



VE Proposal #	VE Proposal	Savings	Formal Disposition
<p>VE Proposal # P01-009</p> <p>Affected Parties: JeffCO</p>	<p>Proposal: Increase operating headways on this line from 5 minute headways to 7.5 minutes.</p> <p>Comments: By increasing the headways, the ridership modeling may reduce the ridership numbers below FTA threshold approval.</p> <p>Advantages: Large Cost Savings due to lowering Operating and Maintenance Costs and requirements for LRV's (29 vehicles instead of 45); A 7.5 minute headway still provides passengers with a good level of service.</p> <p>Disadvantages: Ridership drops on the model due to the increased headways may bring levels below FTA criteria for federal funds.</p>	<p>Initial Est. Savings: \$43,000,000 Future Est. Savings: \$2,000,000 Total Est. Savings: \$45,000,000</p>	<p>Table for Further Study.</p>

Jefferson County - VE Proposal

<p>VE Proposal # P01-003</p> <p>Affected Parties: JeffCO</p>	<p>Proposal: Only install single track from Federal Center Station to JeffCo "End of Line."</p> <p>Comments: A likely candidate for acceptance for both single track including guideway structures and system elements. This has the best potential to meet present cost containment challenges with no impacts to EIS/ROD; need to address in EA.</p> <p>Advantages: Large Cost Savings; No EA considerations necessary; Ridership in this section is considered one-way (inbound in a.m.- outbound in p.m.); Double track could be built as needed.</p> <p>Disadvantages: More operational disruptions could be possible; 15 minute headways would need be operated until double track was built.</p>	<p>Initial Est. Savings: \$15,000,000 to \$33,000,000 Future Est. Savings: \$0 Total Est. Savings: \$15,000,000 to 33,000,000</p>	<p>Table for Further Study. Needs additional discussion with stakeholders</p>
<p>VE Proposal # P02-008</p> <p>Affected Parties: JeffCO</p>	<p>Proposal: Realign EOL tail tracks and station along east side of Johnson Road.</p> <p>Comments: This proposal brings the tracks north on Johnson Road with a station on east side of Johnson Road and a pedestrian bridge or tunnel could be build under or over Johnson to provide access to the parking structure and the Jeffco Govt. Center. Potential for Local Government Concern.</p> <p>Advantages: Large Cost Savings; Reduces cost of walls, ROW; Eliminates at-grade crossing of Johnson Street providing better potential for expanding to Golden in the future; Avoids impacts (both temporary and permanent) to 6th Avenue, C-470 off-ramp and Justice Center.</p> <p>Disadvantages: Access to Jeffco Govt Center would be less streamlined; EA Consideration.</p>	<p>Initial Est. Savings: \$6,400,000 Future Est. Savings: \$0,000 Total Est. Savings: \$6,400,000</p>	<p>Table for Further Study.</p>

Jefferson County - VE Proposal

<p>VE Proposal # P06-003</p> <p>Affected Parties: JeffCo</p>	<p>Proposal: Provide a new bridge for I-70 that crosses LRT and 6th Ave.</p> <p>Comments: Under review as part of accepting single track to JeffCo. See PO1-003 as well.</p> <p>Advantages: Improves phasing of I-70 traffic; Reduces traffic controls needs during construction.</p> <p>Disadvantages: More visual impacts; Requires demo of existing bridge.</p>	<p>Initial Est. Savings: \$1,700,000 Future Est. Savings: \$0,000 Total Est. Savings: \$1,700,000</p>	<p>Table for Further Study.</p>
<p>VE Proposal # P01-054</p> <p>Affected Parties: Denver - Lakewood - Jeffco</p>	<p>Proposal: Use alternative materials for sound walls</p> <p>Comments: Current design is concrete. Formal proposal would change to Lexan or foam cored plastic/metal sandwiches, although these materials are questionable for Colorado. Materials will need to be looked at closely for application in this area. TBD through the Noise & Vibration study and mitigation alternatives. Durability is an issue that must be looked at closely.</p> <p>Advantages: Reduced cost of materials</p> <p>Disadvantages: Depends on materials selected.</p>	<p>Initial Est. Savings: \$600,000 - \$1,200,000 Future Est. Savings: 0 Total Est. Savings: \$600,000 - \$1,200,000</p>	<p>Table for Further Study</p>

Jefferson County - VE Proposal

<p>VE Proposal # P01-033</p> <p>Affected Parties: Denver - Lakewood - Golden - Jeffco</p>	<p>Proposal: Defer CCTV Cameras Until Homeland Security or Other Funds Can be Obtained.</p> <p>Comments: RTD intends to have CCTV cameras in place on opening day, although the number and locations of cameras are being reviewed to be brought to a level consistent with the Southeast Light Rail. Infrastructure for additional future cameras would be in place on opening day.</p> <p>Advantages: Cameras placed in strategic locations may be just as efficient as current plan. Similar evaluation was done on Southeast</p> <p>Disadvantages: May reduce security and needs further evaluation.</p>	<p>Initial Est. Savings: \$1,700,000 Future Est. Savings: 0 Total Est. Savings: \$1,700,000</p>	<p>Accept with Modifications</p>
<p>VE Proposal # P01-013</p> <p>Affected Parties: JeffCo</p>	<p>Proposal: Move JeffCo Interlocking from the tail tracks to the front of the station.</p> <p>Comments: The current proposal has trains going west from the Jeffco end of line station approximately 500 feet to then cross over prior to heading back east. A curve immediately past the station makes it impossible to locate the interlocking near the station. This proposal moves the cross over to the east of the station, therefore the length of the interlocking and the curve can be saved without sacrificing storage space. If single track is operated to Jeffco, this proposal would be irrelevant. Operations and Maintenance of Way to review along with single track operations.</p> <p>Advantages: Should have limited impact on operations; Shortens storage tracks; No impacts to passengers.</p> <p>Disadvantages: Doesn't support headways less than 5 minutes.</p>	<p>Initial Est. Savings: \$700,000 to \$1,300,000 Future Est. Savings: \$0,000 Total Est. Savings: \$700,000 to \$1,300,000</p>	<p>Table for Further Study.</p>