11/2022

Task 3: Report on Existing Infrastructure and Operational Conditions

FR-CRS-0079 SOUTHWEST CHIEF THROUGH CAR ALTERNATIVES ANALYSIS

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INTRODUCTION

The Assessment Team completed an assessment of existing infrastructure and operational conditions within the *Southwest Chief* Through-Car service study area. The Through-Car service would operate on the BNSF Railway Pueblo Subdivision between La Junta and Pueblo, and on the BNSF Railway (BNSF) Pikes Peak and the Union Pacific Railroad (UP) Colorado Springs Subdivisions between Pueblo and Colorado Springs. Through coordination with BNSF and UP, track charts, timetables and operational data for the Subdivisions were provided to the Assessment Team for review and analysis.

The assessment is divided into two major sections: Infrastructure and Operations. The existing infrastructure conditions of mainline tracks, passing sidings, structures, grade crossings and protection, signaling, and train control methods, along with existing freight operations, are provided for each subdivision.

The goal of the assessment is to ensure accurate modeling inputs to support the identification of Reasonable service and operating options for the *Southwest Chief* Through-Car service. Understanding of the infrastructure and operational conditions will support the determination of segment capacities and recommendation of operational changes and/or infrastructure investments needed to meet the service quality expectations for each traffic type.

REDACTION NOTICE: Data related to BNSF and UPRR infrastructure (sourced from track charts and timetables) has been removed from this Final Existing Conditions Report. Both railroads have fully cooperated in providing necessary data for the study to proceed. The redactions serve to exclude sensitive and/or proprietary data that is not relevant for the general public.

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STUDY AREA

This report details the existing conditions of mainline tracks, passing sidings, structures, grade crossings and protection, signaling, and train control methods over approximately 110 miles of route length between La Junta and Colorado Springs. Within the study area, the three subdivisions that were assessed include BNSF Pueblo, BNSF Pikes Peak, and UP Colorado Springs. The existing conditions also include a small portion of data for the neighboring BNSF Boise City Subdivision (milepost 554.00 to milepost 557.00), as well as the Amtrak La Junta Station. The map below shows an overview of the study area and the subdivision delineations.



Figure 1.0: Southwest Chief Through-Car Service Study Area

From La Junta to Pueblo, BNSF operates primarily on a single track with passing sidings. From Pueblo to Fountain, BNSF and UP mostly operate on separate tracks and are generally parallel. From Fountain to Colorado Springs, BNSF and UP operate on the same main line.

Through analysis of the *Southwest Chief* Through-Car service, the Assessment Team also considered related future projects, and ongoing rail station planning studies for the cities of Colorado Springs and Pueblo. The South Downtown Rail Underpass Project will include the redesign and replacement of two railroad bridges at the south end of downtown Colorado Springs. The two railroad bridges include the bridges over South Nevada Avenue and South Tejon Street.

The Pueblo station planning team has identified a preferred station location at Pueblo Union Depot. At this time, the Colorado Springs station planning team has identified four viable locations for a rail station. Both studies consider spatial and operational needs of future services including potential Front Range Passenger Rail and *Southwest Chief* Through-Car. Detailed analysis from both studies will be provided to FRA in the Alternatives Analysis Report.

The main line track throughout the study area is classified as Class 4, indicating a condition and tolerance for up to 59 mph and 79 mph maximum speed for freight and passenger train operation, respectively. There are numerous speed restricted segments, which are documented in the Speed Data portions of this report.

DATA SOURCES

Requests for information on any needed rail and tie replacement or trackwork was sent to the Class I railroads and no response was provided. Besides the South Downtown Rail Underpass in Colorado Springs, no other capital projects have been identified to the Assessment Team. The existing conditions data included within this report was gathered from multiple sources and the associated Class I Subdivision Track Charts and Timetables are included within Appendix B (REDACTED):

- Track charts(REDACTED), timetables(REDACTED) and operational data were provided by BNSF for the Pueblo, Pikes Peak, and Boise City Subdivisions.
- Track charts(REDACTED), timetables(REDACTED) and operational data were provided by Union Pacific for the Colorado Springs Subdivision.
- The Federal Railroad Administration (FRA) Safety Map and Crossing Inventory was used to gather information for private and public crossings within the study area (https://fragis.fra.dot.gov/GISFRASAFETY/).
- Information on the La Junta Station and operational data for *Southwest Chief* were provided by Amtrak.
- The FRA Office of Safety Analysis was used to gather safety and incident data for grade crossings within the study area (https://safetydata.fra.dot.gov/OfficeofSafety/default.aspx). This information is included within Appendix A.
- The Colorado Springs Public Works website and FY2021 CRISI Program Selection was used to gather Information on the planned South Downtown Rail Underpass Project (https://coloradosprings.gov/project/south-downtown-rail-underpass and

  https://railroads.dot.gov/sites/fra.dot.gov/files/2022-06/FY21-CRISI-Selections_PDFa.pdf)

1.0 INFRASTRUCTURE

1.1 PUEBLO SUBDIVISION (BNSF)

The information in the tables within this section is based on the data provided within the BNSF track chart for the Pueblo Subdivision from La Junta, CO to Pueblo Jct., CO (milepost 557 to milepost 617.5).

The Pueblo Subdivision is primarily a single track railroad with five passing sidings. Adjoining subdivisions include Pikes Peak, Spanish Peaks, and Boise City.

1.1.1 SPEED DATA

The table below provides the maximum allowable speed in miles per hour (MPH) for freight (the "F" following the speed indicates the restriction is for freight) and passenger trains (the "P" indicates the restriction is for passenger trains) along Main Track 1 and siding tracks throughout the Pueblo Subdivision based on the track chart. The table also provides the method of operation, which is either Automatic Block Signal System (ABS) or Centralized Traffic Control (CTC). The Pueblo Subdivision is not equipped with PTC. Milepost information is included to indicate the location at which the maximum allowable speed changes along the alignment. The FRA track classification for the Pueblo Subdivision main track is Class 4 coinciding with a maximum speed of 55 mph for freight and 79 mph for potential passenger trains.

Table 1.1.1: Pueblo Subdivision Speed Data

(TABLE REDACTED)

*Further evaluation is required to validate potential allowable passenger speeds within the subdivision where reduced freight speeds are indicated due to FRA track classification or other constraints or restrictions.

1.1.2 FEATURES DATA

The table below provides the milepost location for features along the alignment, including crossings (private and public), turnouts, bridges, culverts, arches, and signals. The feature description includes the U.S. Department of Transportation (USDOT) crossing inventory number for private and public crossings, and the turnout identification (ID) number for turnouts. The length of each bridge, culvert and arch is provided in the right-hand column, in linear feet.

Table 1.1.2: Pueblo Subdivision Features Data

(TABLE REDACTED)

1.1.3 CURVE DATA

The table below provides the location of each curve along the alignment, including the starting and ending milepost. The degree of and track side (right or left) for each curve is provided. Track side for the curve is according to increasing milepost direction. Each curve is identified by a curve number. If the curve is compound, this is indicated by a "Yes" (Y) in the right-hand column.

Table 1.1.3: Pueblo Subdivision Curve Data

(TABLE REDACTED)

1.1.4 GRADE DATA

The table below provides the percent grade along Main Track 1. Milepost information is included to indicate the location at which the grade changes along the alignment. Additionally, the distance between mileposts is provided as the length varies.

Table 1.1.4: Pueblo Subdivision Grade Data

(TABLE REDACTED)

Note: 1 – Distance between mileposts was not provided within the track chart and is assumed to be 5,280 linear feet.

1.1.5 CROSSING DATA

The table below provides information for private and public crossings along the alignment including location, USDOT crossing inventory number, street crossed, crossing type and position, crossing owner, identification of other railroads (if any) operating over the track at the crossing, quiet zones, maximum timetable speed in MPH, type and count of tracks, train detection for main track, crossing protection, and number of traffic lanes crossing the railroad. Please find that maximum timetable speeds coincide with specific track types (I.e. industry/siding/yard/main) shown in the column titled – Type and Count of Tracks. The information was gathered from the crossing inventory report for each crossing from the USDOT FRA – Safety Map website at https://fragis.fra.dot.gov/GISFRASafety/.

Table 1.1.5: Pueblo Subdivision Crossing Data

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
BNSF	Pueblo	557.451	003360H	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	557.550	003361P	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	558.300	003362W	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	559.207	003365S	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	559.651	003366Y	Swink Drive	Public	At Grade	BNSF	-	No	55	Main - 1	Motion Detection	Yes	-	-	-	-	-	-	-	2	2
BNSF	Pueblo	559.969	003367F	Main Street	Public	At Grade	BNSF	-	No	55	Main - 1	Motion Detection	Yes	-	-	-	-	-	-	-	2	2
BNSF	Pueblo	560.230	003657N	US Hwy 50 WB	Public	RR Over	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pueblo	560.260	003658V	US Hwy 50 EB	Public	RR Over	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pueblo	560.526	003368M	CO RD 173	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	561.652	003370N	CO RD 23	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	562.202	003372C	CR 225	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	1	-	-	-	-	-	-	2
BNSF	Pueblo	562.755	003373J	CR 22	Public	At Grade	BNSF	-	No	55	Main - 1	Constant Warning Time	Yes	2	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	563.879	003375X	CR 21	Public	At Grade	BNSF	-	No	55	Main - 1	Constant Warning Time	Yes	2	1	-	-	2	-	-	2	2
BNSF	Pueblo	564.108	003376E	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	564.439	003377L	3rd RD NE	Public	At Grade	BNSF	-	No	55	Main - 1	Constant Warning Time	Yes	2	1	-	-	2	-	-	2	2
BNSF	Pueblo	564.722	003380U	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	565.308	003382H	12th Street	Public	At Grade	BNSF	-	No	55	Main - 1	Motion Detection	Yes	2	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	565.466	003383P	10th Street	Public	At Grade	BNSF	-	No	55	Main - 1	Motion Detection	Yes	4	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	565.550	003384W	Main Street	Public	At Grade	BNSF	-	No	55	Main - 1	Motion Detection	Yes	2	-	-	-	2	-	2 Quad	2	4
BNSF	Pueblo	565.623	003385D	9th Street	Public	At Grade	BNSF	-	No	55	Main - 1	Motion Detection	Yes	2	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	565.770	003386K	7th Street	Public	At Grade	BNSF	-	No	55	Main - 1	Constant Warning Time	Yes	2	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	565.914	003389F	Swink Street	Public	At Grade	BNSF	-	No	55	Yard - 1	Other	Yes	2	-	-	-	-	-	-	2	2
BNSF	Pueblo	565.954	003388Y	Elm Street	Public	At Grade	BNSF	-	No	55	Yard - 1	Other	Yes	2	-	-	-	-	-	-	2	2
BNSF	Pueblo	566.126	003391G	2nd Street	Public	At Grade	BNSF	-	No	55	Main - 1; Yard - 1	Constant Warning Time	Yes	2	-	-	-	2	-	-	2	2
BNSF	Pueblo	566.792	003393V	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
BNSF	Pueblo	567.251	003395J	CR93 10th RD NW	Public	At Grade	BNSF	-	No	55	Main - 1	Constant Warning Time	Yes	2	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	567.811	003397X	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	568.376	003401K	CO RD 183	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	569.076	003403Y	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	569.496	003404F	20th Street	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	570.613	003407B	CO RD 155	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	571.735	003410J	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pueblo	572.001	003411R	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	No	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	572.530	003413E	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	572.827	003414L	35th Street	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	573.124	003415T	US Highway 50	Public	RR Under	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pueblo	574.430	003418N	Park Street	Public	At Grade	BNSF	-	No	55	Main - 1; Industry - 1	Constant Warning Time	Yes	2	-	-	-	2	-	-	2	2
BNSF	Pueblo	574.561	003419V	Canal Street	Public	At Grade	BNSF	-	No	55	Main - 1	Constant Warning Time	Yes	-	-	-	-	2	-	-	2	2
BNSF	Pueblo	574.994	003421W	CO RD 199	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pueblo	575.775	003422D	45 67RD NO SH50	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pueblo	576.199	003425Y	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	Yes	-	-	-	-	-
BNSF	Pueblo	576.530	003426F	CO RD 215	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	577.028	003427M	CO RD 207	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pueblo	578.044	003428U	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	578.690	003429B	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	580.078	003431C	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	580.330	003432J	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	580.842	003433R	CO RD 5.25	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pueblo	581.095	003434X	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	581.609	003435E	CO RD 219	Public	At Grade	BNSF	-	No	55	Main - 1	None	Yes	1	-	-	-	-	-	-	-	1
BNSF	Pueblo	582.305	003438A	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	Yes	-	-	-	-	-
BNSF	Pueblo	582.713	003439G	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	583.176	003440B	Main Street	Public	At Grade	BNSF	-	No	55	Main - 1; Yard - 1	Constant Warning Time	Yes	-	-	-	-	2	-	-	4	2
BNSF	Pueblo	584.185	003445K	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	585.233	003446S	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	585.792	003448F	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	586.769	003449M	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	587.341	003451N	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	587.838	003452V	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	588.468	003453C	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
BNSF	Pueblo	589.121	003454J	Private	Private	At Grade	BNSF	-	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	590.004	003456X	Pecos Street	Public	At Grade	BNSF	-	No	55	Main - 1	Constant Warning Time	Yes	-	-	-	-	-	-	-	2	2
BNSF	Pueblo	591.750	421986P	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	-	2	2	Yes	-	-	-	-	2
BNSF	Pueblo	593.000	421987W	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	2	-	2	Yes	-	-	-	-	2
BNSF	Pueblo	593.938	421988D	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	-	2	-	Yes	-	-	-	-	2
BNSF	Pueblo	594.850	421989K	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	2	-	2	Yes	-	-	-	-	2
BNSF	Pueblo	596.585	421990E	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	-	2	-	Yes	-	-	-	-	2
BNSF	Pueblo	596.723	421991L	SH96	Public	At Grade	BNSF	UP	No	55	Main - 1	Motion Detection	Yes	2	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	597.584	421992T	Boone Road	Public	At Grade	BNSF	UP	No	40	Main - 1	PTC	Yes	2	-	-	-	-	-	-	2	2
BNSF	Pueblo	598.139	421993A	Private	Private	At Grade	BNSF	UP	No	40	Main - 1	AFO	Yes	-	2	-	Yes	-	-	-	-	2
BNSF	Pueblo	598.560	421994G	Baker Street	Public	At Grade	BNSF	UP	No	40	Main - 1	Motion Detection	Yes	-	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	599.528	421995N	I L Ranch Road	Public	At Grade	BNSF	UP	No	55	Main - 1	Other	Yes	2	-	2	-	-	-	-	-	2
BNSF	Pueblo	600.508	421997C	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	-	2	-	Yes	-	-	-	-	2
BNSF	Pueblo	603.265	421996V	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	-	1	-	Yes	-	-	-	-	2
BNSF	Pueblo	603.688	421998J	CR 605	Public	At Grade	BNSF	UP	No	55	Main - 1	AFO	Yes	2	-	2	-	-	-	-	-	2
BNSF	Pueblo	604.724	422001X	Third Street	Public	RR Under	BNSF	UP	No	55	Main - 1	AFO	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pueblo	605.833	003459T	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	606.657	003460M	Chico Road	Public	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	609.017	003461U	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pueblo	609.681	003462B	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	-	-	Yes	-	-	-	-	-
BNSF	Pueblo	610.297	974271V	Private	Private	At Grade	BNSF	-	-	55	Siding - 1	None	Yes	-	-	-	Yes	-	-	-	-	2
BNSF	Pueblo	610.978	003463H	DOT Test Track Road	Public	At Grade	BNSF	-	No	10	Industry - 1	None	No	2	-	-	-	-	-	-	-	2
BNSF	Pueblo	612.285	004038K	Airport Road	Public	RR Over	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pueblo	614.800	003469Y	US Highway 50	Public	RR Over	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pueblo	615.238	003470T	22nd Lane	Public	At Grade	BNSF	UP	No	55	Main - 1	Constant Warning Time	Yes	-	1	-	-	2	-	-	2	2
BNSF	Pueblo	615.623	003471A	Vision Lane	Public	At Grade	BNSF	UP	No	55	Main - 1	Constant Warning Time	Yes	2	-	-	-	2	-	2 Quad	2	2
BNSF	Pueblo	616.400	003474V	Portland Avenue	Public	RR Over	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pueblo	617.000	003475C	Joplin Avenue	Public	RR Over	BNSF	-	No	55	Main - 1	None	No	-	-	-	-	-	-	-	-	-

1.2 PIKES PEAK SUBDIVISION (BNSF)

The information in the tables within this section is based on the data provided within the BNSF track chart for the Pikes Peak Subdivision from North Colorado Springs, CO to Pueblo Jct., CO (milepost 72.0 to milepost 120.3).

The Pikes Peak Subdivision varies between 1 and 3 main tracks with nine passing sidings. Adjoining subdivisions include Brush, Pueblo and Spanish Peaks.

1.2.1 SPEED DATA

The table below provides the maximum allowable speed in MPH for freight (the "F" following the speed indicates the restriction is for freight) and passenger trains (the "P" indicates the restriction is for passenger trains) along the main tracks and siding tracks throughout the Pikes Peak Subdivision within the study area limits. The table also provides the method of operation, which is either ABS, CTC, or PTC-CTC (CTC with Positive Train Control overlay). The Pikes Peak Subdivision is in part equipped with PTC. Milepost information is included to indicate the location at which the maximum allowable speed changes along the alignment. The FRA track classification for the Pikes Peak Subdivision main track is Class 4 coinciding with a maximum speed of 55 mph for freight and 79 mph for potential passenger trains.

Table 1.2.1.1: Pikes Peak Subdivision Speed Data, MP 72.00 to MP 84.39

(TABLE REDACTED)

*Further evaluation is required to validate potential allowable passenger speeds within the subdivision where reduced freight speeds are indicated due to FRA track classification or other constraints or restrictions.

Table 1.2.1.2: Pikes Peak Subdivision Speed Data, MP 84.39 to MP 120.27

(TABLE REDACTED)

*Further evaluation is required to validate potential allowable passenger speeds within the subdivision where reduced freight speeds are indicated due to FRA track classification or other constraints or restrictions.

1.2.2 FEATURES DATA

The table below provides the milepost location for features along the alignment, including crossings (private and public), turnouts, bridges, culverts, arches, and signals. The feature description includes the USDOT crossing inventory number for private and public crossings, and the turnout ID number for turnouts. The length of each bridge, culvert and arch is provided in the right-hand column, in linear feet.

Table 1.2.2: Pikes Peak Subdivision Features Data

(TABLE REDACTED)

1.2.3 CURVE DATA

The table below provides the location of each curve along the alignment, including the starting and ending milepost. The degree of and track side (right or left) for each curve is provided. Track side for the curve is according to increasing milepost direction. Each curve is identified by a curve number. If the curve is compound, this is indicated by a "Yes" (Y) in the right-hand column.

Table 1.2.3.1: Pikes Peak Subdivision Curve Data, Main 0

(TABLE REDACTED)

Table 1.2.3.2: Pikes Peak Subdivision, Main 1

(TABLE REDACTED)

1.2.4 GRADE DATA

The table below provides the percent grade along Main 0 / Main 1. Milepost information is included to indicate the location at which the grade changes along the alignment. Additionally, the distance between mileposts is provided as the length varies.

Table 1.2.4: Pikes Peak Subdivision Grade Data

(TABLE REDACTED)

Note: 1 – Distance between mileposts was not provided within the track chart and is assumed to be 5,280 linear feet.

1.2.5 CROSSING DATA

The table below provides information for private and public crossings along the alignment including location, USDOT crossing inventory number, street crossed, crossing type and position, crossing owner, identification of other railroads (if any) operating over the track at the crossing, quiet zones, maximum timetable speed in MPH, type and count of tracks, train detection for main track, crossing protection, and number of traffic lanes crossing the railroad. Please find that maximum timetable speeds coincide with specific track types (I.e. industry/siding/yard/main) shown in the column titled – Type and Count of Tracks. The information was gathered from the crossing inventory report for each crossing from the USDOT FRA – Safety Map website at https://fragis.fra.dot.gov/GISFRASafety/.

Table 1.2.5: Pikes Peak Subdivision Crossing Data

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
BNSF	Pikes Peak	76.503	003538E	East Fountain Boulevard	Public	At Grade	BNSF	UP	No	30	Yard - 1	None	Yes	2	-	2	-	-	-	-	-	4
BNSF	Pikes Peak	76.786	003541M	Wahsatch	Public	At Grade	BNSF	-	No	10	Industry - 1	None	Yes	2	-	-	-	-	-	-	-	4
BNSF	Pikes Peak	76.964	003542U	Costilla Street	Public	RR Over	BNSF	-	No	40	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	78.846	003535J	South Circle Drive	Public	RR Under	BNSF	-	No	40	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	81.318	003530A	Academy Boulevard	Public	RR Under	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	82.784	003528Y	Main Street	Public	At Grade	BNSF	UP	24 Hour	55	Main - 1	Constant Warning Time	Yes	2	-	-	-	4	-	-	4	4
BNSF	Pikes Peak	84.017	003527S	Fontaine Boulevard	Public	At Grade	BNSF	UP	24 Hour	55	Main - 1	Constant Warning Time	Yes	-	-	-	-	4	-	-	4	4
BNSF	Pikes Peak	84.700	924657G	Pedestrian Crossing	Public	RR Over	N/A	UP	No	55	Main - 2	None	No	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	85.178	967310S	Highway 16	Public	RR Under	BNSF	-	-	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	86.183	440805J	Duckwood Road	Public	At Grade	BNSF	-	24 Hour	55	Main - 2	Constant Warning Time	Yes	-	-	-	-	4	-	2 Quad	-	-
BNSF	Pikes Peak	87.236	003524W	Comanche Village	Public	At Grade	BNSF	UP	24 Hour	55	Main - 1	Constant Warning Time	Yes	-	-	-	-	2	-	2 Quad	4	3
BNSF	Pikes Peak	88.136	003523P	Ohio Avenue	Public	At Grade	BNSF	UP	No	55	Main - 1	Motion Detection	Yes	2	-	-	-	2	-	-	2	2
BNSF	Pikes Peak	88.296	003521B	Illinois Avenue	Public	At Grade	BNSF	UP	No	55	Main - 1	Motion Detection	Yes	2	2	-	-	2	-	-	2	2
BNSF	Pikes Peak	89.184	003520U	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pikes Peak	89.454	003519A	Ray Nixon Road	Private	At Grade	BNSF	UP	No	50	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pikes Peak	91.981	003518T	RD Nixon PP	Public	RR Over	BNSF	-	No	50	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	92.244	979197K	Private	Private	At Grade	N/A	-	-	10	Industry - 2	None	No	-	-	-	-	-	-	-	-	2
BNSF	Pikes Peak	93.406	003516E	Loren Lane	Public	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	-	-	-	-	-	-
BNSF	Pikes Peak	95.288	003515X	Old Pueblo Road	Public	At Grade	BNSF	UP	No	55	Main - 1	Constant Warning Time	Yes	-	-	-	-	2	-	-	2	2
BNSF	Pikes Peak	97.919	003514R	Wigwam Road	Public	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pikes Peak	100.266	003513J	CO RD 100	Public	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pikes Peak	101.333	003512C	Totton Road	Public	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pikes Peak	102.713	003510N	Young Hollow Road	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pikes Peak	103.316	003509U	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pikes Peak	104.741	003508M	CO RD 104	Public	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	1	-	-	-	-	-	-	-	2
BNSF	Pikes Peak	105.505	003507F	CO RD 106	Public	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	2	-	-	-	-	-	-	-	1
BNSF	Pikes Peak	106.512	003505S	Pinon Road	Public	At Grade	BNSF	UP	No	55	Main - 1	Constant Warning Time	Yes	2	-	-	-	2	-	-	-	1
BNSF	Pikes Peak	107.741	003503D	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pikes Peak	108.680	003502W	Gobatti Road	Public	At Grade	BNSF	UP	No	55	Main - 1; Siding - 1	None	Yes	2	-	-	-	-	-	-	-	1

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
BNSF	Pikes Peak	109.600	003501P	I-25	Public	RR Over	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	112.642	003500H	Private	Private	At Grade	BNSF	UP	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	-
BNSF	Pikes Peak	113.368	003885B	Platteville Boulevard	Public	At Grade	BNSF	UP	No	55	Main - 1; Industry - 1	Constant Warning Time	Yes	2	-	-	-	2	-	-	2	2
BNSF	Pikes Peak	115.431	003499R	US Highway 50	Public	RR Over	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	116.464	003498J	29th Street	Public	At Grade	BNSF	UP	No	55	Main - 1; Yard - 2	Constant Warning Time	Yes	2	-	-	-	2	-	-	2	2
BNSF	Pikes Peak	117.551	003497C	18th Street	Public	RR Under	BNSF	-	No	55	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Pikes Peak	118.962	929022V	West 8th Street	Public	At Grade	N/A	-	-	10	Yard - 1; Industry - 1	None	No	2	-	-	-	-	-	-	-	4
BNSF	Pikes Peak	118.980	003496V	4th Street	Public	RR Under	BNSF	-	No	45	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-

1.3 COLORADO SPRINGS SUBDIVISION (UP)

The information in the tables within this section is based on the data provided within the UP track chart and timetable for the Colorado Springs Subdivision from North Colorado Springs, CO to Pueblo Jct., CO (milepost 70.00 to milepost 120.00).

The Colorado Springs Subdivision is primarily a double track railroad with two passing sidings. Adjoining subdivisions include Brush and Tennessee Pass.

1.3.1 SPEED DATA

The table below provides the maximum allowable speed in MPH for freight (the "F" following the speed indicates the restriction is for freight) and passenger trains (the "P" indicates the restriction is for passenger trains) along the main tracks and siding tracks throughout the Colorado Springs Subdivision based on the track chart. The table also provides the method of operation, which is either ABS or CTC. The Colorado Springs Subdivision is not equipped with PTC. Milepost information is included to indicate the location at which the speed changes along the alignment. The FRA track classification for the Colorado Springs Subdivision main track is Class 4 coinciding with a maximum speed of 55 mph for freight and 79 mph for potential passenger trains.

Table 1.3.1: Colorado Springs Subdivision Speed Data, MP 70.00 to MP 120.00

(TABLE REDACTED)

*further evaluation is required to validate potential allowable passenger speeds within the subdivision where reduced freight speeds are indicated due to FRA track classification or other constraints or restrictions.

1.3.2 FEATURES DATA

The table below provides the milepost location for features along the alignment, including crossings (private and public), turnouts, bridges, culverts, arches, and signals. The feature description includes the USDOT crossing inventory number for private and public crossings. It should be noted that the UP track chart does not include the turnout ID number for turnouts. The length of each bridge, culvert and arch is provided in the right-hand column, in linear feet.

Table 1.3.2: Colorado Springs Subdivision Features Data

(TABLE REDACTED)

1.3.3 CURVE DATA

The table below provides the location of each curve along the alignment, including the starting and ending milepost. The degree of and track side (right or left) for each curve is provided. Track side for the curve is according to increasing milepost direction. Each curve is identified by a curve number.

Table 1.3.3.1: Colorado Springs Subdivision Curve Data, Main 1

(TABLE REDACTED)

Table 1.3.3.2: Colorado Springs Subdivision Curve Data, Main 2

(TABLE REDACTED)

1.3.4 GRADE DATA

The table below provides the percent grade along the alignment. Milepost information is included to indicate the location at which the grade changes along the alignment.

Table 1.3.4.1: Colorado Springs Subdivision Grade Data, Main 1

(TABLE REDACTED)

Table 1.3.4.2: Colorado Springs Subdivision Grade Data, Main 2

(TABLE REDACTED)

1.3.5 CROSSING DATA

The table below provides information for private and public crossings along the alignment including location, USDOT crossing inventory number, street crossed, crossing type and position, crossing owner, identification of other railroads (if any) operating over the track at the crossing, quiet zones, maximum timetable speed in MPH, type and count of tracks, train detection for main track, crossing protection, and number of traffic lanes crossing the railroad. Please find that maximum timetable speeds coincide with specific track types (I.e. industry/siding/yard/main) shown in the column titled – Type and Count of Tracks. The information was gathered from the crossing inventory report for each crossing from the USDOT FRA – Safety Map website at https://fragis.fra.dot.gov/GISFRASafety/.

Table 1.3.5: Colorado Springs Subdivision Crossing Data

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
UP	Colorado Springs	73.730	253091G	West Uintah Street	Public	RR Over	UP	-	No	45	Main - 1; Siding - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	74.230	253092N	Pedestrian	Public	RR Under	UP	-	No	45	Main - 1; Siding - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	74.690	253093V	West Bijou Street	Public	RR Under	UP	-	No	30	Main - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	74.970	253095J	West Colorado Avenue/US 24	Public	RR Under	UP	-	No	30	Main - 1; Siding - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	75.170	973812S	Pedestrian Olympic Museum	Public	RR Under	UP	BNSF	-	40	Main - 1; Siding - 1	Other	-	-	-	-	-	-	-	-	-	-
BNSF	Colorado Springs	75.350	254328G	Conejos Street	Public	At Grade	BNSF	-	No	10	Yard - 1	Other	No	-	-	-	-	-	-	-	2	2
UP	Colorado Springs	75.370	253096R	West Cimarron Street	Public	RR Under	UP	-	No	30	Main - 1; Siding - 1; Yard - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	75.406	905768X	Private	Private	At Grade	UP	-	No	20	Industry - 1	Other	No	-	2	-	Yes	-	-	-	-	-
UP	Colorado Springs	75.602	253097X	West Las Animas Street	Public	At Grade	UP	BNSF	No	30	Main - 1; Siding - 1	Constant Warning Time	Yes	-	-	-	-	-	-	-	2	2
UP	Colorado Springs	75.784	253098E	South Sierra Madre Street	Public	At Grade	UP	BNSF	No	30	Main - 1; Siding - 1	Constant Warning Time	Yes	-	-	-	-	2	-	2 Quad	4	3
UP	Colorado Springs	76.120	253099L	South Tejon Street	Public	RR Over	UP	-	No	30	Main - 1; Siding - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	76.200	253100D	South Nevada Avenue	Public	RR Over	UP	-	No	30	Main - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	76.640	253109P	South Royer Street	Public	At Grade	UP	BNSF	No	40	Main - 1	Other	Yes	-	-	-	-	2	-	2 Quad	4	2
UP	Colorado Springs	77.800	753737B	US 24	Public	RR Under	UP	-	No	40	Main - 1	Other	No	-	-	-	-	-	-	-	-	-
BNSF	Colorado Springs	78.840	253114L	Harrison Road	Public	RR Under	N/A	-	No	-	-	-	No	-	-	-	-	-	-	-	-	-
BNSF	Colorado Springs	84.690	920176A	Private	Public	RR Over	N/A	-	No	55	Main - 1	-	No	-	-	-	-	-	-	-	-	-
BNSF	Colorado Springs	85.240	254382A	SH 16 Overpass	Public	RR Under	UP	BNSF	No	55	Main - 1; Yard - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	85.800	253121W	Fountain Mesa Road	Private	At Grade	UP	BNSF	No	55	Main - 1	None	Yes	-	2	-	Yes	-	-	-	-	2
UP	Colorado Springs	87.120	908024B	Comanche Village Drive	Public	At Grade	UP	BNSF	24 Hour	50	Main - 1	None	Yes	-	-	-	-	2	-	2 Quad	4	3
UP	Colorado Springs	88.230	253124S	Ohio Avenue	Public	At Grade	UP	BNSF	24 Hour	50	Main - 1	None	Yes	-	-	-	-	2	-	2 Quad	4	4
UP	Colorado Springs	89.610	253125Y	Link Road	Public	At Grade	UP	BNSF	24 Hour	50	Main - 1	None	Yes	-	-	-	-	2	-	2 Quad	2	2
UP	Colorado Springs	91.370	254388R	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	92.430	253126F	Birdsall Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	2	-	1	-	-	-	-	-	2
UP	Colorado Springs	93.030	253127M	Old Pueblo Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	-	-	-	-	2	-	-	2	2

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
UP	Colorado Springs	94.270	254392F	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	95.150	253128U	Hanover Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	-	-	-	-	2	-	-	2	2
UP	Colorado Springs	96.930	255238L	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	97.760	254360A	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	99.130	253129B	County Road 475	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	2	-	1	-	-	-	-	-	1
UP	Colorado Springs	100.220	253130V	County Road 100	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	2	-	1	-	-	-	-	-	1
UP	Colorado Springs	100.540	255236X	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	101.280	253131C	Totton Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	2	-	1	-	-	-	-	-	1
UP	Colorado Springs	102.610	255243H	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	103.190	255244P	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	104.620	253144D	County Road 104	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	2	-	1	-	-	-	-	-	2
UP	Colorado Springs	105.380	253132J	Pinon Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	2	-	1	-	-	-	-	-	1
UP	Colorado Springs	106.380	253134X	Pace Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	-	-	-	-	2	-	2 Quad	2	2
UP	Colorado Springs	107.760	255245W	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	Other	No	-	2	-	Yes	-	-	-	-	1
UP	Colorado Springs	108.550	253135E	Bragdon Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	2	-	2	-	-	-	-	-	2
UP	Colorado Springs	109.600	255246D	Bragdon Road	Private	At Grade	UP	BNSF	No	50	Main - 2	None	No	-	2	-	Yes	-	-	-	-	2
UP	Colorado Springs	110.070	255247K	Private	Private	At Grade	UP	BNSF	No	50	Main - 1	None	No	-	2	-	Yes	-	-	-	-	2
UP	Colorado Springs	112.650	253136L	Eden Road	Public	At Grade	UP	BNSF	No	50	Main - 1	Other	Yes	-	-	-	-	-	-	-	2	2
UP	Colorado Springs	115.010	748579T	Dillon Avenue Overpass	Public	RR Under	UP	BNSF	No	45	Main - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	115.310	253138A	SH 47	Public	RR Under	UP	BNSF	No	45	Main - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	115.960	253139G	West 29th Street	Public	RR Over	UP	BNSF	No	45	Main - 1	Other	Yes	-	-	-	-	-	-	-	-	2
UP	Colorado Springs	116.280	253141H	26th Street	Public	At Grade	UP	BNSF	No	45	Main - 1	Other	Yes	-	-	-	-	2	-	2 Quad	4	2
UP	Colorado Springs	116.730	253142P	US HWY 50 Overpass	Public	RR Under	UP	BNSF	No	45	Main - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	117.670	253143W	8th Street Overpass	Public	RR Under	UP	BNSF	No	45	Main - 1; Yard - 1	Other	No	-	-	-	-	-	-	-	-	-
UP	Colorado Springs	117.910	253147Y	4th Street Overpass	Public	RR Under	UP	BNSF	No	45	Main - 1	Other	No	-	-	-	-	-	-	-	-	-

1.4 BOISE CITY SUBDIVISION (BNSF)

The existing conditions also include a small portion of data from the neighboring BNSF Boise City Subdivision (milepost 554 to milepost 557). The information in the tables within this section is based on the data provided within the BNSF track chart for this portion of the Boise City Subdivision. The data for this portion is included as this segment includes the existing La Junta Station/SW Chief operations.

The Boise City Subdivision is primarily a double track railroad with nine passing sidings. Adjoining subdivisions include Pueblo, Raton and Red River Valley.

The La Junta Yard is located within the Boise City Subdivision. The westernmost turnout for the La Junta Yard is between milepost 556 and milepost 555 on the Boise City Subdivision. The rail yard is intended to load commodity trains and for locomotive inspections and serves as a staging yard for through trains and crew changes. The yard is a good location for enroute storage of surplus railcars as demands fluctuate. All trains movements are managed by the Boise City Subdivision Dispatcher (BNSF). The La Junta Rail Yard includes approximately 50 yard tracks and associated rail infrastructure and includes tool houses, car repair building, diesel fuel tank and other ancillary facilities. Refer to (REDACTED Appendix B, pages 121 and 130-133 for more detailed information and a schematic of the yard. More detailed Operations data related to the La Junta Yard will be presented in the Task 5 Operations Analysis of the Service Planning and Engineering Report.

1.4.1 SPEED DATA

The table below provides the maximum allowable speed in miles per hour (MPH) for freight (the “F” following the speed indicates the restriction is for freight) along the main tracks throughout the Boise City Subdivision based on the track chart. The table also provides the method of operation, which is either ABS or CTC. The Boise City Subdivision is equipped with PTC from MP 533.6 to MP 557.0. Milepost information is included to indicate the location at which the maximum allowable speed changes along the alignment. The FRA track classification for the Boise City Subdivision main track is Class 4 coinciding with a maximum speed of 55 mph for freight and 79 mph for potential passenger trains.

Table 1.4.1: Boise City Subdivision Speed Data, MP 554.00 to MP 557.00

(TABLE REDACTED)

The table below provides the maximum allowable speed in miles per hour (MPH) for passenger trains (the “P” indicates the restriction is for passenger trains) along the main tracks throughout the Boise City Subdivision based on the track chart.

Table 1.4.2: Boise City Subdivision Speed Data, MP 554.00 to MP 557.00 (Passenger)

(TABLE REDACTED)

1.4.2 FEATURES DATA

The table below provides the milepost location for features along the alignment, including crossings (private and public), turnouts, bridges, culverts, arches, and signals. The feature description includes the USDOT crossing inventory number for private and public crossings, and the turnout ID number for turnouts. The length of each bridge, culvert and arch is provided in the right-hand column, in linear feet.

Table 1.4.2: Boise City Subdivision Features Data

(TABLE REDACTED)

1.4.3 CURVE DATA

The table below provides the location of each curve along the alignment, including the starting and ending milepost. The degree of and track side (right or left) for each curve is provided. Track side for the curve is according to increasing milepost direction. Each curve is identified by a curve number. If the curve is compound, this is indicated by a “Yes” (Y) in the right-hand column.

Table 1.4.3.1: Boise City Subdivision Curve Data, Main 1

(TABLE REDACTED)

Table 1.4.3.2: Boise City Subdivision Curve Data, Main 2

(TABLE REDACTED)

1.4.4 GRADE DATA

The table below provides the percent grade along Main Track 1. Milepost information is included to indicate the location at which the grade changes along the alignment.

Table 1.4.4: Boise City Subdivision Grade Data, Main 1

(TABLE REDACTED)

1.4.5 CROSSING DATA

The table below provides information for private and public crossings along the alignment including location, USDOT crossing inventory number, street crossed, crossing type and position, crossing owner, identification of other railroads (if any) operating over the track at the crossing, quiet zones, maximum timetable speed in MPH, type and count of tracks, train detection for main track, crossing protection, and number of traffic lanes crossing the railroad. Please find that maximum timetable speeds coincide with specific track types (I.e. industry/siding/yard/main) shown in the column titled – Type and Count of Tracks. The information was gathered from the crossing inventory report for each crossing from the USDOT FRA – Safety Map website at https://fragis.fra.dot.gov/GISFRASafety/.

Table 1.4.5: Boise City Subdivision Crossing Data

Primary Operating Railroad	Railroad Subdivision or District	Mile Post	DOT Crossing Inventory Number	Street	Crossing Type	Crossing Position	Crossing Owner	Other Railroads Operating Over Track at Crossing	Quiet Zone	Maximum Timetable Speed (MPH)	Type and Count of Tracks	Train Detection (Main Track Only)	Is Track Signaled?	Crossing Protection								Number of Traffic Lanes Crossing Railroad
														Crossbuck Assemblies	Stop Signs	Yield Signs	Private Crossing Signs (if private)	Gate Arms		Gate Configuration	Mast Mounted Flashing Lights	
																		Roadway	Pedestrian			
BNSF	Boise City	554.300	003283K	Main Street	Public	RR Under	BNSF	Amtrak	No	79	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Boise City	555.364	003284S	Anderson Street	Public	At Grade	BNSF	Amtrak	No	79	Main - 2; Yard - 1	Motion Detection	Yes	2	-	-	-	2	-	-	2	2
BNSF	Boise City	555.825	003286F	US Highway 50	Public	RR Over	BNSF	Amtrak	No	79	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Boise City	555.875	003287M	Potter Drive	Public	RR Over	BNSF	Amtrak	No	79	Main - 1	None	Yes	-	-	-	-	-	-	-	-	-
BNSF	Boise City	556.230	003359N	Private	Private	At Grade	BNSF	-	No	10	Main - 1; Yard - 1	None	No	2	2	-	Y	-	-	-	-	-

1.5 AMTRAK LA JUNTA STATION

The table below provides information for the Amtrak La Junta Station including station amenities. The information is based on Amtrak's internal station inventory database.

Table 1.5: Station Information for Amtrak La Junta Station

Station Owner – Name	BNSF
Year Built	1951
Type of Station	Passenger
Station Classification Type	Category 3 - Caretaker
Type of Construction	Brick
Station Air Conditioned	No
Parking Lot Owner	BNSF
Parking Lot Type	Gravel
Parking Location	Adjacent to station
Number of Platforms	2
Type of Platforms	1 side, 1 island
Platform Faces	3
Platform Height	Low
Platform Length	1,350 feet of usable low-level passenger platform
Vending Machines	Yes
ATM	No
Number of Arrow Terminals	1
Number of Ticket Windows	0
Number of Ticket Printers	1
Number of Message Printers	1
Number of Bag Check Positions	0
Amtrak Connect WiFi	No
Waiting Room Area	1,400 square feet
Waiting Room Capacity	20 people
Number of Pay Phones	1 (inside)
Number of Water Fountains	1
Number of Elevators	0
Number of Escalators	0
Number of Men's Restrooms	1
Number of Women's Restrooms	1
Number of Luggage Carts	1
Number of Baggage Floats	0

2.0 OPERATIONS

2.1 PUEBLO, PIKES PEAK, COLORADO SPRINGS, AND BOISE CITY SUBDIVISIONS

The Assessment Team is working with BNSF and UP to analyze existing services on the proposed Amtrak route based on 2019 data. More detailed Operations data (of which collection is on-going) will be presented in the Task 5 Operations Analysis of the Service Planning and Engineering Report. This includes train counts operating over each subdivision by direction. As the operations analysis continues, we will further break these down into general through train types and regular local service by creating less than subdivision segments with train counts by direction. In addition, we will identify train work activities that significantly impact mainline capacity by location as part of this analysis.

The table below provides average train parameters by type, which apply to all subdivisions in the study area.

Table 2.1: Average Train Parameters by Type

Train Category	Tonnage (Tons)	Length (Feet)	Power/Weight (Horsepower/Ton)
Loaded Unit Coal	18,600	6,900	0.9
Loaded Unit Coal (Extended)	37,200	13,800	0.9
Empty Unit Coal	3,100	6,900	4.7
Empty Unit Coal (Extended)	6,200	13,800	4.4
Loaded Unit Grain	16,800	7,000	1.1
Empty Unit Grain	3,700	7,000	3.8
Unit Train	10,600	6,800	2.5
Manifest	9,000	6,500	1.8
Intermodal	7,600	8,000	2.0
Local	2,100	2,100	4.6

The following figure summarizes the average trains per day in each direction for each subdivision in the study area based on 2019 data, as detailed in the following subsections.

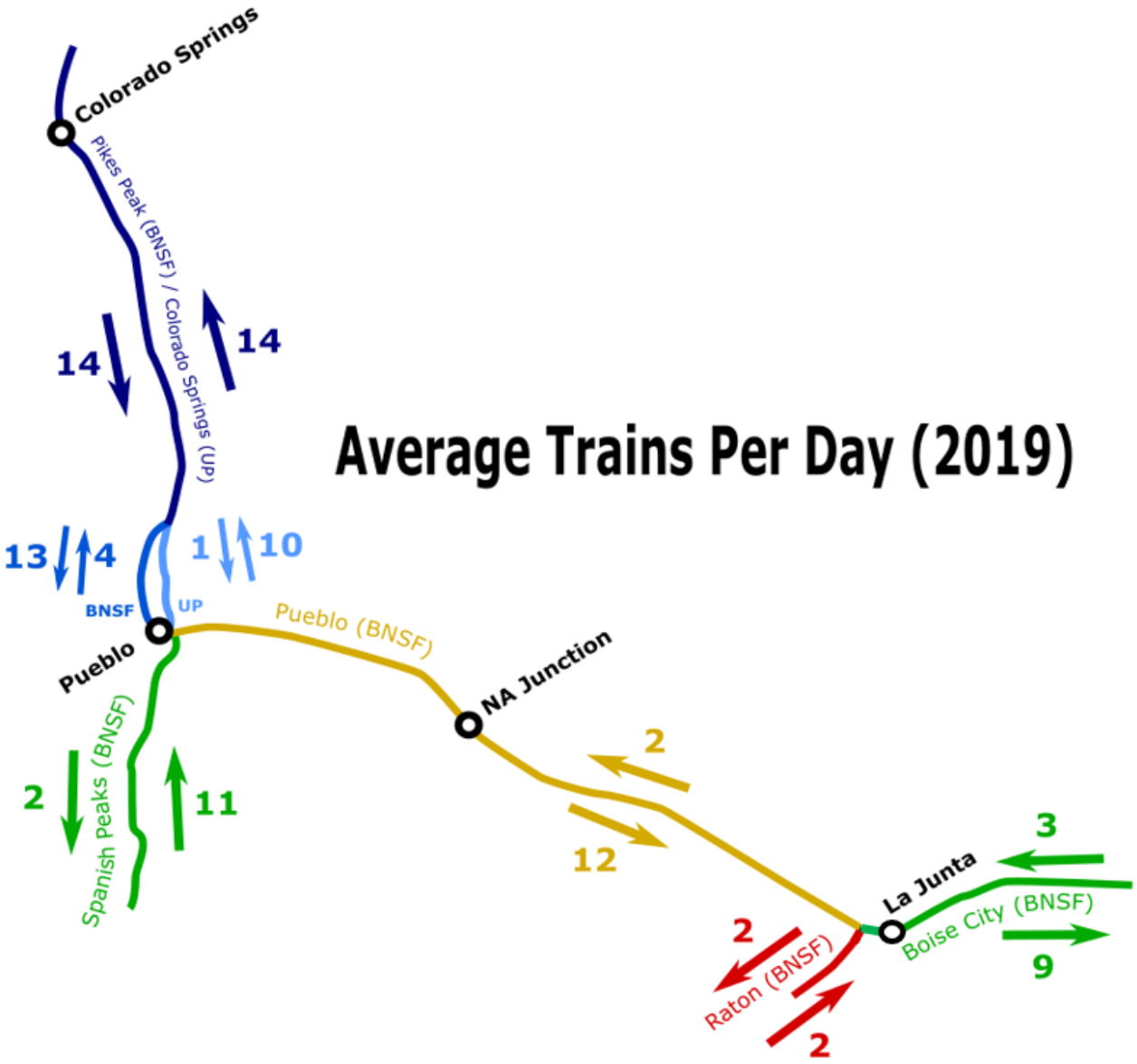


Figure 2.0: Average Trains Per Day*

(*all movements are freight with the exception of Boise City and Raton, which include 1 SW Chief in either direction per day)

2.1.1 PUEBLO SUBDIVISION OPERATIONAL DATA

Based on the 2019 operational data provided by BNSF, the average daily train frequency for the Pueblo Subdivision is two (2) northbound trains and twelve (12) southbound trains, for a total of fourteen (14) trains per day. This data includes both BNSF and UP trains, and the train frequency does not change significantly throughout the subdivision in the study area.

2.1.2 PIKES PEAK / COLORADO SPRINGS SUBDIVISIONS OPERATIONAL DATA

Based on the 2019 operational data provided by BNSF and UP, the average daily train frequency for the Pikes Peak Subdivision and Colorado Springs Subdivision is fourteen (14) northbound

trains and fourteen (14) southbound trains, for a total of twenty-eight (28) trains per day. This data includes both BNSF and UP trains, and the train frequency does not change significantly throughout the subdivisions in the study area.

2.1.3 BOISE CITY SUBDIVISION OPERATIONAL DATA

Based on the 2019 operational data provided by BNSF, the average daily train frequency for the Boise City Subdivision is three (3) northbound trains and nine (9) southbound trains, for a total of twelve (12) trains per day, which includes one (1) SW Chief movement in either direction per day.

2.1.4 LOCAL CREW OPERATIONAL DATA

Currently, BNSF locals work out of Pueblo yard (MP 119.0) five days a week, Monday to Friday. The crew comes on-duty at the Pueblo Yard at 6 AM, typically working for up to 6 hours before returning to Pueblo Yard, servicing the following areas:

- Tue/Thu: Working on Pueblo Subdivision from Pueblo to Avondale (MP 604.0)
- Mon/Wed/Fri: Working on Pikes Peak Subdivision from Pueblo to Bragdon (MP 109.4)

UP locals work out of the Colorado Springs yard (MP 74.9) five days a week, Monday to Friday. The crew comes on-duty at the Colorado Spring yard at 6 AM and works in both directions on the Pikes Peak/Colorado Springs Subdivisions between Denver and Pueblo. The crew typically begin in the south at Crews (MP 84.4) and work northward to Orsa (MP 27.4). A local crew also services NA Junction on Pueblo Subdivision 2-3 times a week.

Local work assignments are subject to change on short notice, and work will vary depending on customer requirements and volumes.

Further train operations details will be provided in the Operations Analysis Report (included as part of the Service Planning and Engineering Analysis Report) including base case existing train operation performance as well as the additional alternative Amtrak through-car services.

2.2 AMTRAK *SOUTHWEST CHIEF*

Based on the operational data provided by Amtrak, the Assessment Team analyzed the arrival and departure time data for La Junta Station for fiscal year 2021.

2.2.1 OPERATIONAL DATA

La Junta Station On-Time Performance

The table below provides the on-time performance (within 15 minutes of scheduled arrival or departure) at La Junta Station.

Table 2.4.1.1: La Junta Station On-Time Performance

Train	Arrivals or Departures	On-Time Performance (%)
Amtrak 3 (Westbound)	Arrivals	67.4
	Departures	63.1
Amtrak 4 (Eastbound)	Arrivals	28.3
	Departures	27.9

The table below provides the average time late (if not within 15 minutes of scheduled arrival/departure) at La Junta Station.

Table 2.4.1.2: La Junta Station Average Time Late

Train	Arrivals or Departures	Average Time Late (Minutes)	Standard Deviation (Minutes)
Amtrak 3 (Westbound)	Arrivals	83.95	95.80
	Departures	83.72	93.42
Amtrak 4 (Eastbound)	Arrivals	133.82	146.68
	Departures	135.21	147.43

Southwest Chief Train Consist

The current and planned/future train consist for *Southwest Chief* is detailed in the table below. It should be noted that the consist plan varies periodically based on ridership forecasts, fleet availability and other business factors.

Table 2.4.1.3: Southwest Chief Consist – Current and Planned

Current Consist (April 2022)	Planned Consist (Summer 2022)
Locomotive (2)	Locomotive (2)
Superliner Sleeping Car (2)	Viewliner II Baggage Car (1)
Superliner Dining Car (1)	Superliner Transition Sleeper (1)
Superliner Lounge Car (1)	Superliner Sleeping Car (1)
Superliner Coach (1)	Superliner Dining Car (1)
Superliner Coach-Baggage (1)	Superliner Lounge Car (1)
-	Superliner Coach (2)
-	Superliner Coach-Baggage (1)

APPENDIX A: FRA GRADE CROSSING SAFETY

The table below provides a summary of accident information for highway-rail accidents that have occurred at grade crossings within the limits of the study area over the past five (5) years (February 2017 through February 2022) including the date and time of the accident, reporting railroad, subdivision, grade crossing ID number, highway, incident number and incident description. The information was gathered from the accident data as reported by railroads downloaded from the FRA Office of Safety Analysis website at https://safetydata.fra.dot.gov/OfficeofSafety/default.aspx.

Table 3.1: Highway-Rail Crossing Accidents, 2017-2022

Year	Month	Day	Time	Reporting Railroad	Subdivision	Grade Crossing ID Number	Highway	Incident Number	Incident Description
2018	OCTOBER	25	8:30 PM	BNSF	PIKES PEAK	245392G	SANTA FE AVENUE	PR1018202	VEHICLE WENT THROUGH THE GATE AND STRUCK THE TRAIN RESULTING IN INJURY TO TRESPASSER. CREW WAS NOT DRUG/ALCOHOL TESTED.
2018	JANUARY	18	6:40 PM	UP	COLORADO SPRINGS	921478F	SOUTH SANTA FE DRIVE	0118DV010	HIGHWAY USER'S ACTIONS: STOPPED AND THEN PROCEEDED. #32 WARNING DEVICE: FLAGMAN.
2018	SEPTEMBER	05	3:57 PM	BNSF	PUEBLO	421995N	CR 601 IL ROAD	PR0918203	HIGHWAY USER FAILED TO YIELD AT THE CROSSING AND WAS STRUCK BY THE TRAIN. CREW WAS NOT DRUG/ALCOHOL TESTED.
2018	APRIL	05	10:50 PM	BNSF	PIKES PEAK	253109P	SOUTH ROYER STREET	PR0418202	SOUTHBOUND CNAMSPT029A STRUCK UNOCCUPIED VEHICLE. NO CREWMEMBERS WERE DRUG/ALCOHOL TESTED.
2018	MAY	15	12:50 PM	BNSF	PIKES PEAK	003617R	PRIVATE	PR0518202	NO CREWMEMBERS WERE DRUG/ALCOHOL TESTED. NORTHBOUND LPWR030715I STRUCK AN EASTBOUND AUTO THAT DID NOT STOP. BOTH OCCUPANTS OF THE AUTO WERE FATALLY INJURED.
2019	AUGUST	22	9:20 AM	BNSF	BOISE CITY	003732X	4TH STREET-W OF ELM STREET	KS0819202	USER'S AGE UNKNOWN. SEMI TRUCK AND TRAILER FAILED TO YIELD FOR TRAIN AT CROSSING AND STRUCK THE SIDE OF THE LOCOMOTIVE.
2019	MAY	03	10:25 PM	BNSF	PIKES PEAK	245394V	KALAMATH AVENUE	PR0519202	USER'S AGE UNKNOWN, VEHICLE WAS TRAVELING DOWN A ONE-WAY STREET IN THE WRONG DIRECTION AND WAS STRUCK BY THE TRAIN. THE VEHICLE FLED THE SCENE. 41: GATES ON OPPOSITE SIDE OF APPROACH.
2019	NOVEMBER	28	4:45 AM	BNSF	BOISE CITY	003733E	SH287 NO CAMPO	KS1119202	SEMI TRUCK AND TRAILER WENT THROUGH GATES, STOPPED ON THE CROSSING, DRIVER EXITING VEHICLE PRIOR TO TRAIN STRIKING SEMI TRUCK AND TRAILER. NO HAZMAT RELEASED.
2019	SEPTEMBER	20	8:26 AM	Amtrak	BOISE CITY	003265M	CO RD 8.75	161212	TRAIN 3 OPERATING WITH LOCOMOTIVES E/5-E/33, 9 CARS AND 1 PRIVATE CAR STRUCK AN OCCUPIED VEHICLE AT MP 538.4, COUNTY RD 8.75 CROSSING. THE VEHICLE OPERATED THROUGH THE CROSSING ATTEMPTING TO BEAT THE TRAIN, WAS STRUCK AND KNOCKED CLEAR OF THE TRAIN AND TRACKS. TWO OCCUPANTS IN THE VEHICLE WERE FATALLY INJURED IN THE INCIDENT. DAMAGE TO E/5 WAS REPORTED ON FIREMANS SIDE LADDER.
2019	DECEMBER	03	10:10 PM	BNSF	PIKES PEAK	245460F	ALAMEDA EO NAVAJ	PR1219202	VEHICLE FAILED TO YIELD AT CROSSING AND WAS STRUCK BY TRAIN. NO HAZMAT RELEASED.

Year	Month	Day	Time	Reporting Railroad	Subdivision	Grade Crossing ID Number	Highway	Incident Number	Incident Description
2020	NOVEMBER	03	12:53 PM	BNSF	PIKES PEAK	245392G	SANTA FE AVENUE	PR1120201	DRIVER WAS HEADED THE WRONG WAY DOWN A ONE-WAY STREET AND DROVE INTO THE SIDE OF A TRAIN THAT WAS OCCUPYING THE CROSSING. NO HAZMAT RELEASED.
2020	NOVEMBER	04	4:58 PM	BNSF	PUEBLO	973305J	THIRD STREET	PR1120203	USER'S AGE UNKNOWN. TRAIN WAS SHOVING OVER A GRADE CROSSING WITH THE CREW PROTECTING THE POINT WHEN A PICKUP TRUCK IMPACTED THE SIDE OF A RAILCAR. NO HAZMAT RELEASED.
2020	JANUARY	04	1:40 AM	BNSF	PIKES PEAK	253098E	SOUTH SIERRA MADRE STREET	PR0120201	USER'S AGE UNKNOWN. TRAIN STRUCK UNOCCUPIED VEHICLE THAT WAS STOPPED ON THE CROSSING.
2020	FEBRUARY	06	10:30 PM	BNSF	PIKES PEAK	245353R	MISSISS WO KALAM	PR0220202	USER'S AGE UNKNOWN. VEHICLE DROVE INTO THE SIDE OF A TRAIN THAT WAS OCCUPYING THE CROSSING. NO HAZMAT RELEASED.
2020	JANUARY	06	3:18 PM	BNSF	BOISE CITY	003269P	CO RD	KS0120201	ROAD GRADER PULLED ONTO THE GRADE CROSSING AND STOPPED PRIOR TO BEING STRUCK BY TRAIN. NO HAZMAT RELEASED.
2021	JUNE	11	6:09 PM	BNSF	BOISE CITY	003726U	CAMPO 6 5MI SEO	KS0621201	TRAIN STRUCK TRUCK AND TRAILER THAT WAS STOPPED ON THE GRADE CROSSING. NO HAZMAT RELEASED. USER'S AGE UNKNOWN.
2021	NOVEMBER	13	1:40 PM	UP	COLORADO SPRINGS	921020E	KALAMATH STREET	1121GP026	HIGHWAY USER'S ACTIONS: WENT AROUND THE GATE - STOPPED.
2021	APRIL	23	1:30 AM	BNSF	PIKES PEAK	245394V	KALAMATH AVENUE	PR0421201	TRAIN STRUCK VEHICLE THAT WENT AROUND THE GATES AT A GRADE CROSSING. NO HAZMAT RELEASED.
2021	MAY	19	8:37 AM	BNSF	PIKES PEAK	003617R	PRIVATE	PR0521203	USER'S AGE UNKNOWN. TRAIN STRUCK PICK UP TRUCK THAT FAILED TO YIELD AT THE GRADE CROSSING. NO HAZMAT RELEASED.
2021	JULY	15	6:31 PM	BNSF	PIKES PEAK	003527S	FONTAINE BOULEVARD	PR0721202	HIGHWAY USER DROVE THROUGH THE GATES AND IMPACTED THE SIDE OF THE LOCOMOTIVE. NO HAZMAT RELEASED.
2022	FEBRUARY	22	7:51 AM	BNSF	BOISE CITY	003732X	CO RD J	KS0222204	TRAIN STRUCK SEMI TRUCK AND TRAILER THAT FAILED TO YIELD AT THE GRADE CROSSING. NO HAZMAT RELEASED.