

I Colorado Springs Alignment

The original I-25 greenfield option developed a new rail alignment on the eastern plain, about 10 miles east of the existing rail line and I-25 highway corridor. However, as the study progressed it became clear that there was a community desire to shift the greenfield back towards the I-25 highway corridor where more people lived. Even though such an alignment would directly serve more people, the geometry might not have been as good and the alignment would be more difficult to construct, operate and maintain.

For shifting the greenfield back towards I-25 and for providing a Monument train station, representatives of El Paso County suggested the following alignment be considered in a future study. This route would not require sharing or abandonment of the current freight train alignments. Most of the route is undeveloped and would cause very little disturbance to built areas. This route would also avoid the controversial and perhaps project stopping proposal to route the Greenfield alignment through the Black Forest:

1. The line should have a stop in Lone Tree where riders can transfer to light rail going to other Denver destinations or to DIA.
2. From Lone Tree, the line follows I-25 to Castle Rock and continues south to the Larkspur exit.
3. At Larkspur the line hugs the west side of I-25 and crosses over Monument Pass. The Larkspur exist is the only location on this alignment that may need attention to separate it from other rail lines.
4. Rail line then proceeds south on the Westside of I-25 and goes behind (to the west of the southbound truck weigh station).
5. The line runs between the commercial development and I-25 to the parcel of land between 3rd street and 2nd Street and between HWY 105 and the storage units. This property could be used as a rail stop and parking structure. This stop is located across the overpass which connects the existing park and ride to the new station.
6. From a stop in Monument, the rail runs south through undeveloped land on the west of I-25 past Baptist Road and through the AFA.
7. Line crosses to east side of I-25 at or around the Interquest interchange and follows east to the proposed Powers right-of-way.
8. From here the line follows Mark Shuffle alignment to the Colorado Springs Airport.

For station locations, the original study assumption was a northern station in Monument, a central Colorado Springs station serving the central business district, and a southern station serving Fort Carson and Fountain. However, representatives of El Paso County suggested the following for consideration in future detailed studies. If RMRA uses a conceptual “greenfield” alignment through the far eastern side of the City of Colorado Springs; then:

1. There should be a station site serving the northern part of El Paso County and the City of Colorado Springs (at or north of Woodmen Rd). The demographic center of El Paso County is north of Cimarron Hills. Because Woodmen Road and Briargate Parkway are designed as 6-lane east west expressways that go from I-25 to Falcon, locating the northern Colorado Springs stations at one of these crossings may be the most logical site.
2. There should also be a station site serving the Colorado Springs Airport terminal area (with a direct local transit mode to/from the Downtown Colorado Springs CBD rather than high-speed rail). This provides an easier track construction access because of the large undeveloped area on the east side of the airport. It also equalizes airport access with the other major Front Range airport. Placing the station at the airport provides easy access from southern El Paso County as well.
3. If the northbound RMRA line goes west from the east side of Colorado Springs, there should be a stop in the Monument area.
4. There should be direct routing from the south directly to the Downtown Denver CBD – and then only indirectly to DIA.
5. Future public involvement and consideration will be needed at time of project planning (EA, or EIS, ETC).

Or, if it were determined that using the existing freight rail track alignment is possible, then:

1. A northern station should be located in or near Monument.
2. A central station should be located in north Colorado Springs (near Woodmen Rd).
3. A southern station should be located in the Downtown Colorado Springs CBD area (with a local transit connection to the Colorado Springs Airport).