (40+ MPH)
 - New alignment can be constructed while existing tracks remain in service
 - Removes three at-grade crossings
- TO RTD:
 - Adds needed light rail capacity for RTD at system pinch point
- TO CDOT:
 - Adds capacity for Front Range passenger rail service
 - Vacated current CML right of way becomes available for I-25 expansion and river environment improvements
- TO DENVER:
 - Improvements at Alameda underpass with significant cost/benefit
 - Improvement of bike / ped connections across the corridor.
 - Historic character of yard maintained and improved with transit-oriented development and reuse of shop building for train station

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Horiz. Scale: 1:1000 Vert. Scale: As Noted
6220 - RI Central STS

Sheet Revisions		
Date:	Comments	Init.

Colorado Department of Transportation



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Region 1 STS

As Constructed
No Revisions:
Revised:
Void:

CML REALIGNMENT AND RTD EXPANSION - CONCEPT -		
Designer: C. Enright	Structure Numbers	
Detailer: C. Enright		
Sheet Subset: CONCEPT	Subset Sheets: 1 of 1	

Project No./Code
NHPP 0252-461
21840
Sheet Number 1



Burnham Yard
Approximate property limits and surrounds

Legend

- Burnham Yard (61 Acres)
- Burnham Yard (Retained by UPRR)
- Denver Union Station
- Denver Water Station



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Anticipated Next Steps

- I25 Central PEL conclusion (December 2019) with value ranking of alternatives and a logical approach to implementation phases.
 - Corridor alternatives
 - Bring to Standard
 - Maximize efficiency
 - Add managed lane capacity
 - Burnham Yard concept shown as seemingly better solution for “southern third,” Santa Fe to 6th Ave
- Construction of partial Valley Highway EIS Phase 2, Alameda over the S. Platte River (2020 start)
- NEPA reevaluation of Phases 3 and 4 of 2007 Valley Highway EIS
- Initiation of NEPA and design for the “northern third” section from Colfax to 20th with I25: 23rd and Speer Interchanges project (Late 2019 start)
- NEPA analysis for “middle third” and corridor completion options



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Conclusion

