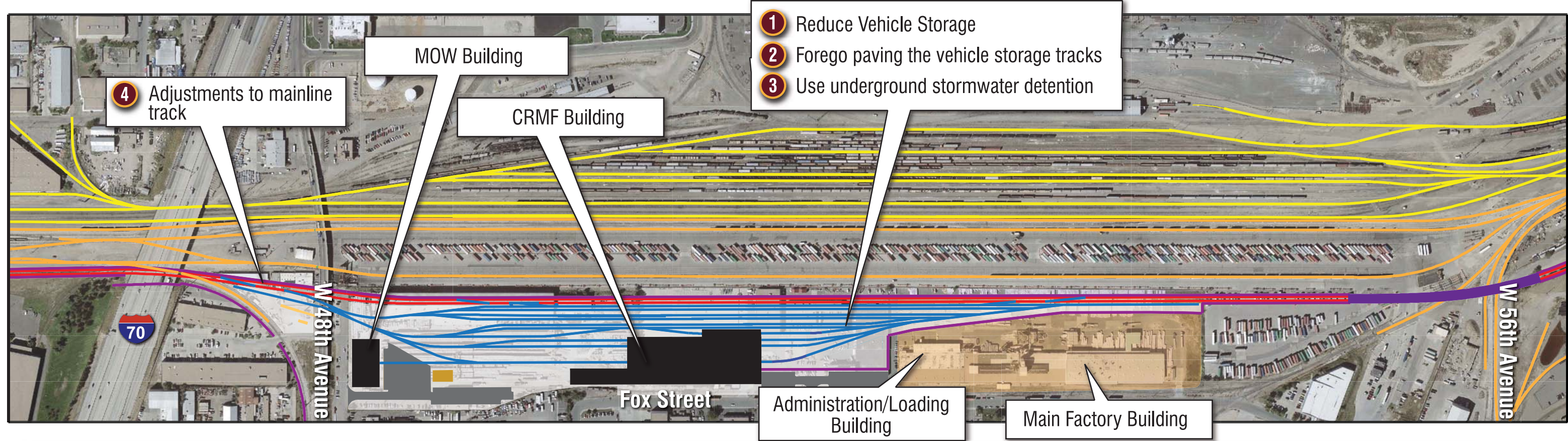


# RTD Commuter Rail Maintenance Facility (CRMF) Concept

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