

RTD RAIL CORRIDOR ACCESS

Purpose & Need

This process is instituted to enhance public safety, minimize disruption of RTD rail services, and work with the needs of adjacent developments and maintenance work needed. Unlike a roadway, the rail only operates on the fixed guideway.

Schedules for RTD rail operations can be found at <https://www.rtd-denver.com/app/schedules> The rail lines run about 20-plus hours a day. The “shutdown” window is used by RTD to do maintenance work on the tracks, and to get ready for the service next day. RTD needs to support external requests with internal staff and equipment availability. For this reason, requests for access may not be granted, or may take a long time to work out. RTD Rail uses a couple of different technologies. Please see attached map.

RTD has a policy of providing bus bridges when rail service is disrupted. Bus bridges need senior management approval, and may take a very long time to arrange.

Overhead Catenary Systems

RTD uses the following Overhead Catenary Systems (OCS) to power rail vehicles. These are high voltage overhead wires that power the trains and can electrocute anyone who comes in contact with them, and have major impacts on train service. Any activity within 10-feet, or the potential to come within 10-feet of the line, may require that the power be shut off prior to beginning the work.

- Light Rail OCS: 750 VDC
- Commuter Rail OCS: 25,000 VAC

Can my Project Affect Rail Operations? Some scenarios with the potential to affect rail operations are:

1. Constructing vehicular or pedestrian crossings above and under the track.
2. At-grade crossing modifications.
3. Installing utilities under or over the tracks.
4. Maintenance work adjacent to and/or above the tracks.
5. Construction cranes that may swing the load near or above the tracks. RTD licenses the air space over RTD tracks.
6. Excavation close to the tracks, such as for basements, boring pits, silva cells for landscaping, etc.
7. Building Construction.
8. Installing Scaffolding.
9. Curb & Gutter work.
10. Landscaping installation and/or maintenance.
11. Altering how storm water flows near the tracks.
12. Constructing or altering fences.
13. Changing access points to the tracks.

Early Coordination

RTD encourages early coordination for projects. Please contact engineering@RTD-Denver.com for technical coordination. Please contact RealProperty@RTD-Denver.com for property related matters and licensing agreements. The license will cover business terms, insurance, technical and other matters. RTD's Legal Department is part of this process.

Operating Railroads / Groups Controlling Different Rail Lines

Each of these groups have their own rules, and require different on-track safety training, before allowing access. For rail lines that are operated under a concession agreement from RTD, additional requirements from the operators will apply. For rail lines that are adjacent to other operating railroads, agreements with the other railroads also need to be in place. Please see attached map.

Rail Service	Technology	Entity Granting Access	Primary Contact	Phone Number
C,D,E,F,H,R,W & Light Rail Terminal at Denver Union Station	Light Rail	RTD Light Rail	railopspermits@rtd-denver.com	
N	Commuter Rail	RTD N Line Capital Programs Project Team; Project is in transition from contractor to RTD.	engineering@RTD-Denver.com	303-299-2299
A,B, G	Commuter Rail	Denver Transit Operators	TrackUsage@rtdcrail.com	720-460-5803
Denver Union Station	Commuter Rail	Denver Transit Operators in coordination with AMTRAK	TrackUsage@rtdcrail.com	720-460-5803

Related Website

Please see <https://www.rtd-denver.com/business-center/construction-engineering>

RTD Office Use Only

Project Name and / or ID:

Access to RTD's track will only be allowed after the following factors have been evaluated, and requirements have been met.

Stage	By	Date
Design Plans reviewed by engineering and accepted		
Construction safety plans reviewed and accepted		
Third party coordination has occurred (Freight railroads, local jurisdiction, DTO, etc.)		
Bus bridge arranged for, if needed (very difficult to enable)		
Executed License Agreement and/or Executed Right-of-Entry		
Certificates of Insurance Received Railroad Protective Liability Insurance and RTD as additional insured		
Traffic Control Plans accepted (Vehicles & Pedestrians)		
Detailed work plan reviewed and accepted by safety/operations/engineering and track protection measures (track out of service, flaggers, watchman, engineering etc.) have been identified and scheduled.		
On-Track Safety Training		