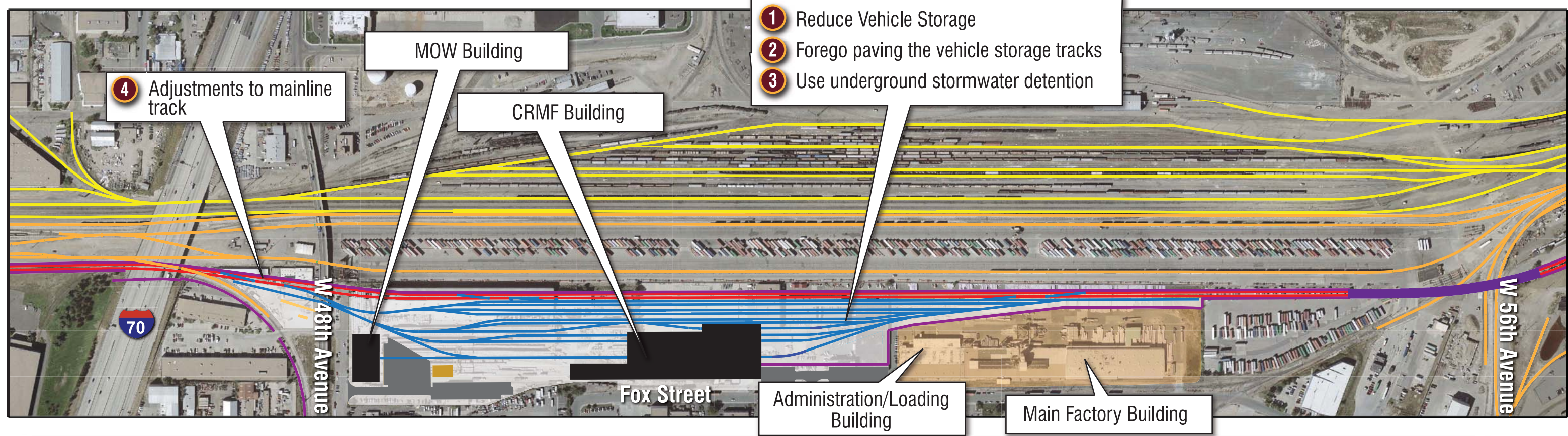


RTD Commuter Rail Maintenance Facility (CRMF) Concept

Legend

- UPRR Track
- BNSF Track
- Northwest Rail/Gold Line Mainline Track
- CRMF Yard Track
- Proposed Retaining Wall
- CRMF Site Limits
- Owens Corning
- Parking



Design Change	Pros	Cons
1 Reduce minimum storage to 78+ vehicles for 2015 versus 96 (2030)	<ul style="list-style-type: none"> --Saves site space --Reduces impacts to Owens Corning --Saves capital cost 	<ul style="list-style-type: none"> --Requires a change to RTD operational/business practice --Less storage on the CRMF site --Assumes some vehicle storage at corridor ends of line (EOL); may create stakeholder concerns --EOL storage requires additional safety/security measures at EOL stations
2 Forego paving the vehicle storage tracks	<ul style="list-style-type: none"> --Saves site space --Reduces impacts to Owens Corning --Decreases detention requirement due to less impervious surface area 	<ul style="list-style-type: none"> --Greater maintenance due to need for ballast replacement --Not as stable for staff to work on ballast as it is to work on pavement
3 Use underground stormwater detention	<ul style="list-style-type: none"> --Reduces right of way costs --Reduces impacts to Owens Corning 	<ul style="list-style-type: none"> --More expensive than surface detention --Increased maintenance
4 Make adjustments to mainline track (which allows for shifting the site to the south)	<ul style="list-style-type: none"> --Allowed direct southern movement --Reduces impacts to Owens Corning 	<ul style="list-style-type: none"> --Train movements are slower as curves/obstacles near I-70 and 48th increase