

Purpose/Description

Transit maintenance facilities are required for the storage, maintenance, and upkeep of transit vehicles. They typically include vehicle and supply storage, a maintenance shop(s), offices, and employee parking.

Application to the I-70 East Corridor

For the I-70 East Corridor, we are evaluating alternative options for the various transit technologies that may be evaluated in the Draft Environmental Impact Statement (i.e., commuter rail, light rail, and/or bus rapid transit). For commuter rail, we will also be evaluating options for sharing a maintenance facility with other planned transit corridors, including the US 36 Corridor to Boulder and the North Metro Corridor to Thornton. For light rail, we will be looking at the other light rail corridors to see if a new facility is required and where it would be located. Light rail technology does not share maintenance facilities with commuter rail. A centralized maintenance facility, which is shared among corridors, allows RTD to reduce costs and operate its transit system more efficiently.

Site Requirements

- 50-70 acres
- Ability to serve the I-70 East Corridor, US 36 Corridor, and/or the North Metro Corridor
- Close to Denver Union Station
- Rectangular shape to accommodate required features
- Ability for expansion
- Two or more points of exclusive RTD rail access
- Minimal conflict with freight operations
- Acceptable roadway access

The information shown on this exhibit highlights conceptual work in progress and is subject to change as the environmental impact statement process continues.

A cooperative effort between FHWA, FTA, CDOT, RTD, and Denver

Screening Process and Criteria

In cooperation with the US 36 Corridor team, several locations for a central maintenance facility have been identified for commuter rail. Light rail technology does not share maintenance facilities with commuter rail. Locations for light rail facilities are still being explored. Two levels of screening have been completed to reduce commuter rail locations down to the three that are recommended for evaluation in the DEIS. The screening criteria that were used to eliminate some of the locations includes:

1st Level Screening Criteria (Transportation function)

- Located within 5 miles (20 minutes) of Denver Union Station
- Meets size and configuration requirements
- Rail access to site is at-grade
- On RTD rail corridor
- Does not require crossing of freight tracks
- Does not require closing of major roadway
- Does not have substantial environmental impacts

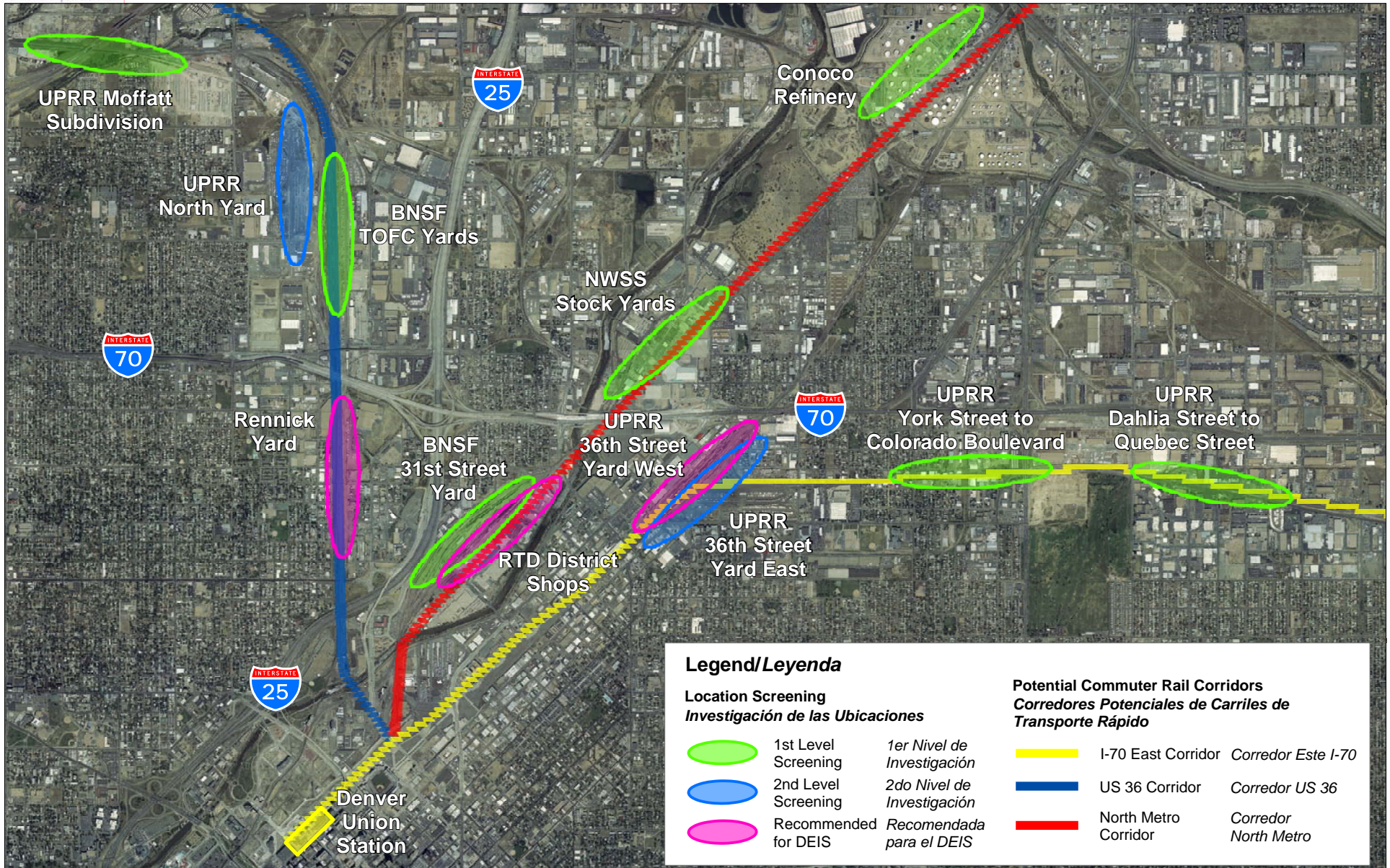
2nd Level Screening Criteria (Site relationship/compatibility)

- Current on-site freight operations/functions can be relocated
- Does not require new infrastructure for site access
- Does not have substantial environmental impacts
- Requires less property acquisitions
- Requires less roadway track crossings
- Has minimal impact to current traffic patterns

The information shown on this exhibit highlights conceptual work in progress and is subject to change as the environmental impact statement process continues.

Potential Commuter Rail Central Maintenance Facility Locations

Ubicaciones Potenciales del Mantenimiento de los Carriles de Transporte Rápido



La información mostrada en esta exhibición destaca el progreso del trabajo conceptual y es susceptible a cambiar conforme continúe el proceso del informe de impacto ambiental.
The information shown on this exhibit highlights conceptual work in progress and is subject to change as the environmental impact statement process continues.

A cooperative effort between FHWA, FTA, CDOT, RTD, and Denver
Un esfuerzo cooperativo entre FHWA, FTA, CDOT, RTD, y Denver