

PROPOSAL or SR NO.	VE PROPOSAL DESCRIPTION	DISPOSITION 1 = ACCEPT 2 = ACCEPT w/ MODIFICATIONS 3 = DECLINE 4 = TABLE	Comments or modifications
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VE PROPOSALS

ROADWAY and CSS

P01-101	Terminate the project at the existing transition to a 6-lane cross-section west of Swan Road. Initial Est. Savings: \$9,600,000 Future Est. Savings: \$0,000 Total Est. Savings: \$9,600,000	1	
P01-014	Reduce the roadway cross sections by 13 feet while staying consistent with Context-Sensitive practices. Initial Est. Savings: \$6,400,000 Future Est. Savings: \$0,000 Total Est. Savings: \$6,400,000	2	Review after an operations analysis of the Oracle & Grant Intersection project is completed.
P01-011	Reduce sidewalk width. Initial Est. Savings: \$1,900,000 Future Est. Savings: \$0,000 Total Est. Savings: \$1,900,000	2	Review after an operations analysis of the Oracle & Grant Intersection project is completed.
P01-019	Reduce north-south cross street improvements. Initial Est. Savings: \$400,000 Future Est. Savings: \$0,000 Total Est. Savings: \$400,000	2	Subject to adequate pedestrian crossing time and refuge.
P01-020	Reduce the bike lane width and construct a bike boulevard. Initial Est. Savings: \$500,000 Future Est. Savings: \$0,000 Total Est. Savings: \$500,000	3	Bike Boulevard exceeds scope in approved RTA Plan
P01-037	Use RTA Board-adopted policy instead of ADOT policy for noise mitigation Initial Est. Savings: \$530,000 Future Est. Savings: \$0,000 Total Est. Savings: \$530,000	1	
P01-088	Reduce bus pullouts to 8 ft plus the multi-use lane (6 ft) Initial Est. Savings: \$170,000 Future Est. Savings: \$0,000	2	Where appropriate; volume of transit ridership may dictate more extensive pullout treatment.

Total Est. Savings: \$170,000

PAVING

P01-015	Use a higher structural coefficient for asphaltic concrete rubber evaluation Initial Est. Savings: \$600,000 Future Est. Savings: \$0,000 Total Est. Savings: \$600,000	1	
P02-004	Use re-cycled asphalt millings as an aggregate base course supplement Initial Est. Savings: \$800,000 Future Est. Savings: \$0,000 Total Est. Savings: \$800,000	2	subject to adequate quality control
P01-044	Increase the amount of Reclaimed Asphalt Pavement (RAP) from 15% to 20% Initial Est. Savings: \$650,000 Future Est. Savings: \$0,000 Total Est. Savings: \$650,000	2	subject to adequate quality control
P01-040	Use terminal blend asphalt rubber instead of crumb rubber Initial Est. Savings: \$100,000 Future Est. Savings: \$0,000 Total Est. Savings: \$100,000	3	Poor quality control experience
P01-039	Do not use rubberized asphalt for the side streets Initial Est. Savings: \$80,000 Future Est. Savings: \$0,000 Total Est. Savings: \$80,000	1	
P02-006	Mill the existing asphaltic concrete that is planned for demolition to minimize contamination and make available for future use as Reclaimed Asphalt Pavement (RAP) or recycled base material Initial Est. Savings: \$400,000 Future Est. Savings: \$0,000 Total Est. Savings: \$400,000	2	As determined appropriate during the final design
P01-086	Perform classification counts to reevaluate truck percentage for the pavement analysis and the selection of the design vehicle Initial Est. Savings: \$910,000	1	

	Future Est. Savings: \$0,000 Total Est. Savings: \$910,000		
P01-012	Use a 10 year life cycle pavement section instead of 20 year Initial Est. Savings: \$600,000 Future Est. Savings: \$0,000 Total Est. Savings: \$600,000	3	

HARDSCAPE / LANDSCAPE

P01-032	Eliminate decorative colored concrete. Initial Est. Savings: \$500,000 Future Est. Savings: \$0,000 Total Est. Savings: \$500,000	2	consider other alternatives such as stain, colored asphalt, etc.
P01-060	Replace hardscape in narrow medians with rock mulch. Initial Est. Savings: \$300,000 Future Est. Savings: \$0,000 Total Est. Savings: \$300,000	2	Weed control needs to be considered if hardscape is eliminated.
P01-054	Eliminate pedestrian shade structures in channelized islands Initial Est. Savings: \$127,000 Future Est. Savings: \$0,000 Total Est. Savings: \$127,000	2	Where appropriate; volume of pedestrian use may justify this treatment.
P01-081	Use less expensive streetscape items. Initial Est. Savings: \$100,000 Future Est. Savings: \$0,000 Total Est. Savings: \$100,000	AD	
P01-055	Remove seating walls from channelized islands Initial Est. Savings: \$4,000 Future Est. Savings: \$0,000 Total Est. Savings: \$4,000	AD	
P01-046	Reduce the quantity of landscaping to improve visibility. Initial Est. Savings: \$200,000 Future Est. Savings: \$0,000 Total Est. Savings: \$200,000	AD	
P01-080	Reduce the number of trees in the median. Initial Est. Savings: \$200,000 Future Est. Savings: \$30,000	3	

	Total Est. Savings: \$230,000		
P01-056	Replace all tree grates with decorative rock Initial Est. Savings: \$200,000 Future Est. Savings: \$0,000 Total Est. Savings: \$230,000		Where pedestrians are limited. Retain grates near BusPullouts, high pedestrian use areas.
P01-009	Eliminate or shorten irrigation shrub emitter lateral line. Initial Est. Savings: \$150,000 Future Est. Savings: \$0,000 Total Est. Savings: \$150,000	1	

DRAINAGE

P01-008	Use HDPE instead of RCP for storm drains Initial Est. Savings: \$627,000 Future Est. Savings: \$0,000 Total Est. Savings: \$627,000	2	Consider on a case by case basis. For closed systems only
P01-031	Eliminate water harvesting in median and along roadside where street slopes exceed 1% Initial Est. Savings: \$400,000 Future Est. Savings: \$0,000 Total Est. Savings: \$400,000	2	Consider on a case by case basis.
P01-077	Eliminate inlets, outlets to water harvesting basins and check dams Initial Est. Savings: \$350,000 Future Est. Savings: \$0,000 Total Est. Savings: \$350,000	2	Consider on a case by case basis.
P01-007	Match proposed catch basin size to available storm drain capacity Initial Est. Savings: \$110,000 Future Est. Savings: \$0,000 Total Est. Savings: \$110,000	2	Research during design phase. Should not limit future effectiveness of storm drain enhancements.

TRAFFIC and LIGHTING

P01-087	Use pedestrian lighting at bus stops only, since street lights provide the required pedestrian illumination levels at other locations Initial Est. Savings: \$2,700,000 Future Est. Savings: \$155,000 Total Est. Savings: \$2,700,000	1	
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P01-013	Reduce street lighting levels from 2.0 foot candles (fc) to 1.4 fc Initial Est. Savings: \$530,000 Future Est. Savings: \$0,000 Total Est. Savings: \$530,000	2	Consider the impact if tree shadows, accident rates and crime potential during design phase.
P01-033	Place street lights in median Initial Est. Savings: \$500,000 Future Est. Savings: \$0,000 Total Est. Savings: \$500,000	3	
P01-052	Put Pedestrian Lighting on a Timer Initial Est. Savings: -\$10,000 Future Est. Savings: \$80,000 Total Est. Savings: \$70,000	3	Acceptance/implementation of P01-087 limits the benefit of this option
P01-030A	Reduce number of "Pelican" Crossings Initial Est. Savings: \$1,200,000 Future Est. Savings: \$0,000 Total Est. Savings: \$1,200,000	2	install only when warrants for installation are met.
P01-064	Combine the 3 indirect left turn traffic controllers (per intersection) into a single controller at the main intersection Initial Est. Savings: \$460,000 Future Est. Savings: \$0,000 Total Est. Savings: \$460,000	2	Consider at final design phase; need to ensure that maintenance staff do not have difficulties due to distances between signals and controller.

PROPERTY ACQUISITION and REDEVELOPMENT

P01-050	Develop clear strategy/policy on excess property disposal. Initial Est. Savings: \$74,000 Future Est. Savings: \$1,032,000 Total Est. Savings: \$1,105,000	1	
P01-099	Develop marketing program for remnant parcels. Initial Est. Savings: \$0,000 Future Est. Savings: \$3,800,000 Total Est. Savings: \$3,800,000	1	
P01-083	Sell portions of the existing Grant Road right-of-way that is not goigt to be used for future improvements. Initial Est. Savings: \$83,000	2	Consider on a case by case basis.

	Future Est. Savings: \$0,000 Total Est. Savings: \$83,000		
P01-095	Eliminate impact fees for business relocations Initial Est. Savings: \$1,300,000 Future Est. Savings: \$0,000 Total Est. Savings: \$1,300,000	2	Need to understand impact of SB 1525.
P01-001	Advanced acquisition of foreclosed properties or other real estate opportunities Initial Est. Savings: -\$1,040,000 Future Est. Savings: \$1,330,000 Total Est. Savings: \$290,000	1	Need to develop program, provide resources to fully research opportunities.
P01-002	Expand voluntary acquisition program throughout the project where appropriate. Initial Est. Savings: \$450,000 Future Est. Savings: \$1,800,000 Total Est. Savings: \$2,250,000	1	
P01-048	Identify alternative funding for real estate acquisition Initial Est. Savings: Not Quantified Future Est. Savings: Not Quantified Total Est. Savings: Not Quantified	4	Table - Consider opportunities in the future, as they present themselves.
P01-024	Reduce project costs for sidewalks and landscaping by deferring some improvements so that they can be constructed and maintained in the future by adjacent private development. Initial Est. Savings: \$250,000 Future Est. Savings: \$0,000 Total Est. Savings: \$250,000	3	

PROJECT DELIVERY / MANAGEMENT

P01-103	Perform a combination value engineering/partnering session after the construction contractor's notice of award but prior to the construction contractor's notice to proceed. Initial Est. Savings: 2,650,000 to Future Est. Savings: \$0,000 Total Est. Savings: 2,650,000 to	2	Review the experience of other organizations that have programs that incorporate this effort.
	Reduce the number of construction phases		

P01-021	Initial Est. Savings: \$2,400,000 Future Est. Savings: \$0,000 Total Est. Savings: \$2,400,000	1	Requires RTA funding availability.
P01-034	Negotiate a bus shelter advertising contract to pay for shelters & amenities. Initial Est. Savings: \$700,000 Future Est. Savings: \$1,000,000 Total Est. Savings: \$1,700,000	AD	
P01-091	Provide a Constructability Review Prior to Bidding Segment. Initial Est. Savings: \$500,000 Future Est. Savings: \$0,000 Total Est. Savings: \$500,000	AD	1

VE SUPPLEMENTAL RECOMMENDATIONS

ROADWAY and CSS

SR04-009	Improve pedestrian connectivity through development of "Safe Routes to Schools"	1	
SR01-003	Locate Tucson Electric Power Company towers in median	3	

PAVING

SR01-043	Use "Warm" Asphalt in place of the standard PAG mixe	3	
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HARDSCAPE / LANDSCAPE

SR08-011	Use the Public Art Allowance for holiday lighting and banners	3	3
SR01-051	Continued use of standard street furniture and poles on future phases (beyond the early intersection project)	1	
SR01-006	Install vertical shade structures at bus stop shelters	1	

TRAFFIC and LIGHTING

SR01-058	Use LEDs instead of HPS for street lighting	4	Awaiting new standards/general industry acceptance.
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PROPERTY ACQUISITION

SR06-009	Provide water / sewer stubouts at vacant lots or reassembled parcels	1	
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SR04-002	Allow adjacent properties to provide shading for sidewalks with awnings or other building elements that extend into the right-of-way.	4	Requires code amendment
SR03-006	Pave Alleys	3	
SR01-073	Provide zoning that allows C-3 and some Industrial zone uses to remain or relocate to Grant Road.	2	Form based code being developed.
SR01-072	Make a strategic relocation plan	1	
SR01-071	Modify sign codes for relocations	2	Sign Code revisions
SR01-066	Implement business signage program as defined in the DCR.	4	Sign Code revisions
SR01-025	Mitigate damages in areas where there are no acquisitions.	3	

PROJECT DELIVERY / MANGEMENT

SR01-069	Use "Additive Alternates" to bid schedules to stay within budget	1	
SR01-062	Use design-build, construction management at risk, or other procurement methods to advance the project through design and construction.	4	Table - Need purchasing approval and less favorable bidding climat.