

PROPOSAL or SR NO.	VE PROPOSAL DESCRIPTION	REVIEW BOARD COMMENTS
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VE PROPOSALS

DRAINAGE

P01-015	Optimize the roadway profile to match the 100-year water surface elevation (no freeboard). Initial Est. Savings: \$390,000 Future Est. Savings: \$0,000 Total Est. Savings: \$390,000	ACCEPT With MODIFICATIONS: No Overtopping of roadway, no increase in project footprint which could cause increased regulation, no change in local drainage basins
P01-026	Perform hydrologic modeling with FLO-2D model instead of HEC-1. Initial Est. Savings: \$340,000 Future Est. Savings: \$0,000 Total Est. Savings: \$340,000	DECLINE
P01-003	Lower the culvert design standard: (1) Pass Q50 under roadway, and (2) Q100 overtops roadway at less than 1.0 foot depth. Initial Est. Savings: \$540,000 Future Est. Savings: \$0,000 Total Est. Savings: \$540,000	DECLINE
P01-051	Construct floodwall on Bureau of Reclamation property to prevent overflow of roadway onto the Casino Property. Initial Est. Savings: \$10,000 Future Est. Savings: \$0,000 Total Est. Savings: \$10,000	DECLINE
P01-008	Use smooth-lined pipe culverts rather than reinforced concrete pipe culverts. Initial Est. Savings: \$90,000 Future Est. Savings: \$0,000 Total Est. Savings: \$90,000	ACCEPT With MODIFICATIONS: Evaluate lifecycle cost of metal culverts.
P01-024	Change culvert drop-inlet structures from a 4:1 slope to a 2:1 slope Initial Est. Savings: \$94,000 Future Est. Savings: \$0,000 Total Est. Savings: \$94,000	ACCEPT With MODIFICATIONS: Consider the safety of the entrance with respect to public (handrail, etc.)
P01-050	Shorten culverts so that inlets and outlets will terminate at the shoulder rather than at the end of the clear zone. Initial Est. Savings: \$80,000 Future Est. Savings: \$0,000 Total Est. Savings: \$80,000	DECLINE
P01-004	Eliminate rip rap scour protection at culvert outlets. Initial Est. Savings: \$50,000	DECLINE

	Future Est. Savings: \$0,000 Total Est. Savings: \$50,000	
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ROADWAY ELEMENTS

P01-001	Provide an 8-foot wide multi-purpose lane instead of concrete sidewalk Initial Est. Savings: \$480,000 Future Est. Savings: -\$34,000 Total Est. Savings: \$446,000	ACCEPT With MODIFICATIONS: 8' wide multi-use path will not justify reduction in width of the Bike Lanes
P01-046	Maintain the horizontal and vertical alignment of the 5-lane section along the Casino frontage. Initial Est. Savings: \$350,000 Future Est. Savings: \$0,000 Total Est. Savings: \$350,000	ACCEPT With MODIFICATIONS: Vertical alignment should prevent overtopping of the roadway along the Casino del Sol frontage.
P01-016	Eliminate the median curbs and raised median throughout the corridor Initial Est. Savings: \$420,000 Future Est. Savings: \$0,000 Total Est. Savings: \$420,000	DECLINE
P01-037	Reduce the width of the median the entire length of the project Initial Est. Savings: \$145,000 Future Est. Savings: \$0,000 Total Est. Savings: \$145,000	DECLINE
P01-011	Reduce Bike Lane width from 6-ft to 5-ft Initial Est. Savings: \$140,000 Future Est. Savings: \$0,000 Total Est. Savings: \$140,000	DECLINE
P01-036	Reduce the shoulder width on Vahalla Road Initial Est. Savings: \$17,000 Future Est. Savings: \$0,000 Total Est. Savings: \$17,000	ACCEPT

GEOTECHNICAL

P03-003	Use alternative materials instead of concrete for constructing sidewalk Initial Est. Savings: \$302,000 Future Est. Savings: -\$22,000 Total Est. Savings: \$280,000	ACCEPT With MODIFICATIONS: Asphalt sidewalk would be used adjacent to undeveloped parcels
P01-005	Use a regular asphalt concrete wearing surface instead of rubberized asphalt concrete through the length of the project. Initial Est. Savings: \$100,000 Future Est. Savings: \$0,000 Total Est. Savings: \$100,000	DECLINE

P01-040	Use terminal blend asphalt instead of crumb rubber in the Asphalt Rubber Asphalt Concrete (ARAC) mix Initial Est. Savings: \$42,000 Future Est. Savings: \$0,000 Total Est. Savings: \$42,000	ACCEPT With MODIFICATIONS: Subject to evaluation.
P06-003	Pulverize in-place asphalt pavement materials and blend with new aggregate base Initial Est. Savings: \$27,000 Future Est. Savings: \$0,000 Total Est. Savings: \$27,000	ACCEPT

POLICY

P01-020	Reduce the amount of landscaping and irrigation Initial Est. Savings: 1,000,000 to 1,200,000 Future Est. Savings: \$0,000 Total Est. Savings: 1,000,000 to 1,200,000	ACCEPT With MODIFICATIONS: Reduce budget to comply with RTA 4% maximum of construction cost.
P01-012	Combine Phase 1 and Phase 2 projects Initial Est. Savings: \$900,000 Future Est. Savings: \$0,000 Total Est. Savings: \$900,000	DECLINE
P01-043	Waive the NPPO (Native Plant Preservation Ordinance) and Riparian Habitat requirements. Initial Est. Savings: \$250,000 Future Est. Savings: \$0,000 Total Est. Savings: \$250,000	ALREADY IN PLAN
P01-017	Eliminate all public art on both phases of the project Initial Est. Savings: \$230,000 Future Est. Savings: \$0,000 Total Est. Savings: \$230,000	DECLINE
P01-013	Combine this project with construction of the Pascua Yaqui Tribe's detention basin to reduce embankment costs and provide a local borrow source. Initial Est. Savings: \$200,000 Future Est. Savings: \$0,000 Total Est. Savings: \$200,000	DECLINE
P01-042	Seek RTA Board Approval of Administrative Code revisions to clarify the intent of the project scope and enable value proposals. Initial Est. Savings: Not Quantified Future Est. Savings: Not Quantified	ACCEPT

	Total Est. Savings: Not Quantified	
OPTIONAL ELEMENTS		
P01-041	Eliminate the fiber optic conduit (ITS) unless a user is identified and commits to providing the necessary funding. Initial Est. Savings: \$280,000 Future Est. Savings: \$0,000 Total Est. Savings: \$280,000	ACCEPT
P01-009	Eliminate the rumble strips on the shoulder of the road. Initial Est. Savings: \$11,000 Future Est. Savings: \$0,000 Total Est. Savings: \$11,000	DECLINE
VE SUPPLEMENTAL RECOMMENDATIONS		
GEOTECHNICAL		
SR01-049	Use this project as a test design case for the use of the Mechanistic-Empirical pavement design method	DECLINE
SR01-019	Identify borrow sources and test the R-value to reduce the pavement structural section thickness	DECLINE
SR01-039	Use alternative subgrade treatment methods	ACCEPT
ENHANCEMENTS		
SR03-001	Designate an equestrian path on the north side of Valencia Road	ACCEPT
SR01-047	Pursue other funding sources to help offset project costs and add enhancements to the project	ACCEPT
SR01-038	Obtain FHWA grant money for pavement safety edge funding	ACCEPT With MODIFICATIONS: review merits and applicability
TRAFFIC		
SR01-023	Optimize the movement of traffic between Wade Road and Camino Verde	ALREADY IN PLAN
SR04-005	The Access Management Plan should not restrict turn movements, but restrict future intersections instead.	ALREADY IN PLAN
MISCELLANEOUS		
SR01-010	Waive Scenic Route requirement for the overhead utilities	ACCEPT With MODIFICATIONS: Recommend TRICO pursue with Planning Department for relief
SR01-052	Build the culverts beginning with the inlet and outlet structures and work toward the center of the road.	DECLINE