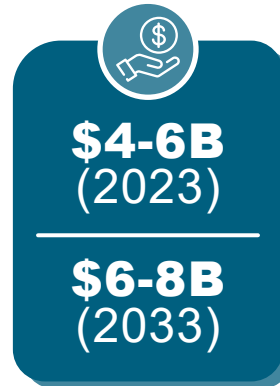


Project Overview

The Rio Grande Plan (The Plan), a citizen-generated concept, proposes to realign heavy freight rail (Union Pacific), regional commuter rail (FrontRunner), and Amtrak rail under 500 West, by way of a “train box.” The Plan states that the relocation of rail infrastructure would open 76 acres of industrial land for re-development.

The centerpiece of The Plan is the historic Rio Grande Depot, which would be restored and repurposed to become the hub of transit in the city and region. This new depot would accommodate Union Pacific, UTA FrontRunner, Amtrak, as well regional rail services such as TRAX light rail.



Impacts

Right-of-Way Impacts

- 65 full property acquisitions
- 66 partial property acquisitions
- 11 impacted buildings

Mobility Impacts

- 13 new intersection caps
- Four new bridges
- 16 residential access impacts
- 35 commercial access impacts

Known Utility Impacts

- Five impacts to sanitary sewer trunk lines
- Seven impacts to storm water trunk lines
- Two impacts to gas trunk lines
- Three impacted electrical transmission lines

Train Box Dimensions

4.2 miles long

38.25' DEEP | SPACE FOR **6 TRACKS**

178' maximum width

Redevelopment Potential

76 ACRES OF RE-DEVELOPABLE LAND

\$20-\$100M (2040) generated to fund public infrastructure projects that could include the train box.

Key Goals of The Plan:

- Improve east-west mobility
- Eliminate current at-grade rail crossings
- Improve pedestrian safety of at-grade rail crossings
- Provide opportunities for redevelopment



Screening Analysis Results

The purpose of The Rio Grande Plan Screening Analysis was to review The Plan by applying existing design standards, performing preliminary engineering analysis, and engaging in stakeholder discussions to determine the potential size of the train box (depth, width, horizontal limits), its potential impacts on intersections up- and downstream of the train box, potential impacts to the existing floodplain, underground utilities and other physical factors, and the potential of freeing up land for development.

The analysis does not make a recommendation but identifies key issues and provides decision-makers preliminary information about the costs and benefits of such an undertaking so that they can decide whether the concept merits further detailed study.

See figures 1 and figure 2 on next page for visual representations of the findings.

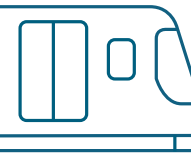


Figure 1: Existing Rail and Future Train Box Extents

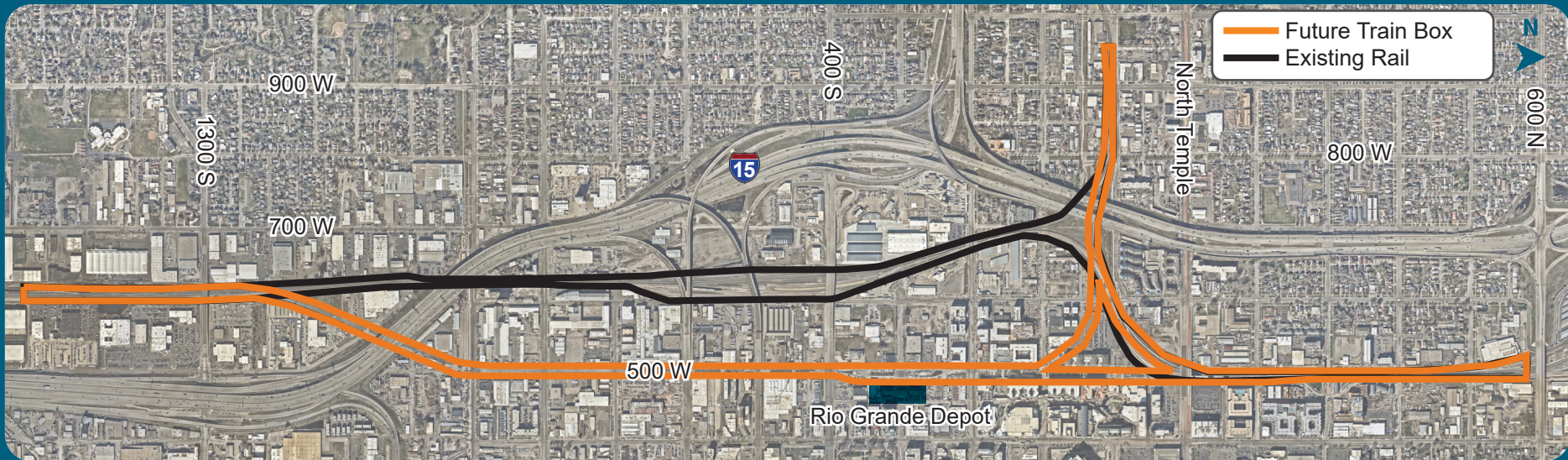


Figure 2: Train Box Cross Section at Rio Grande Station

