

Gold Line Environmental Impact Statement (EIS)

Preferred Alternative Refinement

March 2008

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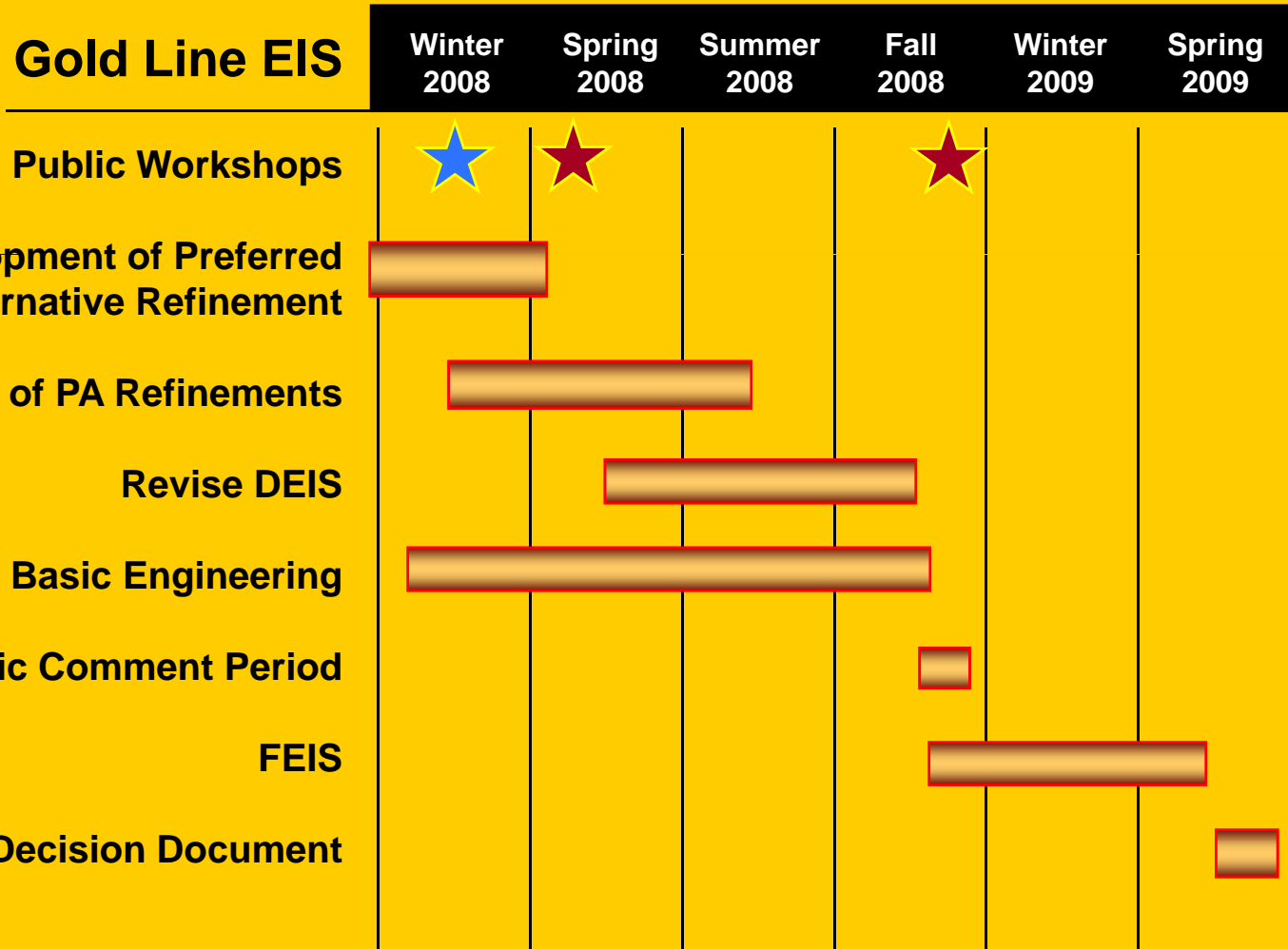
Project Update

Project Update



- Union Pacific (UP) put a preliminary price tag on a package of properties that was outside of the FasTrack's Budget
- This package included portions of the Gold Line Preferred Alternative alignment within the UP North Yards (38th to Pecos)
- RTD continues to negotiate with the UP
- We will evaluate refinements to the Preferred Alternative that parallel but do not require significant amounts of UP right of way

Project Schedule Revised





Preferred Alternative Refinements

Purpose of the Refinements



- To investigate and evaluate refinements to the Preferred Alternative alignment that would not affect railroad operations
- To evaluate the engineering, cost, community and environmental tradeoffs of the Preferred Alternative refinements

Preferred Alternative Refinements Overview



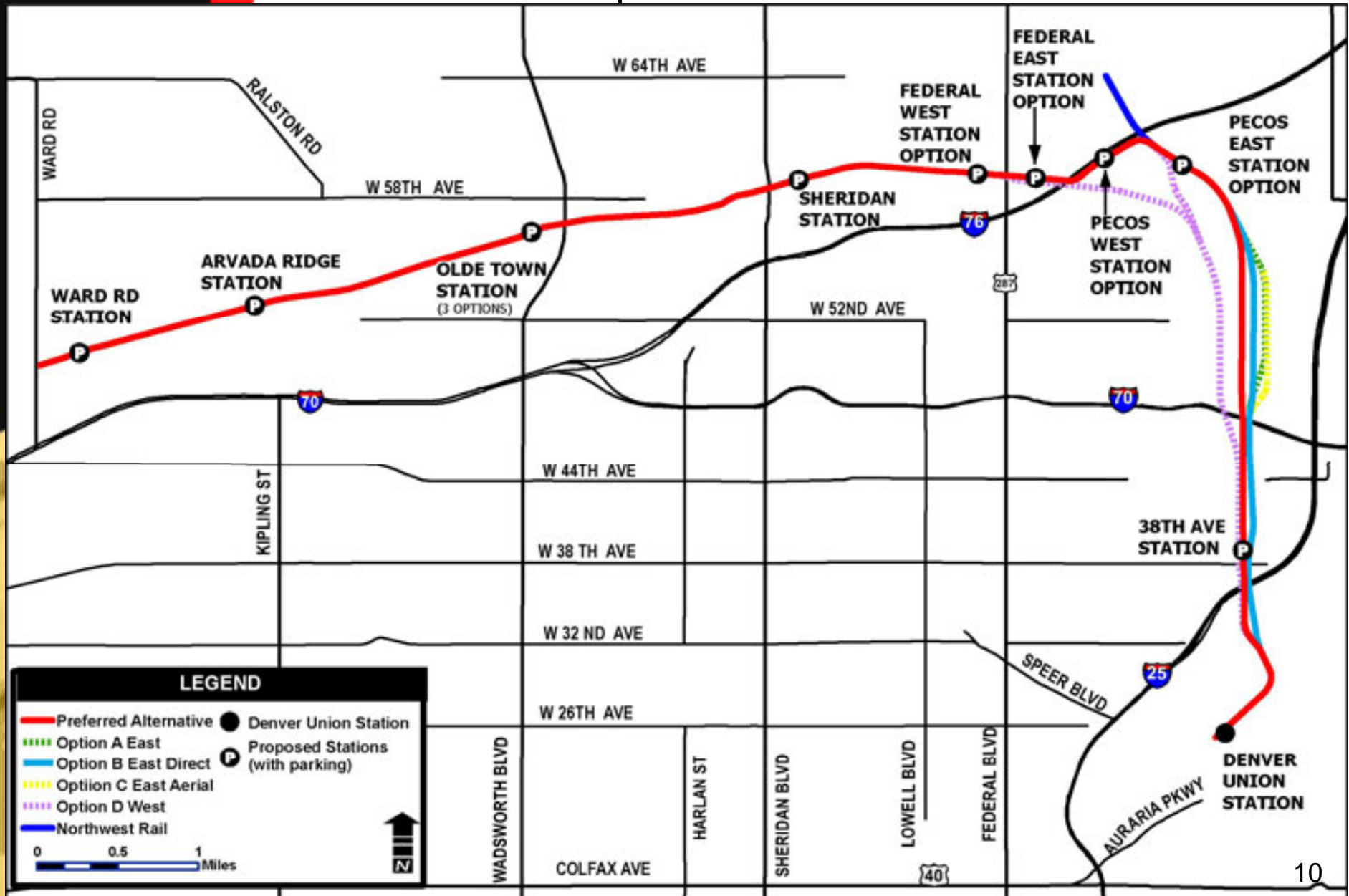
- Preferred Alternative refinements are generally located between DUS and Pecos Street
- The refinements will not eliminate any stations and may create additional parking options at 38th
- These refinements will result in the DEIS being released this summer/fall with the FEIS being completed in early 2009.
- RTD remains committed to pursuing the Gold Line Preferred Alternative

Description of the Preferred Alternative Refinements

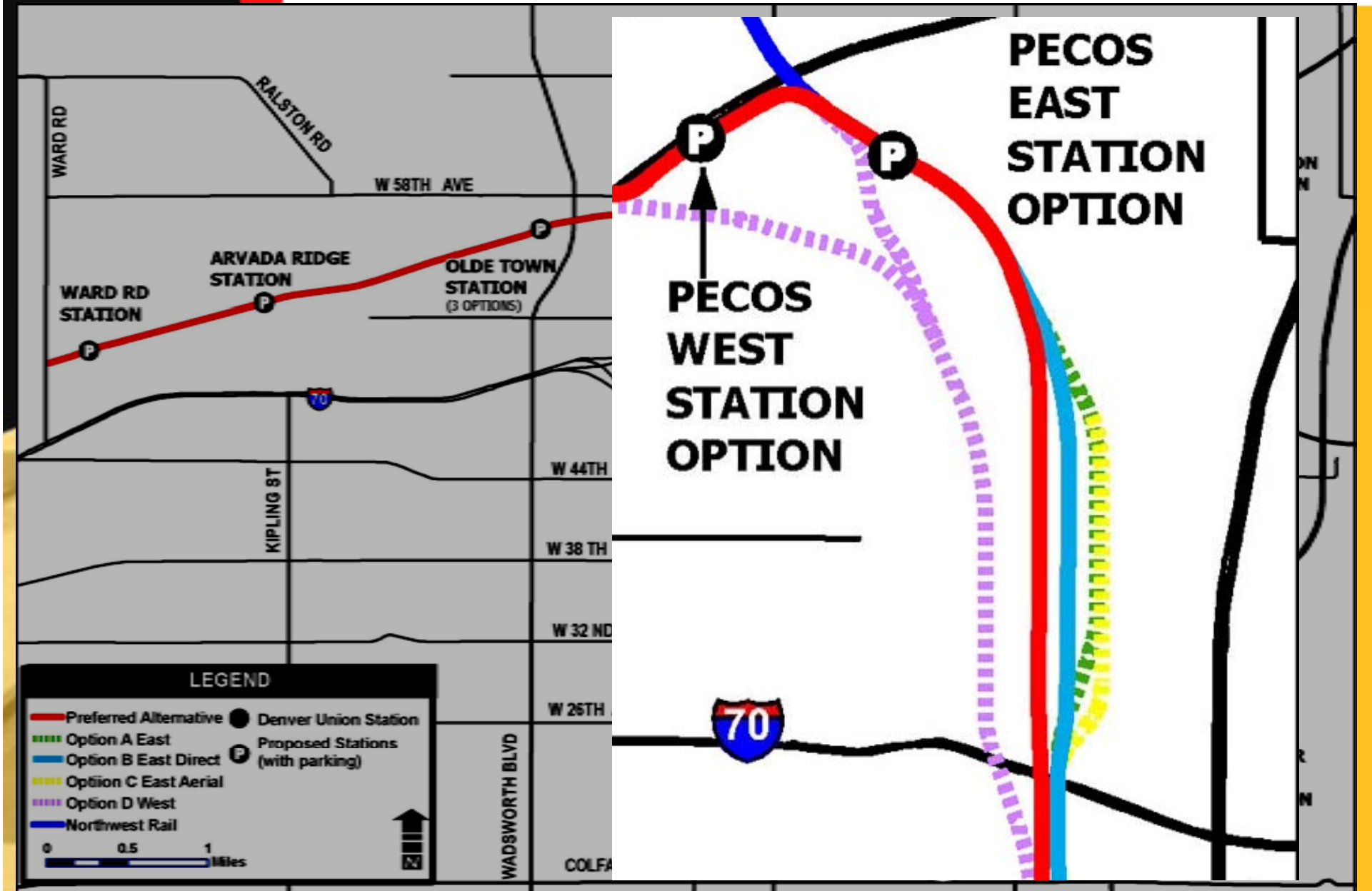


- **Option A – East**
 - Not recommended to evaluate in the DEIS
 - Travels to the east of the railroad alignment
- **Option B – East Direct**
 - Recommended to evaluate in the DEIS
 - Travels to the east of the railroad alignment in a shorter route
- **Option C – East Aerial Structure**
 - Not recommended to evaluate in the DEIS
 - Travels to the east of the railroad alignment but uses aerial structure to attempt to avoid property acquisition
- **Option D – West**
 - Not recommended to evaluate in the DEIS
 - Travels to the west, near Inca Street and over I-70

Preferred Alternative Refinement Options



Preferred Alternative Refinement Options



Characteristics of the Preferred Alternative Refinement Options



Option	Length (feet)	Amount of Structure (feet)	Engineering Feasibility (1= best)
Preferred Alternative	18,800	6,800	1
Option A – East	19,870	7,500	2-3
Option B – East Direct	19,670	7,500	2-3
Option C – East Aerial Structure	19,870	10,400	3-4
Option D – West	16,900	13,050	5

Evaluation of the Preferred Alternative Refinements



Cost & Right of Way Evaluation



Option	Potential Property Impacts	Estimated Property Cost	Estimated Construction Cost
Preferred Alternative	2 full 4 partial 0 residential	Pending railroad final estimate	\$135 million
Option A – East	13 full 11 partial 0 residential	Same as all options except PA and C	\$147 million
Option B – East Direct	13 full 11 partial 0 residential	Same as all options except PA and C	\$145 million
Option C – East Aerial Structure	8 full 16 partial 0 residential	Less than other options however structure adds more than is saved	\$211 million
Option D – West	37 full 12 partial 8 residential	Same as all options except PA and C	\$280 million

Environmental



Option	Historic	Wetlands	Parkland
Preferred Alternative	May effect 2 properties	No impact	One trail crossing affected during construction
Option A – East	According to existing data, not likely to effect add'l historic properties	No impact	One trail crossing affected during construction
Option B – East Direct	According to existing data, not likely to effect add'l historic properties	No impact	One trail crossing affected during construction
Option C – East Aerial Structure	According to existing data, not likely to effect add'l historic properties	No impact	One trail crossing affected during construction
Option D – West	Greatest potential effect to add'l historic properties along Inca Street	Possible impact	One trail crossing affected during construction

Land Use and Visual Impact



Option	Impact on TOD Plans	Visual Impact
Preferred Alternative	Supportive	Baseline
Option A – East	Supportive	Slightly greater due to more structure
Option B – East Direct	Supportive	Slightly greater due to more structure
Option C – East Aerial Structure	Supportive	Greater than A or B due to more structure
Option D – West	Not supportive of Adams County TOD planning	Greatest: due to most structure and property impacts along Inca Street

Recommendation to Carry into DEIS



Option	Recommendation to Carry Forward	Comments
Preferred Alternative	Yes	<ul style="list-style-type: none"> • Low impacts • ROW costs undetermined
Option A – East	No	<ul style="list-style-type: none"> • Longer therefore more expensive than Option B
Option B – East Direct	Yes	<ul style="list-style-type: none"> • Feasible option to the Preferred Alternative
Option C – East Aerial Structure	No	<ul style="list-style-type: none"> • High cost of structure offsets ROW cost savings • Greater visual impact than A or B
Option D – West	No	<ul style="list-style-type: none"> • High community impacts • High cost • High risk construction



Public Involvement and Next Steps

Next Steps



March

- Begin EIS-level analysis of design option(s)

April-May

- Report preliminary results of analysis
- Continue and complete EIS-level analysis of design options
- Select preferred station locations
- Begin station design workshops

Upcoming Public Involvement



- **Targeted Business Outreach**
 - February/March
- **Public Workshops**
 - March 4th (Arvada) and 6th (Denver) @ 6 p.m.
- **Agency Working Group**
 - March 7th
- **Issue Focused Team meetings**
 - March - May
- **Station Design Workshops**
 - Spring/Summer



Questions & Answers