



VE Proposal #	VE Proposal	Savings	Formal Disposition
<p>VE Proposal # P01-004</p> <p>Affected Parties: GSA / Lakewood</p>	<p>Proposal: Consider future spur or line extension to Federal Center Station.</p> <p>Comments: RTD will not eliminate the station, but a spur could be on the outer limits of an acceptable proposal. A challenge to incorporate, due to stakeholder concerns.</p> <p>Advantages: Large Cost Savings; Reduces travel time; Eliminates 2 crossings of 6th Avenue.</p> <p>Disadvantages: Eliminates direct service to the Federal Center; Would require bus loop to serve Federal Center; Potential Ridership concerns with less convenient service; Requires 8th Street Station to be reinstated.</p>	<p>Initial Est. Savings: \$17,000,000 Future Est. Savings: Positive. Total Est. Savings: \$17,000,000</p>	<p>Table for Further Study. Further discussion with stakeholders</p>

Lakewood - VE Proposal

<p>VE Proposal # P01-005</p> <p>Affected Parties: Denver / Knox and Lakewood / Lamar</p>	<p>Proposal: Defer construction of the four stations that are not directly associated with a park and ride facility.</p> <p>Comments: All four non park-n-Ride stations will not be eliminated, although the elimination of Knox and Lamar stations are being tabled for further study. Cost estimate is for 4 stations, but RTD is only considering two. Local Government concerns.</p> <p>Advantages: Lamar Station currently has no redevelopment plans, the station would be incorporated in the future as plans develop. Knox Station is very close to Perry Station, diluting ridership and development potential at both; Reduces travel time; Saves on construction and maintenance costs.</p> <p>Disadvantages: Makes access from the neighborhood less convenient; EA Consideration.</p>	<p>Initial Est. Savings: \$8,000,000 Future Est. Savings: \$2,300,000 Total Est. Savings: \$10,300,000</p>	<p>Table for Further Study. Further discussion with stakeholders</p>
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Lakewood - VE Proposal

<p>VE Proposal # P02-038</p> <p>Affected Parties: Lakewood</p>	<p>Proposal: Depress the LRT alignment under Wadsworth rather than flying over.</p> <p>Comments: Construction would take place in phases to minimize traffic impacts. Elevator towers and stairs can frame to the outside of the structure, as opposed to through the structure, providing numerous architectural/Urban design opportunities. Evaluate the actual impacts, take in consideration utilities, drainage, Lakewood Lateral and Fire, Life/ Safety.</p> <p>Advantages: Less visually intrusive to the surrounding community; Underground station provides a more controlled environment; Provides better connectivity for the neighborhood.</p> <p>Disadvantages: Possible utility and drainage conflicts; Traffic disruptions during construction; Requires repaving of Wadsworth and 13th at this location.</p>	<p>Initial Est. Savings: \$1,500,000 to \$2,000,000</p> <p>Future Est. Savings: \$0,000</p> <p>Total Est. Savings: \$1,500,000 to \$2,000,000</p>	<p>Table for Further Study. Needs further discussion with stakeholders.</p>
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Lakewood - VE Proposal

<p>VE Proposal # P01-068</p> <p>Affected Parties: Lakewood</p>	<p>Proposal: Build privacy/noise fences on property line in lieu of noise walls along guideway limits.</p> <p>Comments: The walls recommended from the noise analysis are placed along the guideway and reduce noise to an acceptable criteria, but the visual impact is in direct conflict with the surrounding communities desire. This proposal would reduce the walls along the alignment to a ballast wall (approx 2' tall) with a fence on top and would construct a double sided wood privacy fence approx 8-10 feet tall along property lines. Although this proposal would not completely reduce the noise impacts to regulated levels, it my provie acceptable levels to property owner will acheiving a consistent screening of the corridor. The Opt-out policy would need to be utilized. Future maintenance of the wood fences would be the property owners responsibility.</p> <p>Advantages: Reduces visual impacts of the walls proposed along the guideway; Eliminates future wall eminence cost for RTD.</p> <p>Disadvantages: Doesn't reduce noise to acceptable levels in all areas; Requires the Opt-out policy to be implemented.</p>	<p>Initial Est. Savings: \$200,000 Future Est. Savings: \$0,000 Total Est. Savings: \$200,000</p>	<p>Table for Further Study. Needs further discussion with stakeholders.</p>
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Lakewood - VE Proposal

<p>VE Proposal # P04-005</p> <p>Affected Parties: Denver and Lakewood</p>	<p>Proposal: Reduce bike path structural section, or as combined idea P04-006, defer the structural section completely within the RTD right-of-way for the Cities to pay-for and construct later.</p> <p>Comments: Requires a look at materials and design. Proposal would change the bike paths from concrete to asphalt or other less expensive material.</p> <p>Advantages: Reduced cost of materials.</p> <p>Disadvantages: Doesn't meet current city standards; Service life not as long; Can't handle maintenance vehicles as well.</p>	<p>Initial Est. Savings: \$1,300,000 to \$2,000,000 Future Est. Savings: \$0,000 Total Est. Savings: \$1,300,000 to \$2,000,000</p>	<p>Accepted. Change in materials is being examined. No other portion of this proposal has been accepted.</p>
<p>VE Proposal # P01-054</p> <p>Affected Parties: Denver, Lakewood and JeffCo</p>	<p>Proposal: Use alternative materials for sound walls</p> <p>Comments: Current design is concrete. Proposal would change to Lexan or foam cored plastic/metal sandwiches. TBD through the Noise & Vibration study and mitigation alternatives.</p> <p>Advantages: Reduced cost of materials.</p> <p>Disadvantages: May be less durable.</p>	<p>Initial Est. Savings: \$600,000 to \$1,200,000 Future Est. Savings: \$0,000 Total Est. Savings: \$600,000 to \$1,200,000</p>	<p>Table for Further Study.</p>
<p>VE Proposal # P03-008</p> <p>Affected Parties: Lakewood - GSA</p>	<p>Proposal: Utilize the inside area of the Federal Center loop as a waste site for excess embankment material.</p> <p>Comments: Excess embankment material would be brought onto the site and graded out. Saves on wall height, works for future DFC development, needs explanation to DFC.</p> <p>Advantages: Reduces wall heights; improves redevelopment potential; Lowers hauling costs; Simplifies drainage.</p> <p>Disadvantages:</p>	<p>Initial Est. Savings: \$1,000,000 Future Est. Savings: \$0,000 Total Est. Savings: \$1,000,000</p>	<p>Accepted.</p>

Lakewood - VE Proposal

	<p>More construction impacts to GSA property.</p>		
<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>Accepted with Modifications Needs further discussion with stakeholders.</p>

Lakewood - VE Proposal

<p>VE Proposal # P01-032</p> <p>Affected Parties: Lakewood</p>	<p>Proposal: Relocate the TPSS at Indiana street from a lot adjacent to the guideway to under the Indiana Street structure.</p> <p>Comments: Systems and Property Acquisition to evaluate.</p> <p>Advantages: No additional ROW is needed; There is space available under the guideway; Feeder and return cables are shortened; Less visual impact.</p> <p>Disadvantages: Installation is more difficult due to overhead limitations.</p>	<p>Initial Est. Savings: \$69,000 Future Est. Savings: \$0,000 Total Est. Savings: \$69,000</p>	<p>Table for further study.</p>
<p>VE Proposal # P01-081</p> <p>Affected Parties: Lakewood - GSA</p>	<p>Proposal: Eliminate or modify the pocket track at the Federal Center to better reflect operations activities.</p> <p>Comments: Dependent on Single Track to JeffCo analysis.</p> <p>Advantages: Lowers cost of materials for rail and catenary.</p> <p>Disadvantages: Limits operational flexibility; May need to add a crossover.</p>	<p>Initial Est. Savings: \$1,200,000 Future Est. Savings: \$0,000 Total Est. Savings: \$1,200,000</p>	<p>Table for further study.</p>
<p>VE Proposal # P01-002</p> <p>Affected Parties: Lakewood</p>	<p>Proposal: Remove future "Ghost" Station at 8th Avenue.</p> <p>Comments: The proposal lowers the profile of the alignment and therefore the amount of fill. Needs review with COL.</p> <p>Advantages: Station could be retrofit at a future date; Reduces necessary earthwork; Reduces ROW acquisition needs.</p> <p>Disadvantages: Future retrofitting to add station is more complicated.</p>	<p>Initial Est. Savings: \$90,000 Future Est. Savings: \$0,000 Total Est. Savings: \$90,000</p>	<p>Accepted. Needs further discussion with stakeholders.</p>

Lakewood - VE Proposal

<p>VE Proposal # Staff 1</p> <p>Affected Parties: Denver - Lakewood - CDOT</p>	<p>Proposal: Leave Sheridan @ Grade and bring LRT over the top on a bridge.</p> <p>Comments: This alternative leaves Sheridan in it's current location and brings light rail over the top.</p> <p>Advantages: Single span light rail bridge instead of three span highway bridge. Less impacts to traveling public during construction. Less ROW required due to Sheridan on and off ramps not being needed. Minimizes length of approach walls.</p> <p>Disadvantages: Utilities will need to be examined. Requires major redesign. Access from neighborhoods, Connectivity, Barrier in middle of park.</p>	<p>Initial Est. Savings: \$4,000,000 Future Est. Savings:0 Total Est. Savings: \$4,000,000</p>	<p>Table for Further Study. Needs further discussion with stakeholders.</p>
<p>VE Proposal # Staff 4</p> <p>Affected Parties: GSA - Lakewood</p>	<p>Proposal: Denver Federal Center slope grading change</p> <p>Comments: Build outside slopes to grade; eliminate embankment walls.</p> <p>Advantages: Eliminates need for walls.</p> <p>Disadvantages: Not reported</p>	<p>Initial Est. Savings: \$3,700,000 Future Est. Savings:0 Total Est. Savings: \$3,700,000</p>	<p>Table for Further Study. Needs further discussion with stakeholders.</p>
<p>VE Proposal # Staff 5</p> <p>Affected Parties: Denver - Lakewood</p>	<p>Proposal: Reduce linear footage of ornamental railing</p> <p>Comments: Ornamental railing would be kept to a minimum at each station and more of the simpler rail design would be used.</p> <p>Advantages: Saves on material cost.</p> <p>Disadvantages: Not reported</p>	<p>Initial Est. Savings: \$2,200,000 Future Est. Savings:0 Total Est. Savings: \$2,200,000</p>	<p>Table for Further Study. Needs further discussion with stakeholders.</p>

Lakewood - VE Proposal

<p>VE Proposal # Staff 9</p> <p>Affected Parties: Lakewood and GSA.</p>	<p>Proposal: DFC acquisition deal.</p> <p>Comments: RTD only purchases what is needed for bus loop/bays and kiss-n-ride/transition plaza. \$6.5M DBOM parking structure with developer.</p> <p>Advantages: None reported.</p> <p>Disadvantages: None reported.</p>	<p>Initial Est. Savings: \$3,750,000 Future Est. Savings: \$00,000 Total Est. Savings: \$3,750,000</p>	<p>Table for Further Study.</p>
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