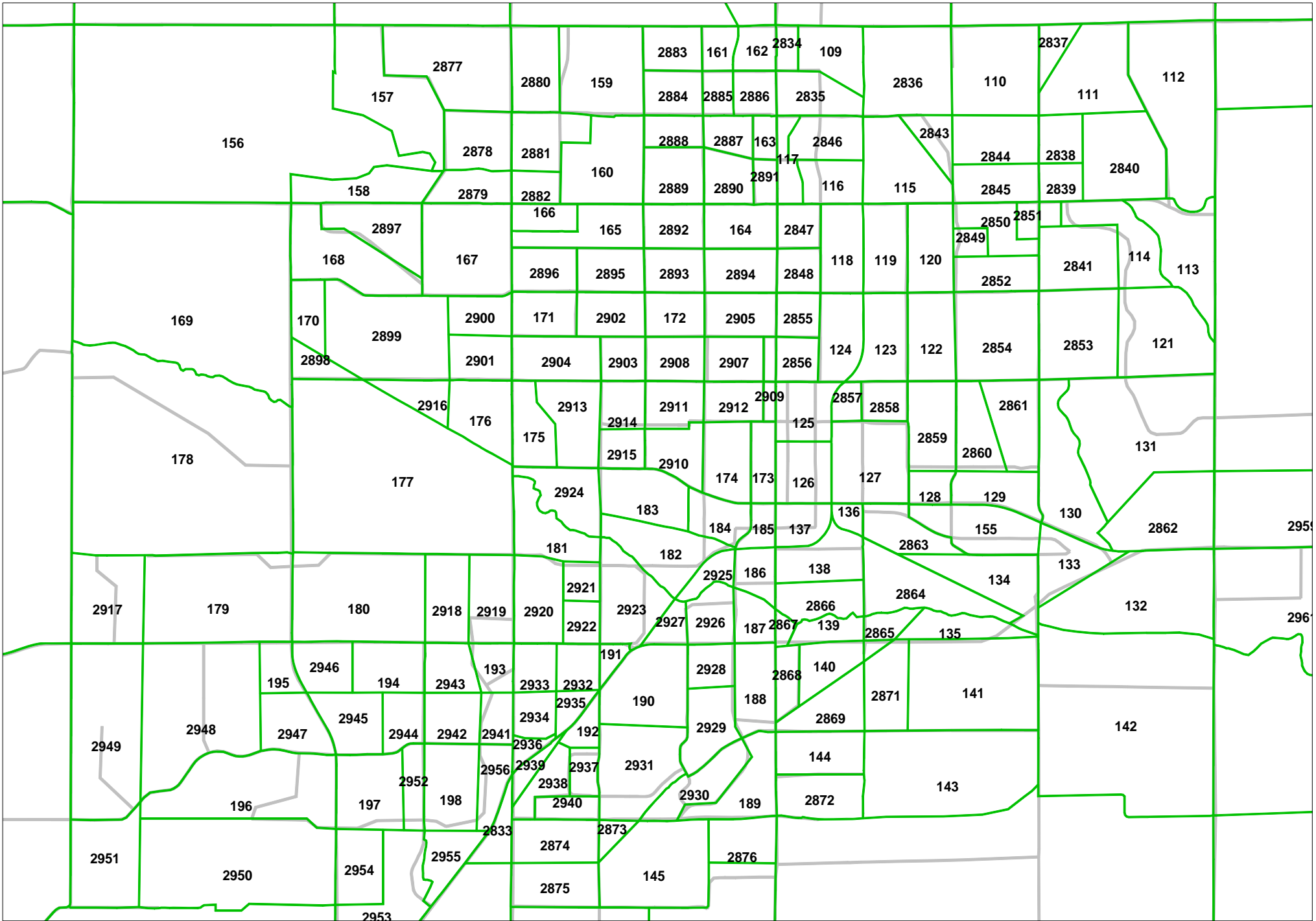


APPENDIX A – 2010 AND 2035 LAND USE DATA



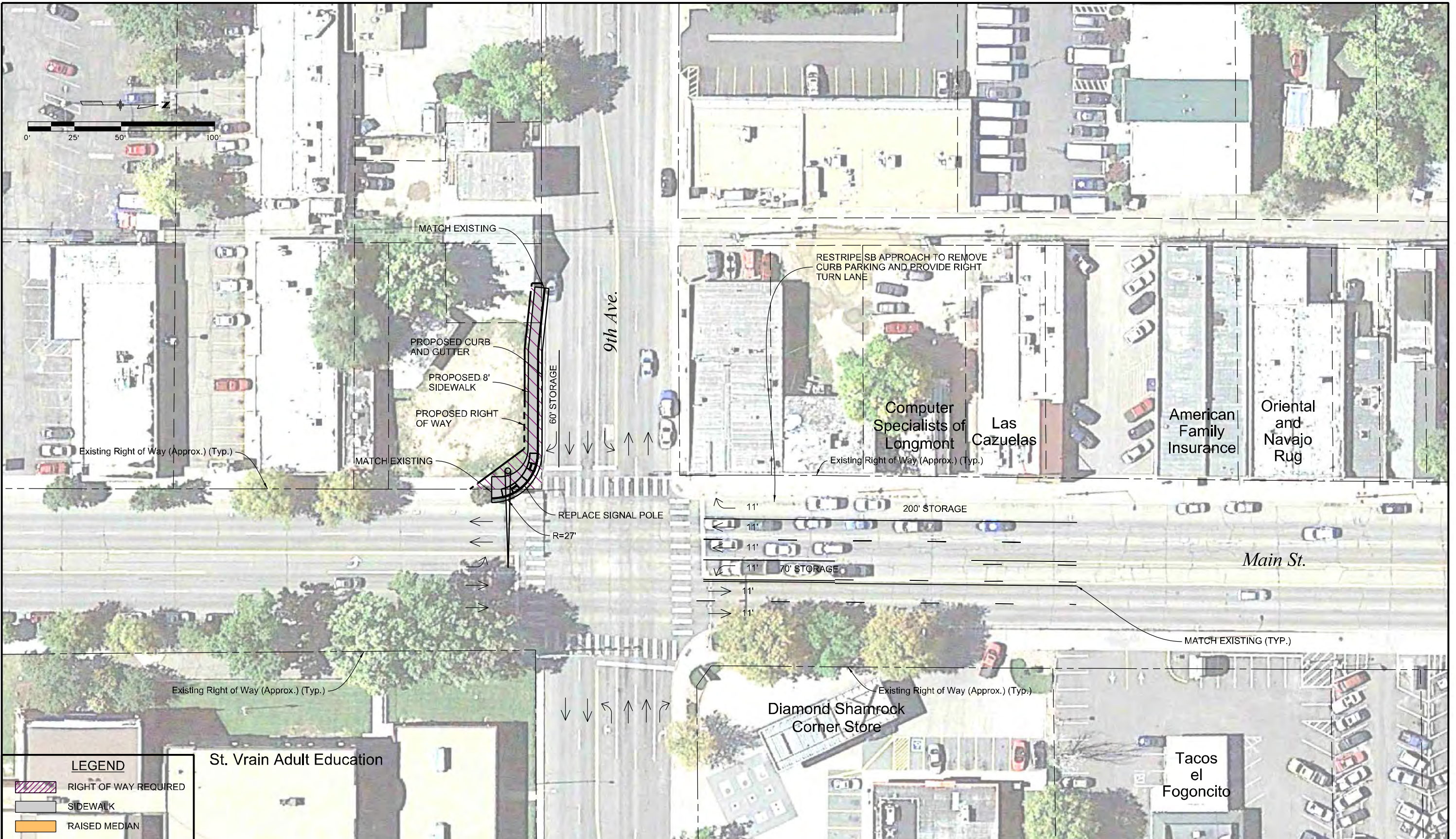
ORIGINAL DRCOG TAZ	LONGMONT TAZ	2010 LONGMONT LAND USE								2035 LONGMONT LAND USE							
		Low Income HH	Medium Income HH	High Income HH	Total Households	Production/Distribution Employment	Retail Employment	Service Employment	Total Employment	Low Income HH	Medium Income HH	High Income HH	Total Households	Production/Distribution Employment	Retail Employment	Service Employment	Total Employment
28	28	4	20	13	37	16	0	4	20	4	20	13	37	16	0	4	20
	2833	0	0	0	0	2	50	1	53	0	1	0	1	23	70	7	100
105	105	2	32	15	49	73	0	1	74	2	32	15	49	73	0	1	74
106	106	1	2	1	4	4	219	8	231	1	2	1	4	17	550	33	600
107	107	8	79	39	126	9	0	2	11	14	141	71	226	20	25	5	50
	2963	0	4	2	6	32	0	8	40	11	109	54	174	60	75	15	150
108	108	9	95	47	151	3	0	33	36	9	95	47	151	3	0	33	36
109	109	69	166	28	263	0	0	1	1	70	167	28	265	0	0	1	1
	2834	0	0	0	0	0	170	0	170	0	0	0	0	5	170	25	200
	2835	157	376	63	596	9	216	45	270	164	394	66	624	9	216	45	270
110	110	16	204	111	331	2	0	4	6	23	292	159	474	2	0	4	6
	2836	8	96	51	155	2	0	4	6	25	320	174	519	9	20	21	50
111	111	6	70	25	101	0	0	1	1	7	87	31	125	0	0	1	1
	2837	10	124	45	179	0	0	1	1	13	168	60	241	12	50	38	100
	2838	4	44	16	64	0	0	1	1	4	44	16	64	0	0	1	1
	2839	15	193	69	277	1	0	2	3	15	193	69	277	1	0	2	3
	2840	10	121	43	174	2	0	8	10	10	121	43	174	2	0	8	10
112	112	0	31	13	44	0	0	1	1	0	191	80	271	0	0	1	1
113	113	2	30	11	43	0	0	1	1	14	232	81	327	17	50	33	100
114	114	16	186	69	271	2	0	38	40	16	186	69	271	2	0	38	40
	2841	23	271	101	395	0	0	5	5	23	271	101	395	0	0	5	5
	2842	0	0	0	0	0	270	10	280	0	0	0	0	0	270	10	280
115	115	14	273	151	438	1	0	4	5	14	273	151	438	1	0	4	5
	2843	3	55	30	88	4	0	36	40	3	55	30	88	4	0	36	40
	2844	5	91	50	146	0	0	1	1	5	91	50	146	0	0	1	1
	2845	8	158	88	254	0	0	1	1	8	158	88	254	0	0	1	1
116	116	47	179	23	249	0	0	1	1	47	179	23	249	0	0	1	1
	2846	99	375	47	521	1	0	9	10	99	375	47	521	1	0	9	10
117	117	16	47	4	67	8	508	49	565	16	47	4	67	8	508	49	565
118	118	77	269	21	367	16	0	84	100	81	283	23	387	16	0	84	100
	2847	31	108	8	147	8	212	45	265	31	108	8	147	8	212	45	265
	2848	74	259	21	354	3	80	17	100	74	259	21	354	3	80	17	100
119	119	72	259	22	353	5	0	4	9	72	259	22	353	5	0	4	9
120	120	16	231	109	356	3	0	2	5	16	231	109	356	3	0	2	5
	2849	4	50	23	77	1	0	0	1	4	50	23	77	1	0	0	1
	2850	9	123	58	190	1	0	0	1	9	123	58	190	1	0	0	1
	2851	0	0	0	0	6	270	4	280	0	0	0	0	6	270	4	280
	2852	0	0	0	0	64	0	36	100	0	0	0	0	64	0	36	100
121	121	23	320	152	495	13	0	62	75	27	379	180	586	13	75	62	150
	2853	21	304	145	470	4	0	21	25	25	348	166	539	4	0	21	25
122	122	4	29	10	43	5	50	195	250	4	29	10	43	5	50	195	250
	2854	52	341	110	503	0	0	5	5	66	437	140	643	0	0	5	5
123	123	34	194	38	266	0	45	4	49	34	194	38	266	0	45	4	49
124	124	47	193	25	265	172	20	178	370	47	193	25	265	172	20	178	370
	2855	25	103	13	141	37	75	38	150	25	103	13	141	37	75	38	150
	2856	18	75	10	103	22	45	23	90	22	90	11	123	22	45	23	90
125	125	63	215	22	300	4	100	134	238	63	215	22	300	4	100	134	238
126	126	53	136	11	200	30	270	700	1,000	56	142	12	210	30	270	700	1,000
127	127	118	414	53	585	12	20	68	100	118	414	53	585	12	20	68	100
	2857	23	80	10	113	5	0	25	30	23	80	10	113	5	0	25	30
	2858	18	63	8	89	0	0	1	1	21	74	9	104	0	0	1	1
128	128	14	99	32	145	1	40	9	50	14	99	32	145	1	40	9	50
	2859	61	440	143	644	1	100	9	110	61	440	143	644	1	100	9	110
129	129	24	185	58	267	4	0	1	5	24	185	58	267	4	0	1	5
	2860	18	137	43	198	11	0	4	15	18	137	43	198	11	0	4	15
	2861	24	187	60	271	38	0	12	50	24	187	60	271	38	0	12	50
130	130	11	203	91	305	1	0	4	5	11	203	91	305	1	0	4	5
131	131	0	487	193	680	2	0	3	5	0	573	227	800	2	0	3	5
	2862	0	0	0	0	46	0	69	115	0	0	0	0	46	200	69	315
132	132	25	213	94	332	42	20	38	100	49	425	188	662	91	75	84	250
133	133	0	0	0	0	8	0	0	2	10	0	0	0	19	0	6	25
134	134	0	1	0	1	1	0	1	2	0	1	0	1	1	0	1	2
	2863	4	7	1	12	38	0	42	80	4	7	1	12	38	0	42	80
	2864	0	0	0	0	19	0	21	40	0	0	0	0	19	0	21	40
135	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	2865	0	0	0	0	0	0	0	0	0	0	0	0	17	10	33	60
136	136	28	61	5	94	6	0	34	40	28	61	5	94	6	0	34	40
137	137	27	62	5	94	653	65	122	840	42	95	7	144	366	65	69	500
138	138	0	1	0	1	37	75	113	225	9	17	0	26	52	75	158	285
	2866	0	0	0	0	1	0	4	5	8	17	0	25	1	0	4	5
139	139	0	0	0	0	1	285	14	300	0	0	0	0	3	315	32	350
	2867	2	11	7	20	2	20	18	40	2	11	7	20	2	20	18	40
140	140	0	0	0	0	0	428	22	450	0	0	0	0	0	428	22	450
	2868	0	0	0	0	0	135	15	150	0	0	0	0	0	175	25	200
	2869	0	0	0	0	1	0	74	75	0	95	72	167	1	75	59	135
141	141	2	10	6	18	2	0	3	5	2	11	7	20	2	0	3	5
	2870	0	0	0	0	3	30	7	40	0	0	0	0	3	30	7	40
	2871	0	0	0	0	0	0	0	0	56	253	150	459	0	5	0	5
142	142	1	3	1	5	2	0	23	25	1	3	1	5	2	0	23	25
143	143	0	6	2	8	0	0	3	3	0	24	8	32	0	0	3	3
144	144	41	186	66	293	0	15	0	15	80	364	131	575	0	15	0	15
	2872	55	251	91	397	19	40	91	150	55	251	91	397	9	150	40	199
145	145	4	175	149	328	0	0	5	5	4	175	149	328	0	0	5	5
	2873	0	0	0	0	6	0	209	215	0	0	0	0	6	0	209	215
	2874	0	0	0	0	9	0	291	300	0	0	0	0	13	0	422	435
	2875	5	211	180	396	0	0	5	5	5	213	182	400	0	0	5	5
147	147	3	20	12	35	1	0	0	1	3	20	12	35	1	0	0	1
	2876	28	171	105	304	23	60	17	100	52	323	200	575	34	140	26	200
155	155	0	1	1	2	489	100	111	700	0	1	1	2	489	100	111	700
157	157	43	396	216	655	2	0	3	5	43	396	216	655	2	0	3	5
	2877	31	288	158	477	4	0	6	10	31	288	158	477	4	0	6	10
	2878	17	159	87	263	4	0	6	10	17	159	87	263	4	0	6	10
158	158	13	100	50	163	0	0	5	5	13	100	50	163	0	0	5	5
	2879	21	163	83	267	0	99	11	110	21	163	83	267	0	99	11	110
159	159	30	365	138	533	25	0	25	5								

ORIGINAL DRCOG TAZ	LONGMONT TAZ	2010 LONGMONT LAND USE								2035 LONGMONT LAND USE							
		Low Income HH	Medium Income HH	High Income HH	Total Households	Production/Distribution Employment	Retail Employment	Service Employment	Total Employment	Low Income HH	Medium Income HH	High Income HH	Total Households	Production/Distribution Employment	Retail Employment	Service Employment	Total Employment
161	161	21	71	17	109	1	0	44	45	21	71	17	109	1	0	44	45
	2883	40	137	32	209	0	0	5	5	40	137	32	209	0	0	5	5
	2884	31	108	25	164	0	0	5	5	35	119	28	182	0	0	5	5
	2885	38	129	29	196	0	0	5	5	38	129	29	196	0	0	5	5
162	162	26	89	22	137	11	262	77	350	37	126	30	193	14	262	94	370
	2886	6	22	6	34	5	360	35	400	6	22	6	34	9	380	61	450
163	163	0	0	0	0	4	396	40	440	0	0	0	0	4	396	40	440
	2887	22	153	35	210	4	0	46	50	22	153	35	210	4	0	46	50
	2888	13	91	21	125	0	0	1	1	13	91	21	125	0	0	1	1
	2889	26	176	40	242	0	0	5	5	26	176	40	242	0	0	5	5
	2890	33	224	51	308	7	0	73	80	33	224	51	308	7	0	73	80
	2891	0	0	0	0	4	396	40	440	0	0	0	0	4	450	46	500
164	164	61	205	39	305	3	212	50	265	67	222	42	331	3	212	50	265
	2892	22	73	13	108	0	0	1	1	34	113	21	168	0	0	1	1
	2893	30	101	19	150	3	0	42	45	37	123	23	183	3	0	42	45
	2894	66	221	42	329	3	212	50	265	67	225	43	335	3	212	50	265
165	165	39	217	40	296	0	0	10	10	39	217	40	296	0	0	10	10
	2895	21	120	23	164	2	0	298	300	21	120	23	164	2	0	298	300
	2896	38	215	40	293	10	100	1,470	1,580	38	215	40	293	10	100	1,470	1,580
166	166	0	0	0	0	315	250	135	700	0	0	0	0	315	250	135	700
167	167	123	406	151	680	0	0	78	78	146	481	178	805	0	0	78	78
168	168	36	265	95	396	7	0	38	45	36	265	95	396	7	0	38	45
	2897	36	266	96	398	6	40	29	75	36	266	96	398	6	40	29	75
169	169	2	20	7	29	10	10	67	87	2	20	8	30	10	10	67	87
170	170	10	87	43	140	0	0	2	2	10	87	43	140	0	0	2	2
	2898	6	52	26	84	0	0	1	1	6	52	26	84	0	0	1	1
	2899	18	158	80	256	0	15	0	15	18	158	80	256	0	15	0	15
	2900	13	117	59	189	1	0	4	5	13	117	59	189	1	0	4	5
	2901	36	318	160	514	10	0	40	50	40	356	179	575	10	0	40	50
171	171	43	138	30	211	3	0	397	400	43	138	30	211	3	0	397	400
	2902	50	161	35	246	0	270	30	300	50	161	35	246	0	270	30	300
	2903	17	54	11	82	1	0	149	150	17	54	11	82	1	0	149	150
	2904	75	241	53	369	0	0	10	10	75	241	53	369	0	0	10	10
172	172	41	143	26	210	2	90	8	100	41	143	26	210	2	90	8	100
	2905	16	57	10	83	0	0	1	1	16	57	10	83	0	0	1	1
	2906	6	22	4	32	18	150	82	250	10	35	7	52	18	150	82	250
	2907	44	155	28	227	0	100	0	100	48	168	31	247	0	100	0	100
	2908	46	161	29	236	0	0	1	1	46	161	29	236	0	0	1	1
173	173	30	86	23	139	52	180	968	1,200	32	93	25	150	52	180	968	1,200
	2909	6	16	4	26	16	55	294	365	40	117	33	190	16	55	294	365
174	174	62	227	66	355	10	40	150	200	65	240	70	375	10	40	150	200
	2910	47	172	49	268	1	0	19	20	47	172	49	268	1	0	19	20
	2911	38	140	41	219	0	0	5	5	38	140	41	219	0	0	5	5
	2912	17	62	18	97	3	25	47	75	17	62	18	97	3	25	47	75
175	175	18	90	28	136	1	0	4	5	19	97	30	146	1	0	4	5
	2913	12	60	18	90	0	40	0	40	12	60	18	90	0	40	0	40
	2914	23	117	37	177	1	0	4	5	23	117	37	177	1	0	4	5
	2915	23	118	37	178	1	0	4	5	23	118	37	178	1	0	4	5
176	176	4	70	25	99	0	0	2	2	6	108	39	153	0	0	2	2
	2916	6	107	39	152	0	0	3	3	6	107	39	152	0	0	3	3
177	177	1	21	8	30	20	0	4	24	1	28	11	40	20	0	5	25
178	178	1	13	6	20	7	5	133	145	1	13	6	20	7	5	133	175
179	179	0	1	0	1	495	0	165	660	0	1	0	1	495	0	165	660
	2917	0	0	0	0	975	0	325	1,300	0	0	0	0	1,275	0	425	1,700
180	180	1	12	4	17	1	0	9	10	1	14	5	20	1	30	19	50
	2918	0	0	0	0	1	0	9	10	1	10	4	15	2	0	28	30
	2919	1	11	4	16	1	285	14	300	1	11	4	16	2	370	28	400
181	181	0	0	0	0	49	10	41	100	0	0	0	0	49	10	41	100
	2920	0	0	0	0	11	0	9	20	0	0	0	0	11	0	9	20
	2921	0	0	0	0	110	0	90	200	0	0	0	0	110	0	90	200
	2922	0	0	0	0	264	0	216	480	0	0	0	0	264	0	216	480
	2923	12	94	29	135	220	100	180	500	12	94	29	135	247	100	203	550
182	182	0	0	0	0	395	50	176	621	0	0	0	0	419	55	186	660
183	183	55	254	61	370	2	0	3	5	61	282	67	410	2	0	3	5
	2924	18	82	20	120	14	0	16	30	19	89	22	130	14	0	16	30
184	184	26	108	30	164	54	25	17	96	29	118	33	180	54	25	17	96
185	185	6	22	6	34	1	66	99	166	13	45	12	70	1	120	59	180
186	186	11	53	8	72	114	150	36	300	53	262	40	355	57	125	18	200
	2925	0	0	0	0	212	20	68	300	0	0	0	0	212	20	68	300
187	187	10	73	21	104	49	300	151	500	10	73	21	104	49	300	151	500
	2926	0	0	0	0	73	300	227	600	0	0	0	0	73	300	227	600
	2927	0	0	0	0	92	125	283	500	0	0	0	0	92	125	283	500
188	188	17	150	39	206	3	180	17	200	22	197	51	270	3	180	17	200
	2928	14	122	31	167	2	90	8	100	14	122	31	167	2	90	8	100
	2929	16	142	37	195	6	0	34	40	16	142	37	195	6	0	34	40
189	189	38	246	77	361	8	90	2	100	38	246	77	361	8	90	2	100
	2930	24	152	47	223	4	0	1	5	24	152	47	223	4	0	1	5
190	190	0	1	0	1	162	140	398	700	14	108	34	156	162	140	398	700
	2931	37	277	87	401	43	0	107	150	37	277	87	401	43	0	107	150
191	191	0	0	0	0	46	100	54	200	0	0	0	0	46	100	54	200
	2932	0	2	0	2	46	50	54	150	0	70	0	70	46	50	54	150
	2933	0	0	0	0	9	230	11	250	0	0	0	0	9	230	11	250
	2934	0	0	0	0	9	180	11	200	0	0	0	0	55	380	65	500
	2935	0	0	0	0	91	100	109	300	0	0	0	0	109	100	131	340
	2936	0	0	0	0	5	238	7	250	0	0	0	0	5	238	7	250
192	192	0	0	0	0	147	50	203	400	0	0	0	0	169	50	231	450
	2937	0	0	0	0	126	0	174	300	0	0	0	0	126	0	174	300
	2938	0	0	0	0	147	0	203	350	0	0	0	0	147	0	203	350
	2939	0	0	0	0	42	300	58	400	0	0	0	0	42	300	58	400
	2940	0	0	0	0	93	130	127	350	0	0	0	0	177	30	243	450
193	193	0	0	0	0	79	400	21	500	0	0	0	0	79	400	21	500
	2941	0	0	0	0	40	450	10	500	0	0	0	0	40	450	10	500
	2942	0	0	0	0	238	0	62	300	0	0	0	0	397	0	103	500
	2943	25	291	120	436												

ORIGINAL DRCOG TAZ	LONGMONT TAZ	2010 LONGMONT LAND USE								2035 LONGMONT LAND USE							
		Low Income HH	Medium Income HH	High Income HH	Total Households	Production/Distribution Employment	Retail Employment	Service Employment	Total Employment	Low Income HH	Medium Income HH	High Income HH	Total Households	Production/Distribution Employment	Retail Employment	Service Employment	Total Employment
	2948	41	770	285	1,096	42	0	183	225	52	973	359	1,384	42	0	183	225
	2949	11	205	76	292	8	0	32	40	33	624	231	888	8	0	32	40
196	196	52	572	201	825	2	0	3	5	62	671	235	968	4	40	6	50
	2950	12	134	48	194	0	0	1	1	49	531	186	766	0	0	1	1
	2951	4	39	14	57	0	0	1	1	7	74	26	107	0	0	1	1
197	197	8	234	146	388	0	0	1	1	8	234	146	388	0	0	1	1
	2952	1	36	23	60	44	0	221	265	1	36	23	60	44	0	221	265
	2953	0	3	2	5	225	0	225	450	0	3	2	5	250	0	250	500
	2954	3	94	58	155	0	0	1	1	4	118	73	195	0	0	1	1
198	198	0	0	1	1	1,125	100	375	1,600	0	1	9	10	1,125	100	375	1,600
	2955	0	0	1	1	0	0	0	0	0	0	1	1	0	0	50	50
	2956	0	0	0	0	1	200	199	400	0	0	0	0	1	250	209	460
2723	2723	11	134	59	204	23	50	39	112	11	134	59	204	23	50	39	112
2725	2725	5	52	25	82	18	0	12	30	5	52	25	82	18	0	12	30
	2957	2	17	8	27	12	0	8	20	2	17	8	27	12	0	8	20
	2958	22	243	115	380	1	0	0	1	37	412	196	645	1	0	0	1
	2959	0	4	3	7	268	0	182	450	26	290	139	455	327	100	223	650
	2960	0	0	0	0	3	70	2	75	0	0	0	0	15	200	10	225
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	TOTAL	4,004	25,520	8,647	38,171	9,579	12,423	13,999	36,001	4,688	31,372	11,013	47,073	10,347	14,912	14,942	40,201

APPENDIX B – INTERSECTION CONCEPT LAYOUTS

<u>Index of Concept Plans</u>	<u>Sheet Number</u>
9 th Avenue and US 287 (Main Street).....	1
SH 66 and US 287 (Main Street).....	2
17 th Avenue and US 287 (Main Street)	5
SH 66 and Pace Street	6
9 th Avenue and Hover Street.....	11
Nelson Road and Hover Street.....	13
Clover Basin Drive and Hover Street	17
SH 119 (Diagonal Highway) and Hover Street.....	19
Pike Road and Hover Street.....	24
SH 119 (Ken Pratt Boulevard) and Sunset Street.....	26
SH 119 (Ken Pratt Boulevard) and US 287 (Main Street)	28
Nelson Road and Airport Road	31
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Ken Pratt Boulevard (SH 119) and Zlaten Drive	36



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	RIGHT OF WAY REQUIRED
	SIDEWALK
	RAISED MEDIAN

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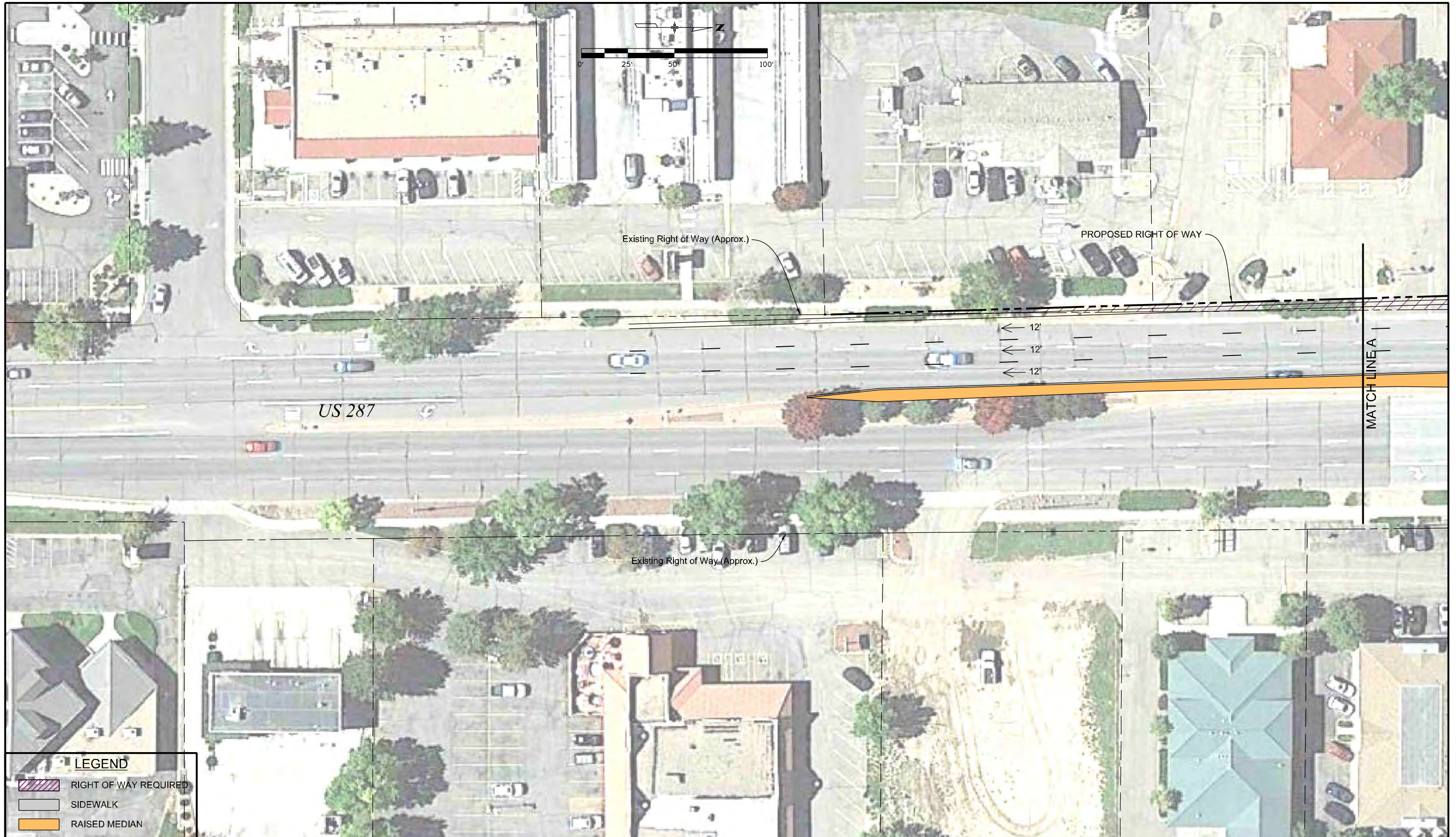
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9th AVE. & MAIN ST. INTERSECTION			
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Detailer:	CLJ		
Sheet Subset:	PLAN	Subset Sheets:	1 OF 1

Project No./Code
Sheet Number




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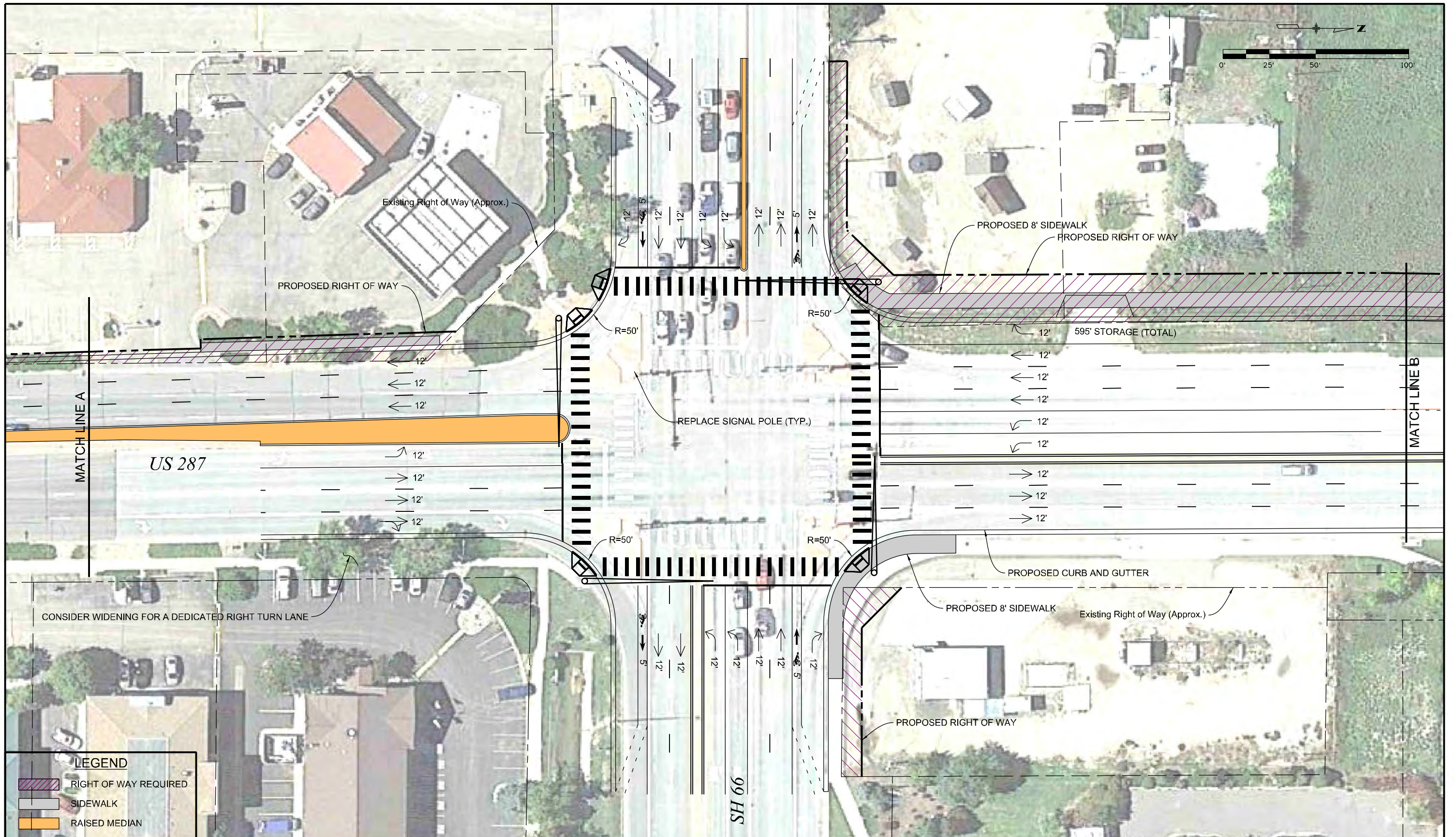


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Project No./Code
Sheet Number

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




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Project No./Code
Sheet Number




LEGEND	
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	SIDEWALK
	RAISED MEDIAN

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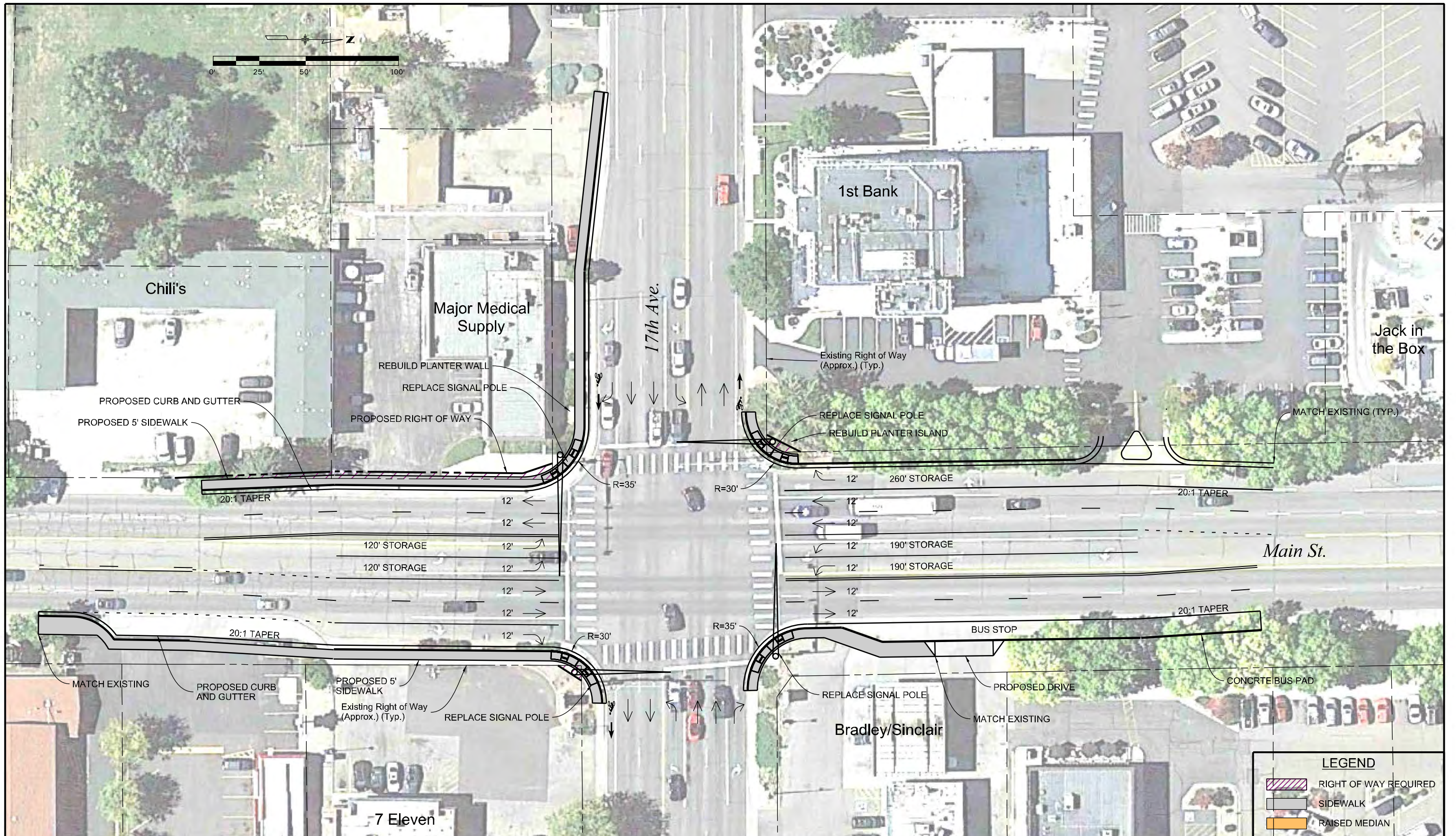
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Sheet Number

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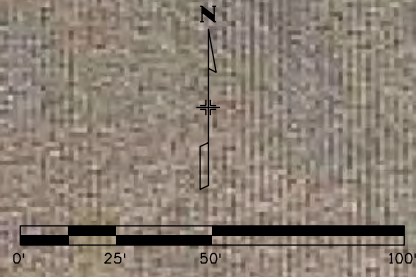
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17th AVE. & MAIN ST. INTERSECTION			
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Sheet Number



LEGEND	
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	SIDEWALK
	RAISED MEDIAN

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Project No./Code
Sheet Number

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	RAISED MEDIAN

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SH 66 & PACE ST. INTERSECTION			
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

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Project No./Code
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Project No./Code
Sheet Number



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	RAISED MEDIAN

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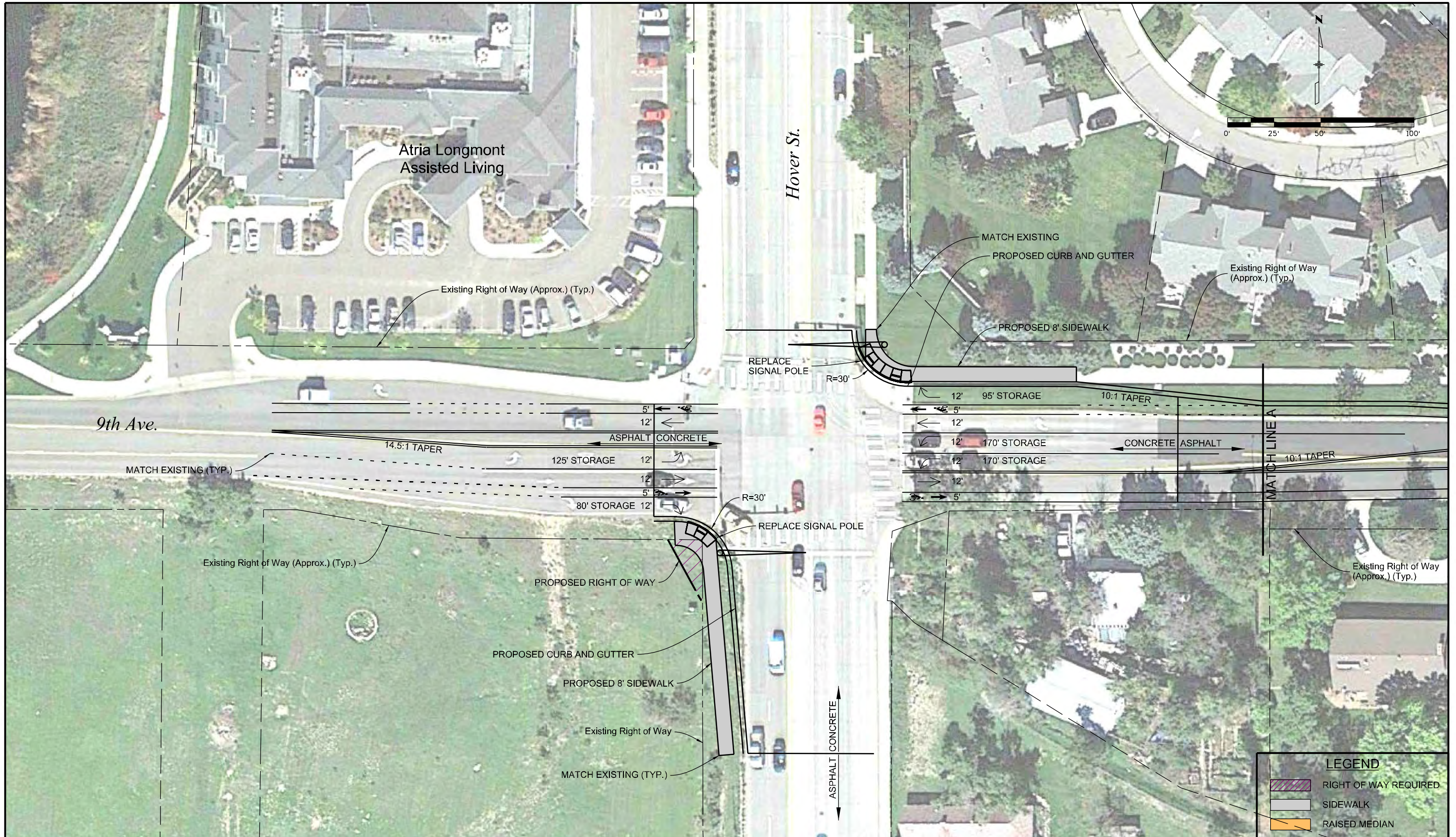


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9th AVE. & HOVER ST. INTERSECTION			
Designer:	SNG	Structure Numbers	
Detailer:	CLJ		
Sheet Subset:	PLAN	Subset Sheets:	1 OF 2

Project No./Code
Sheet Number

LEGEND

- RIGHT OF WAY REQUIRED
- SIDEWALK
- RAISED MEDIAN



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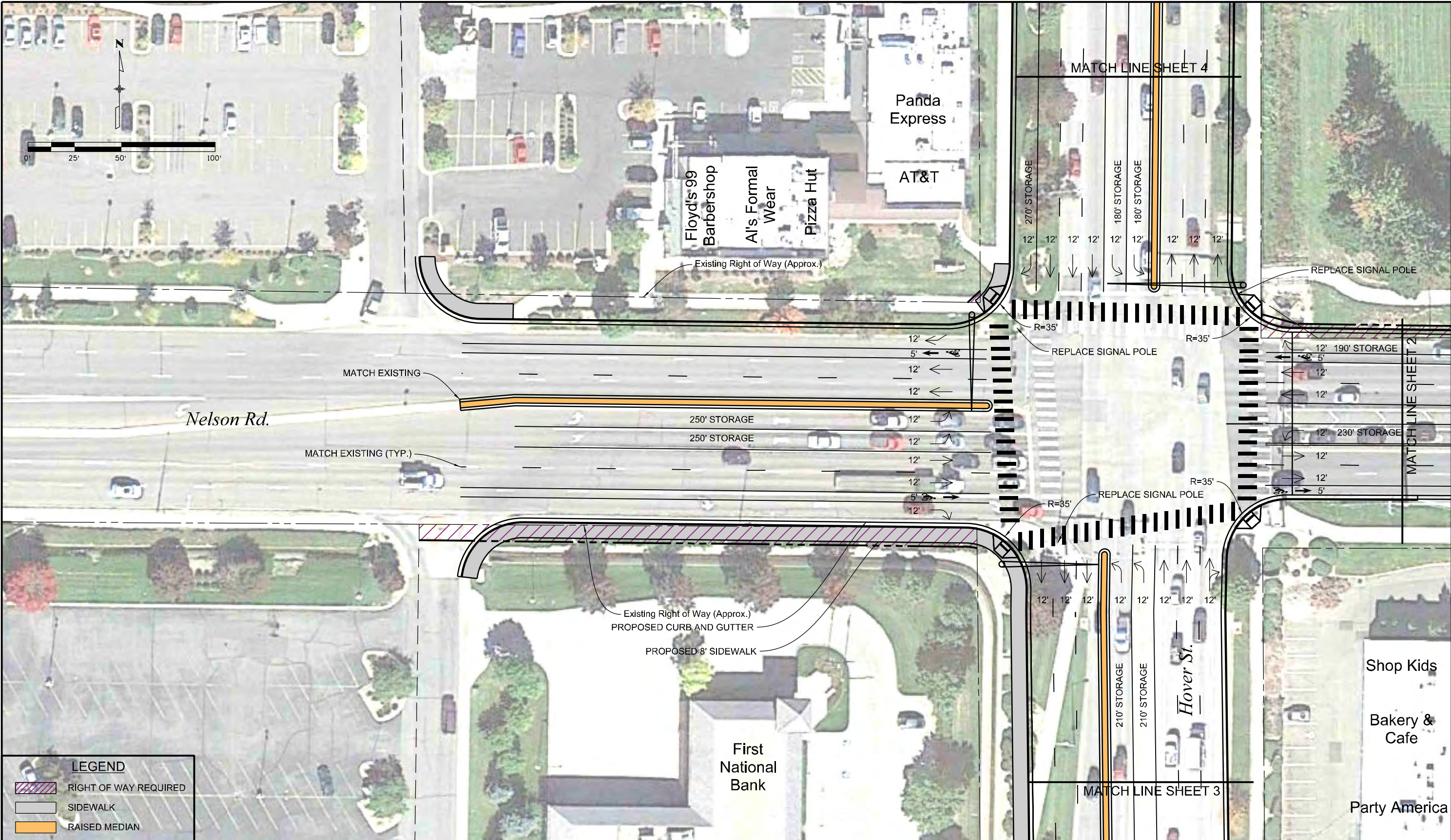
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 LONGMONT, COLORADO 80501
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9th AVE. & HOVER ST. EAST LEG			
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Project No./Code
Sheet Number



LEGEND	
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	SIDEWALK
	RAISED MEDIAN

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CONTACT: Bob Ball

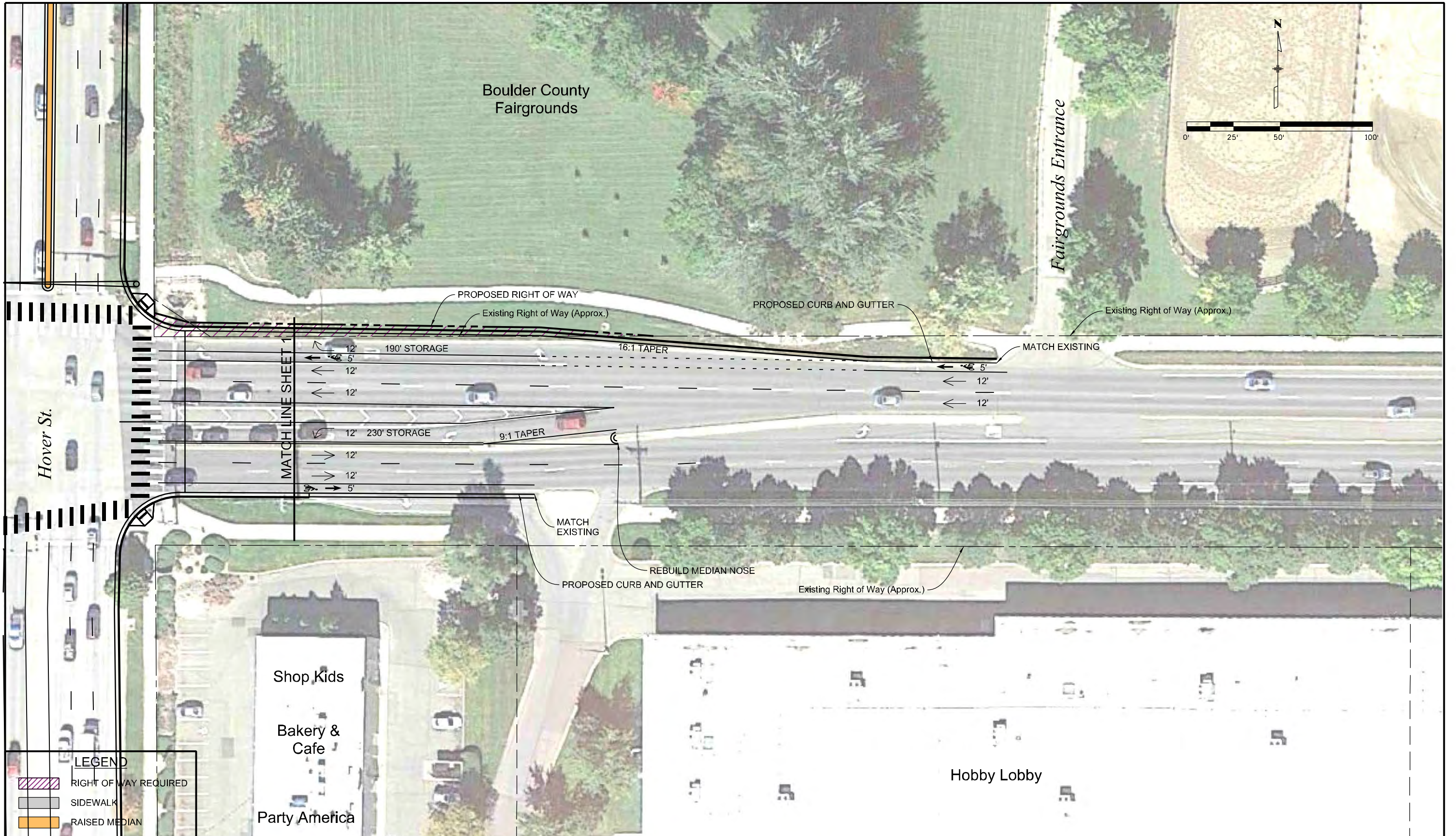


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Project No./Code
Sheet Number

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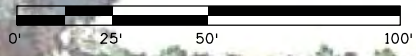
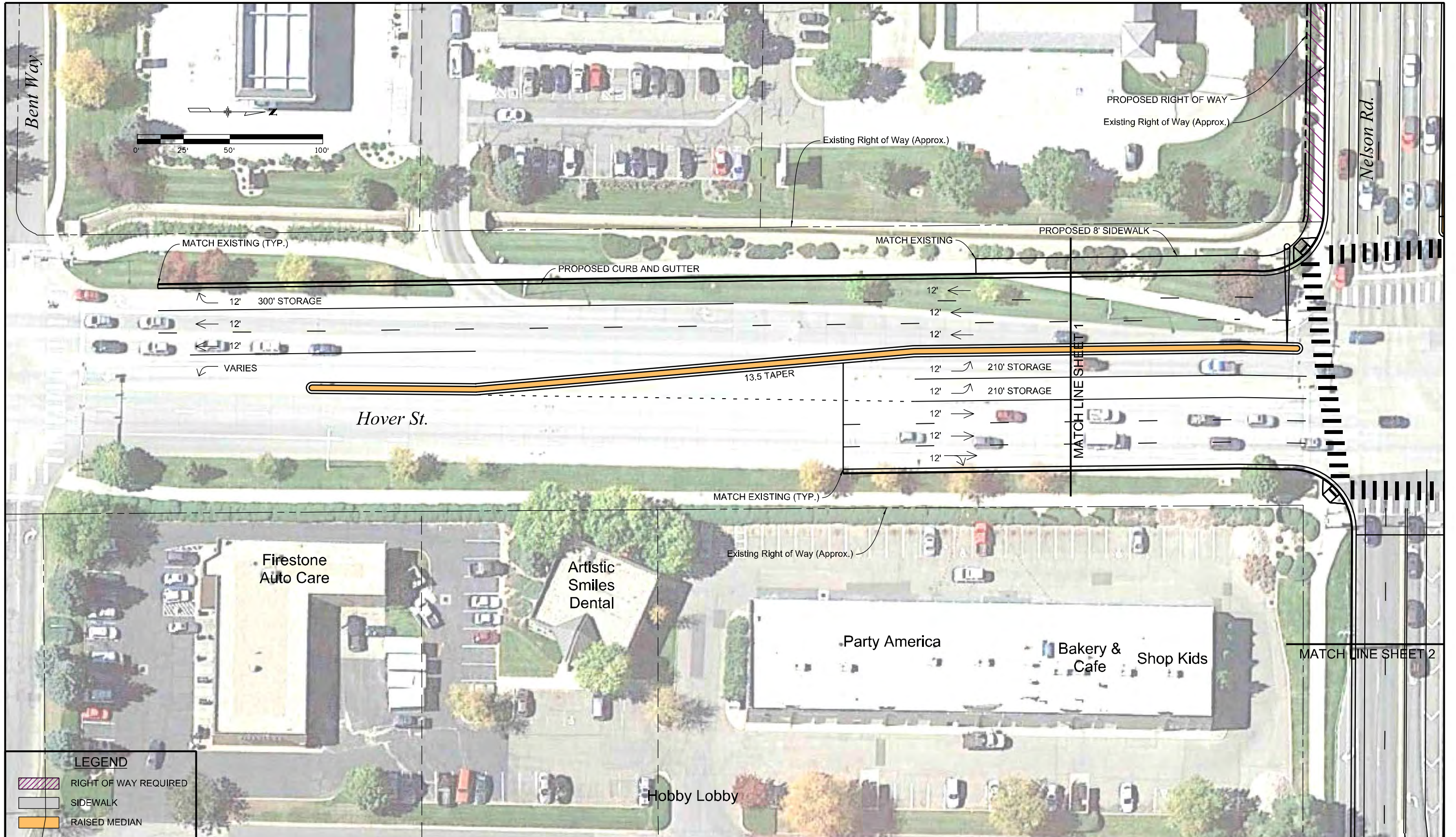
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Designer:	SNG	Structure Numbers	
Detailer:	CLJ		
Sheet Subset:	PLAN	Subset Sheets:	2 OF 4

Project No./Code
Sheet Number



MATCH EXISTING (TYP.)

Existing Right of Way (Approx.)

PROPOSED RIGHT OF WAY
Existing Right of Way (Approx.)

12' 300' STORAGE
12'
12'
VARIES

PROPOSED CURB AND GUTTER

MATCH EXISTING

PROPOSED 8' SIDEWALK

12' ←
12' ←
12' ←

13.5 TAPER

12' ↗ 210' STORAGE
12' ↗ 210' STORAGE

12' →
12' →
12' →

Hover St.

MATCH LINE SHEET 1

MATCH EXISTING (TYP.)

Existing Right of Way (Approx.)

Firestone Auto Care

Artistic Smiles Dental

Party America

Bakery & Cafe

Shop Kids

Hobby Lobby

MATCH LINE SHEET 2

LEGEND

	RIGHT OF WAY REQUIRED
	SIDEWALK
	RAISED MEDIAN

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File Name: 13022 Nelson and Hover03.dgn
Scale: 1:50
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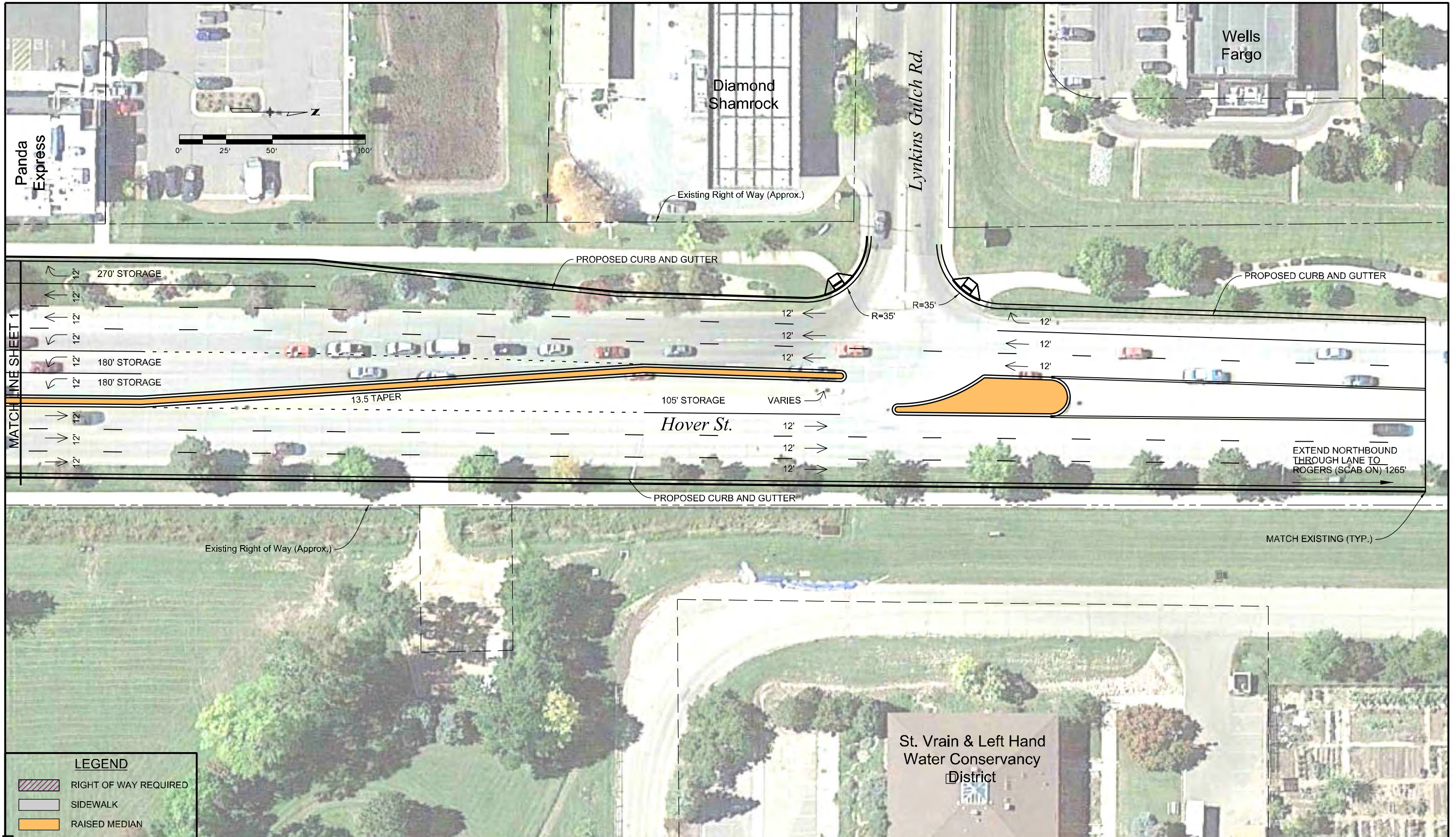


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No Revisions:
Revised:
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Project No./Code
Sheet Number

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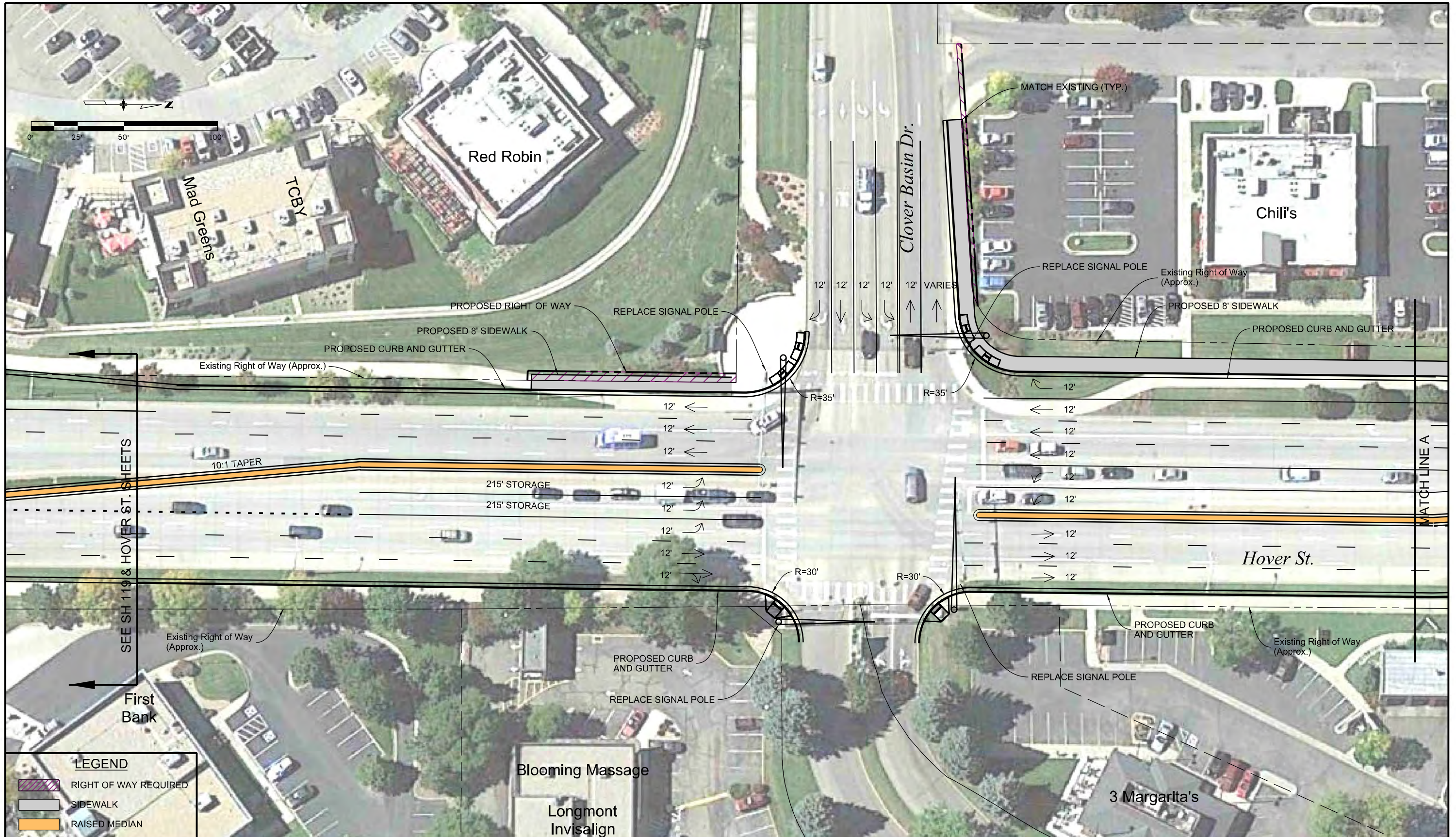
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NELSON RD. & HOVER ST. NORTH LEG			
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Project No./Code
Sheet Number



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 4/3/2014

SEE SH 119 & HOVER ST. SHEETS

MATCH LINE A

LEGEND	
	RIGHT OF WAY REQUIRED
	SIDEWALK
	RAISED MEDIAN

Print Date: 4/3/2014
File Name: 13022 Clover Basin and Hover01.dgn
Scale: 1:50
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CLOVER BASIN DR. & HOVER ST. INTERSECTION			
Designer:	SNG	Structure Numbers:	
Detailer:	CLJ		
Sheet Subset:	PLAN	Subset Sheets:	1 OF 2

Project No./Code
Sheet Number



LEGEND	
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	SIDEWALK
	RAISED MEDIAN

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CLOVER BASIN DR. & HOVER ST. NORTH LEG			
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Sheet Number



LEGEND

	RIGHT OF WAY REQUIRED
	SIDEWALK
	RAISED MEDIAN

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 CITY OF LONGMONT
 385 KIMBARK STREET
 LONGMONT, COLORADO 80501
 (303) 651-8323
 CONTACT: Bob Ball



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SH 119 & HOVER ST. WEST LEG			
Designer:	SNG	Structure Numbers	
Detailer:	CLJ		
Sheet Subset:	PLAN	Subset Sheets:	1 OF 5

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LEGEND

- RIGHT OF WAY REQUIRED
- SIDEWALK
- RAISED MEDIAN

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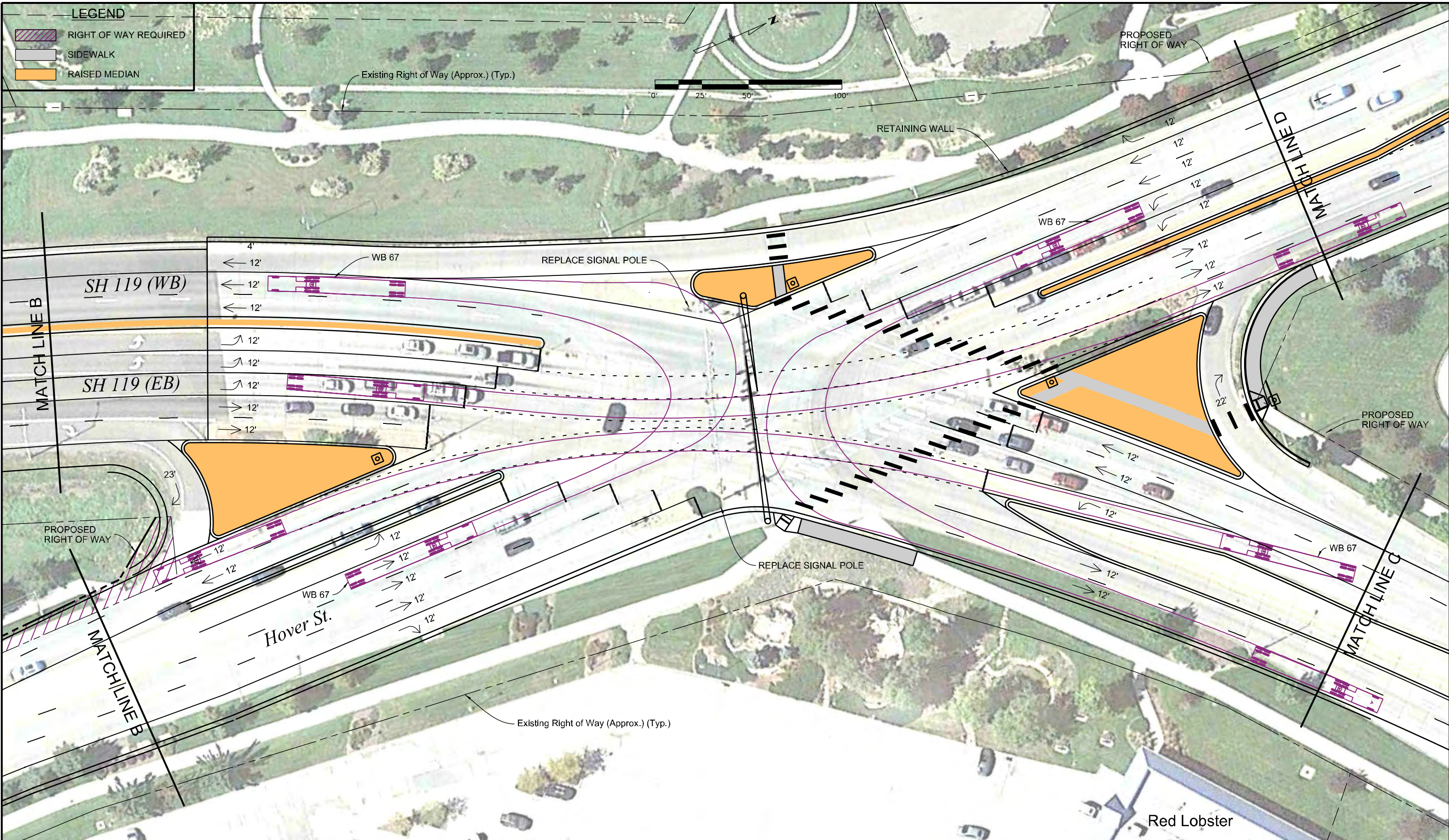
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 (303) 651-8323
 CONTACT: Bob Ball



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Sheet Subset:	PLAN	Subset Sheets:	2 OF 5

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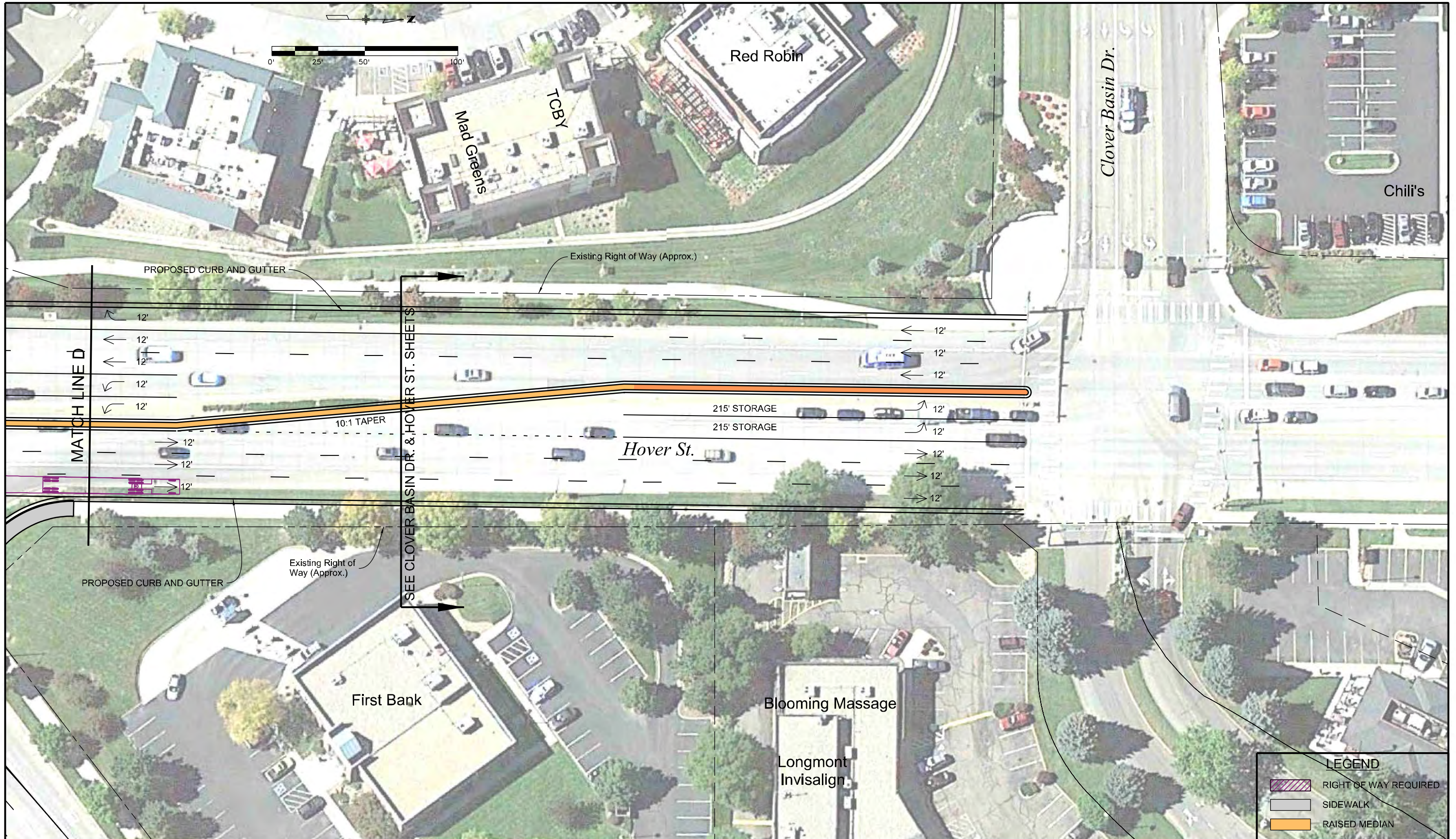
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	RAISED MEDIAN

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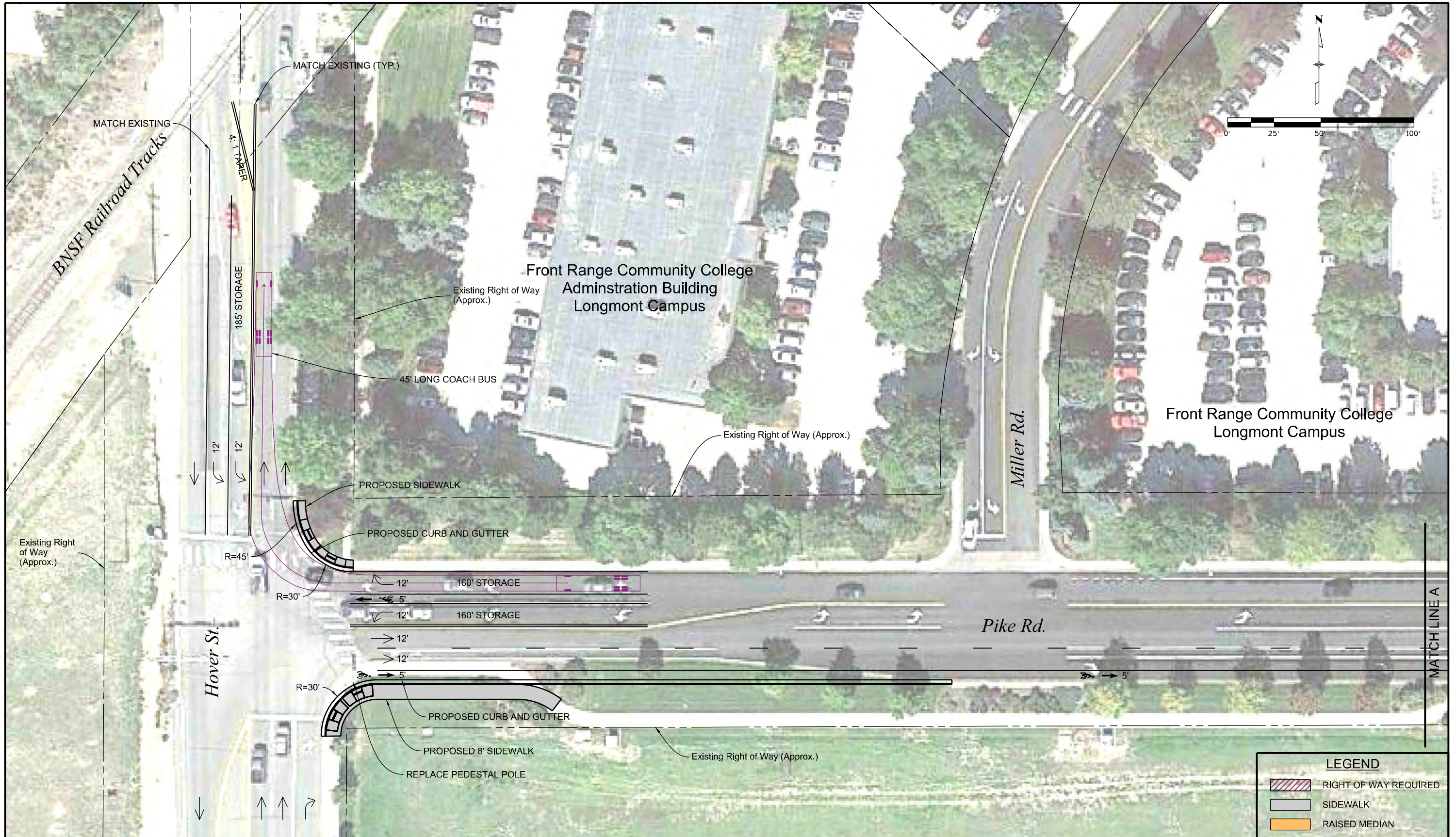
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LEGEND

- RIGHT OF WAY REQUIRED
- SIDEWALK
- RAISED MEDIAN



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



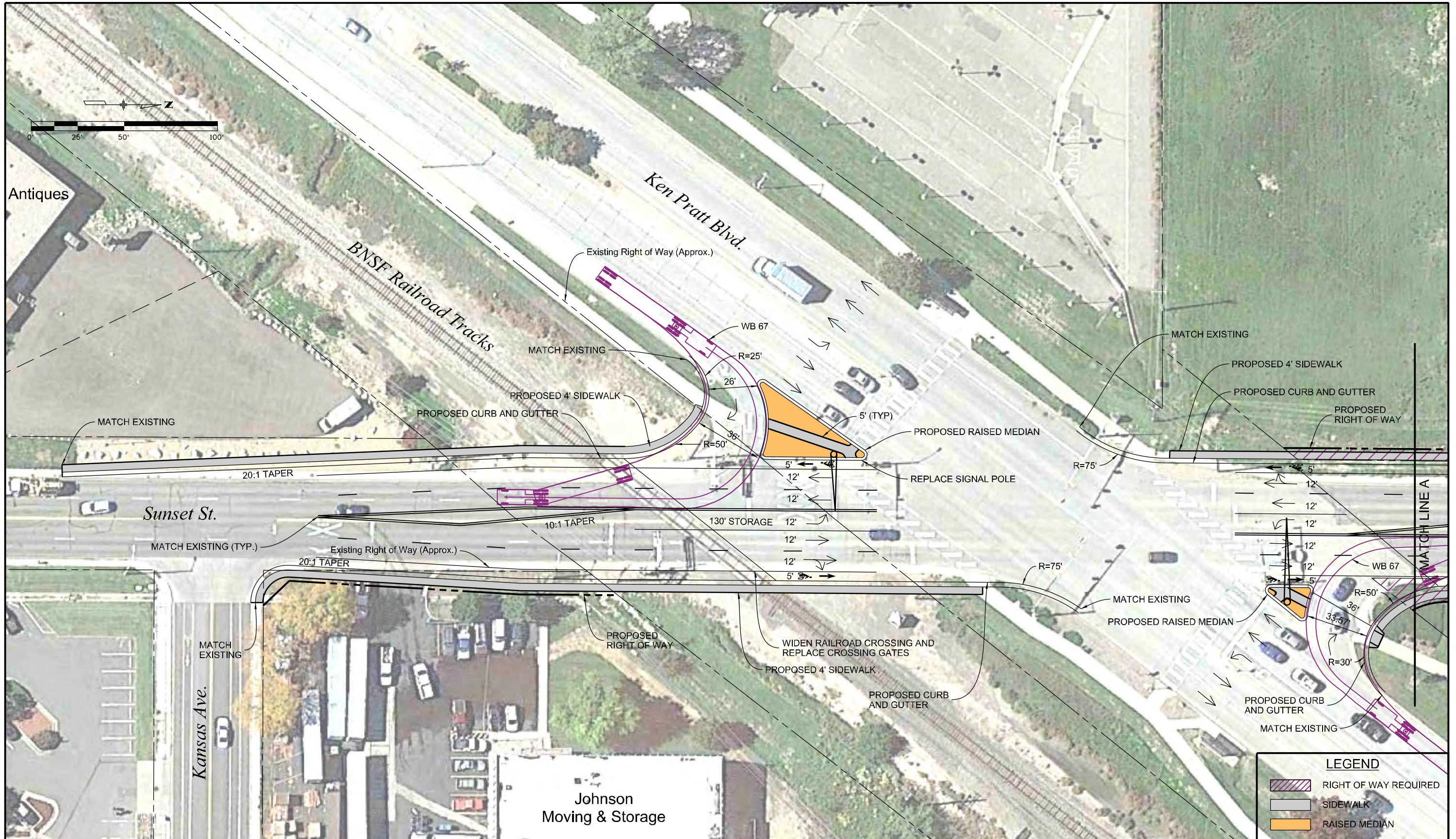
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Project No./Code
Sheet Number

LEGEND

-  RIGHT OF WAY REQUIRED
-  SIDEWALK
-  RAISED MEDIAN



LEGEND	
	RIGHT OF WAY REQUIRED
	SIDEWALK
	RAISED MEDIAN

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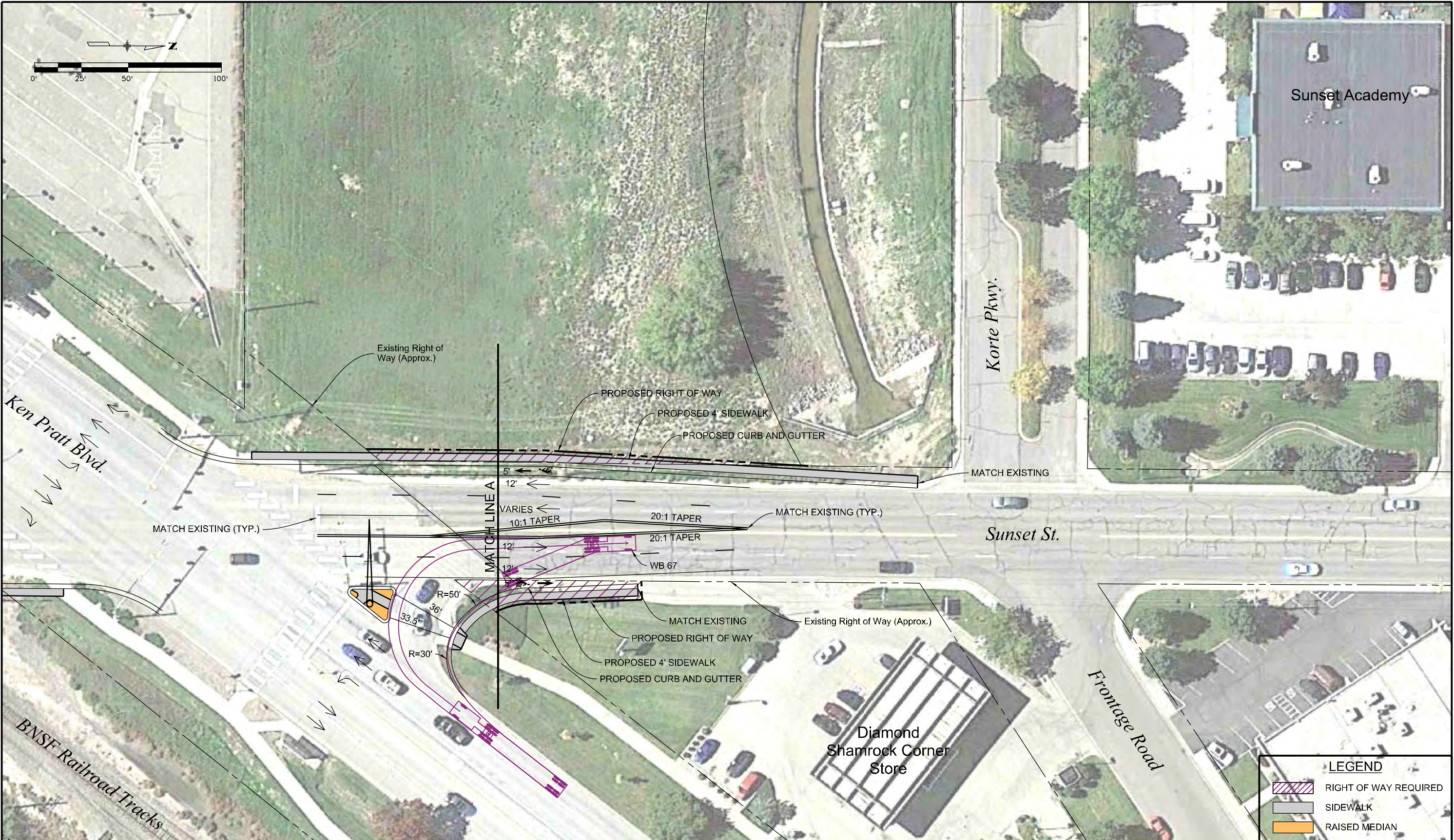
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LEGEND	
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	RAISED MEDIAN

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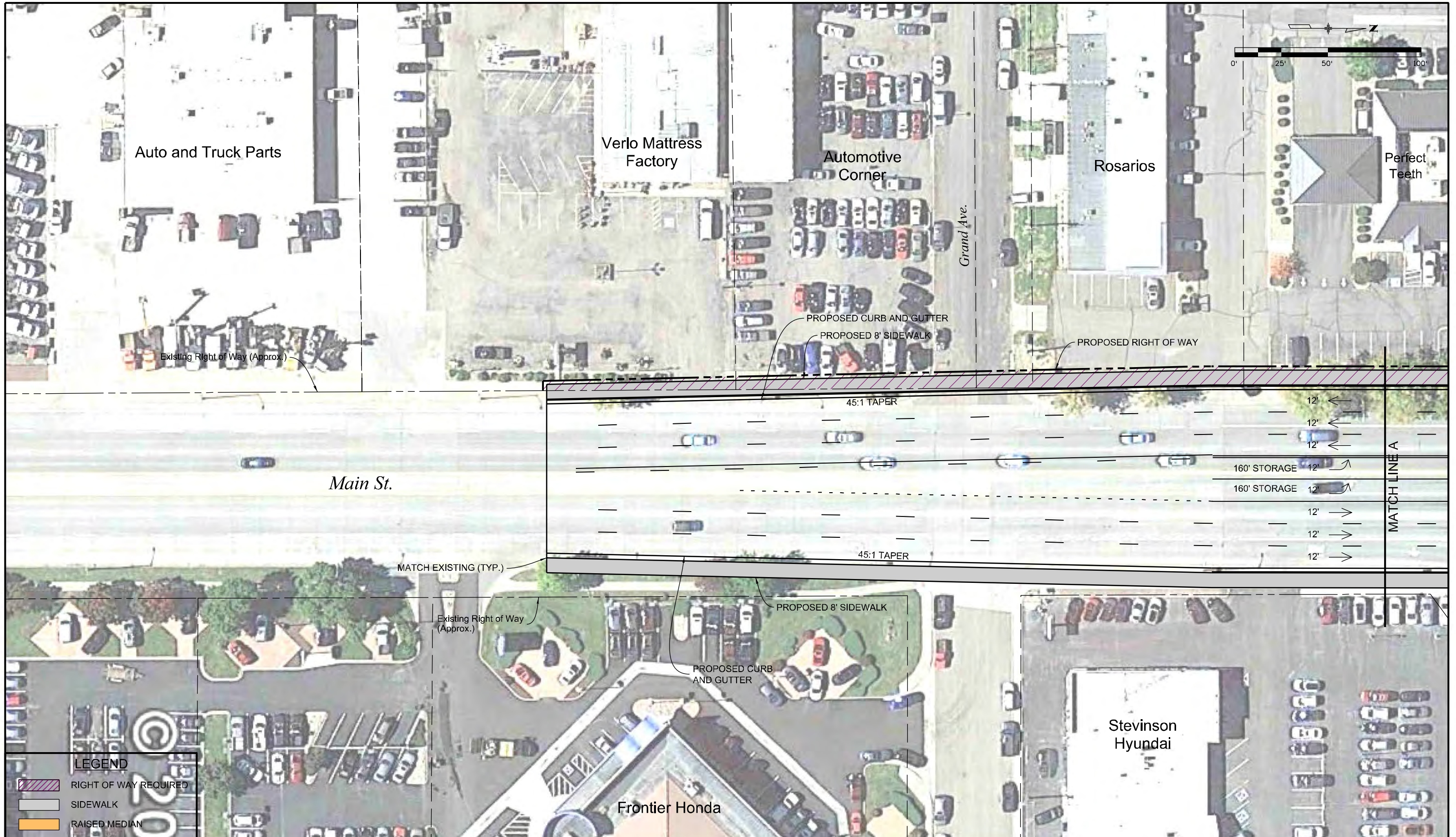
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 CONTACT: Bob Ball






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Project No./Code
Sheet Number



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	RAISED MEDIAN

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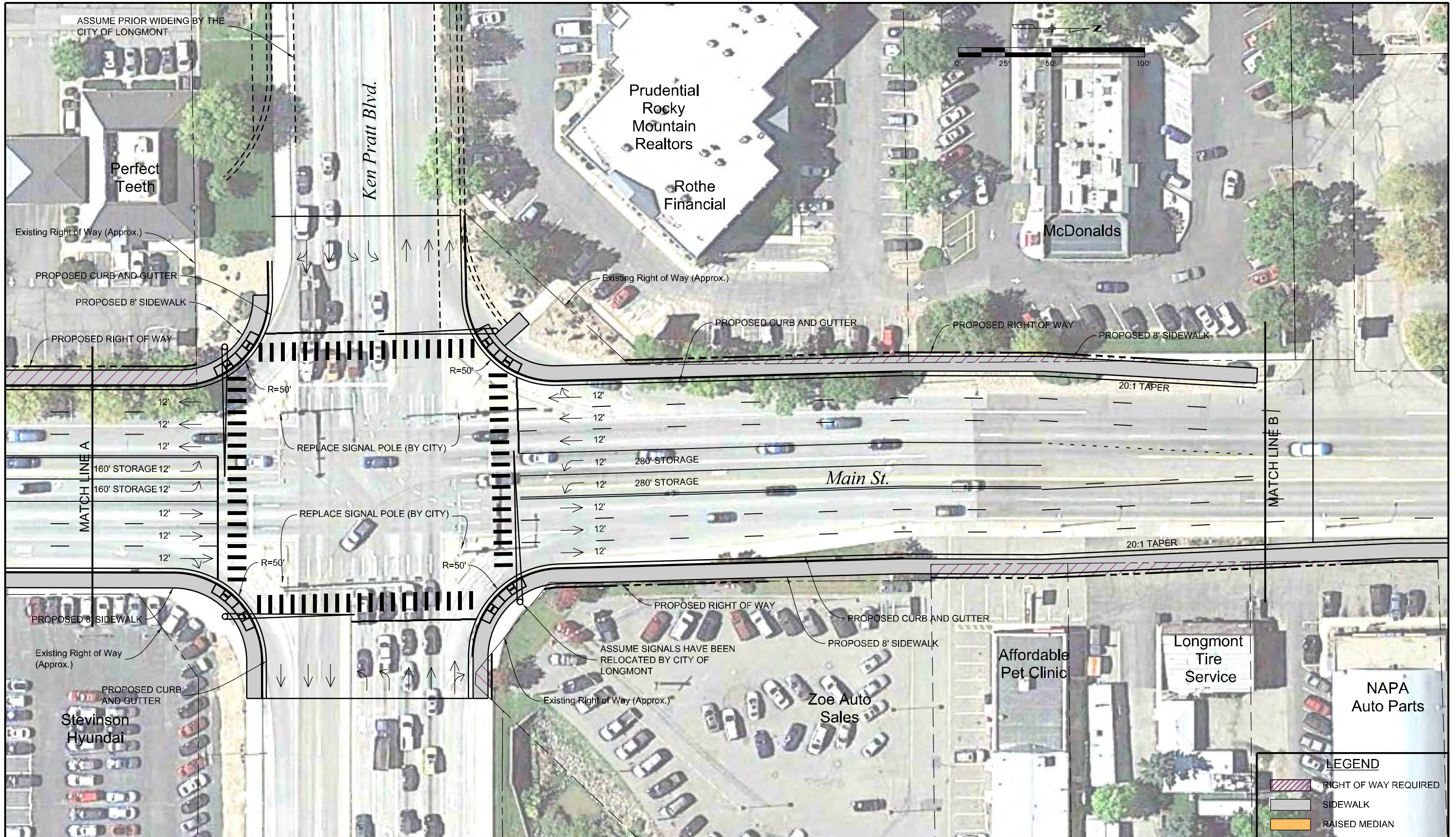


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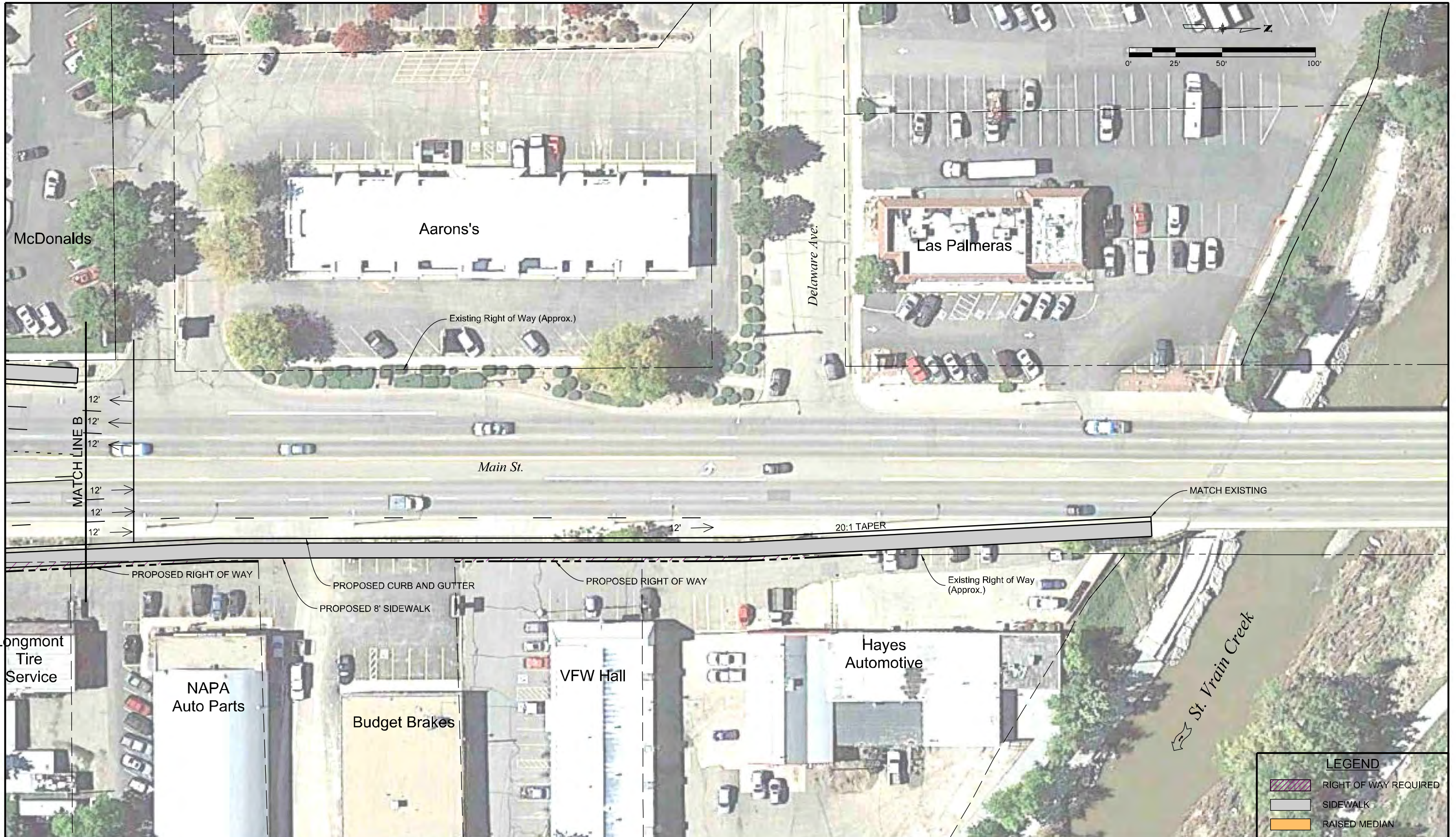
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 Sheet Number

LEGEND

- RIGHT OF WAY REQUIRED
- SIDEWALK
- RAISED MEDIAN



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 CITY OF LONGMONT
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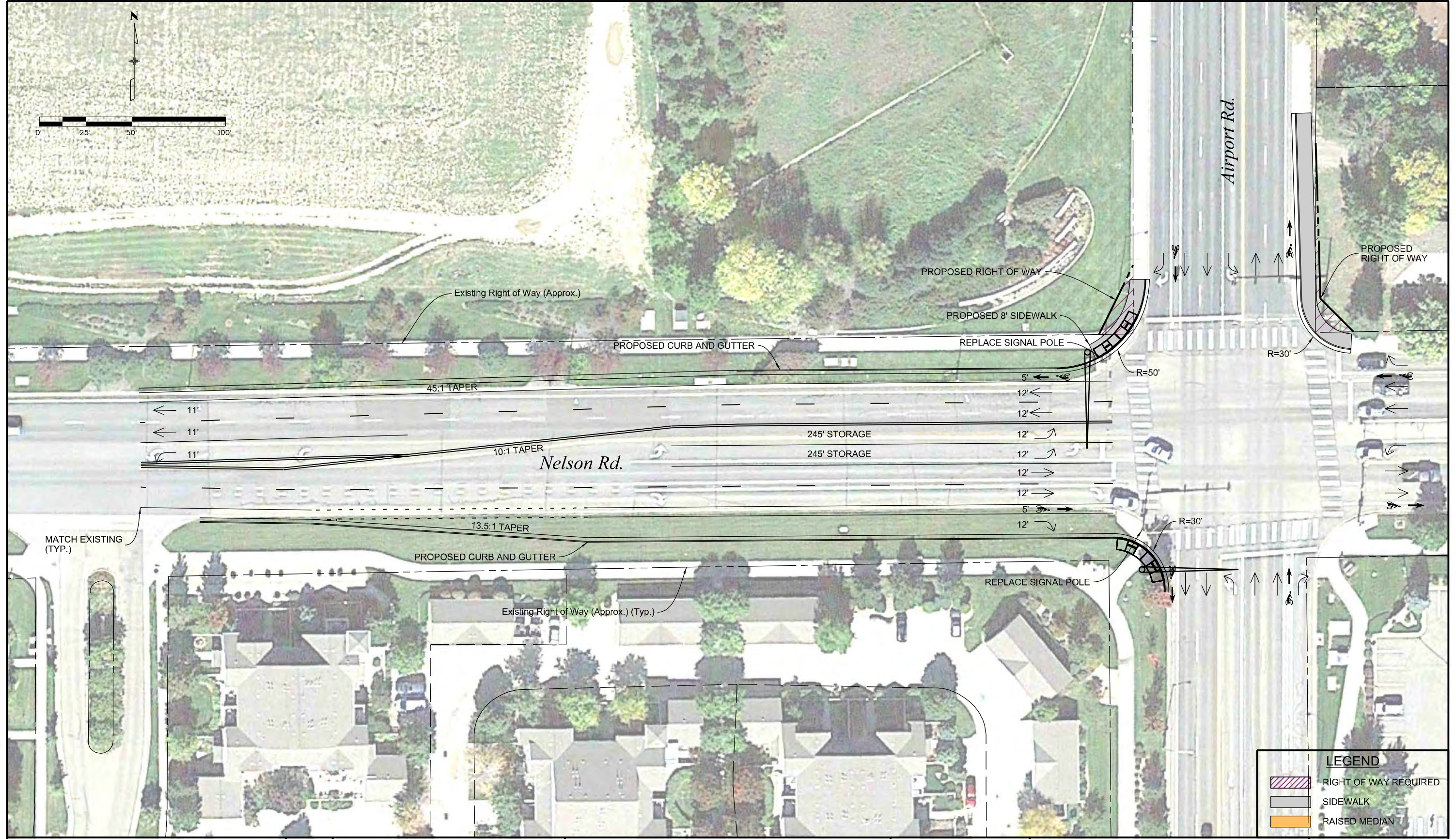
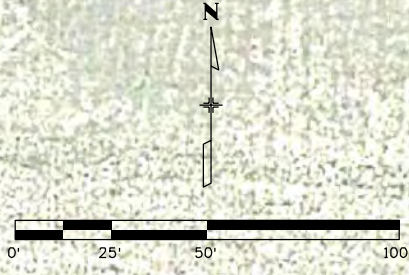


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LEGEND	
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	SIDEWALK
	RAISED MEDIAN



LEGEND	
	RIGHT OF WAY REQUIRED
	SIDEWALK
	RAISED MEDIAN

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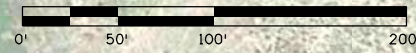


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Fox Hill Country Club



LEGEND	
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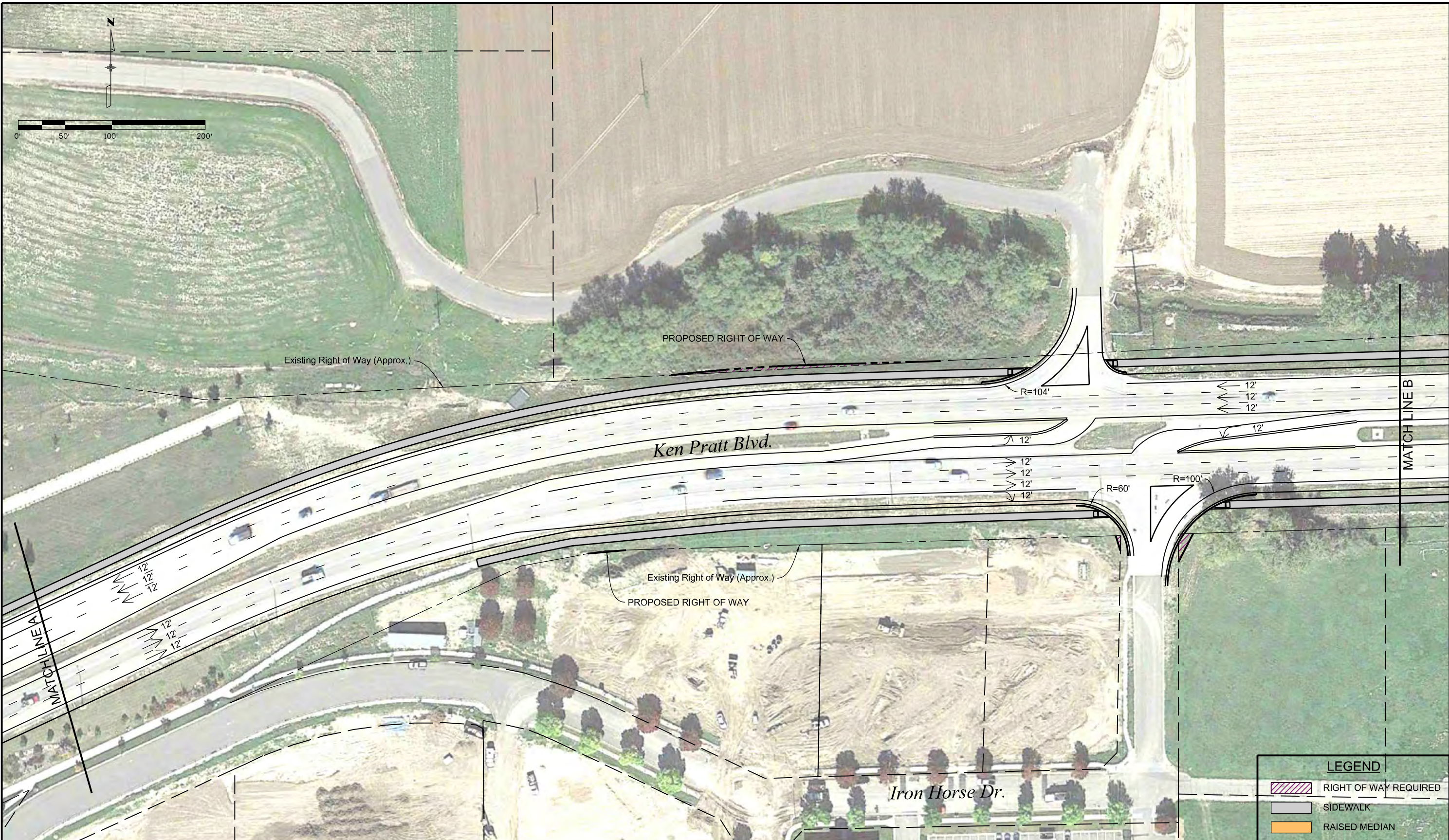
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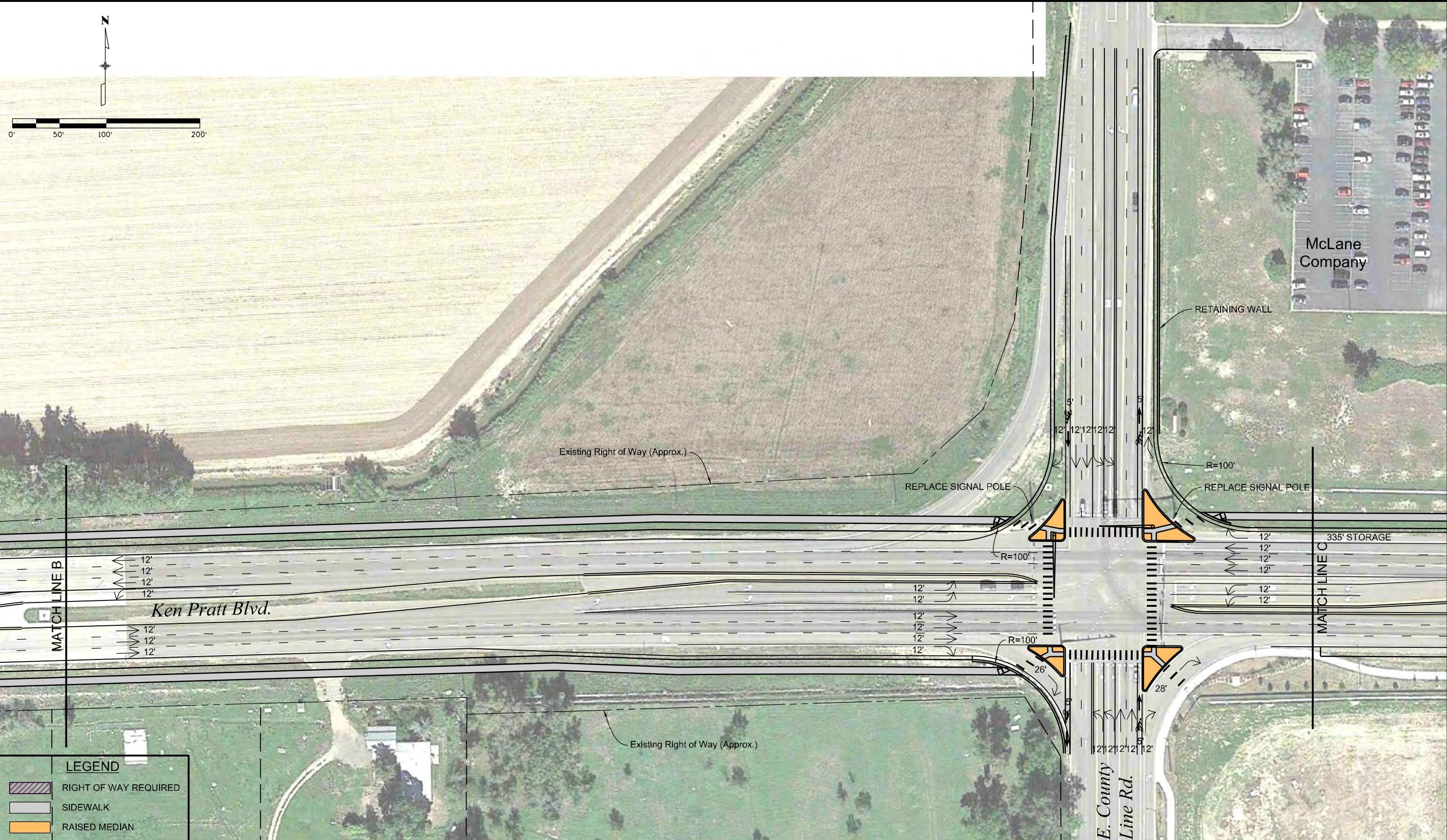
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Sheet Subset:	PLAN	Subset Sheets:	2 OF 4

Project No./Code
Sheet Number



LEGEND	
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	SIDEWALK
	RAISED MEDIAN

Print Date: 4/3/2014
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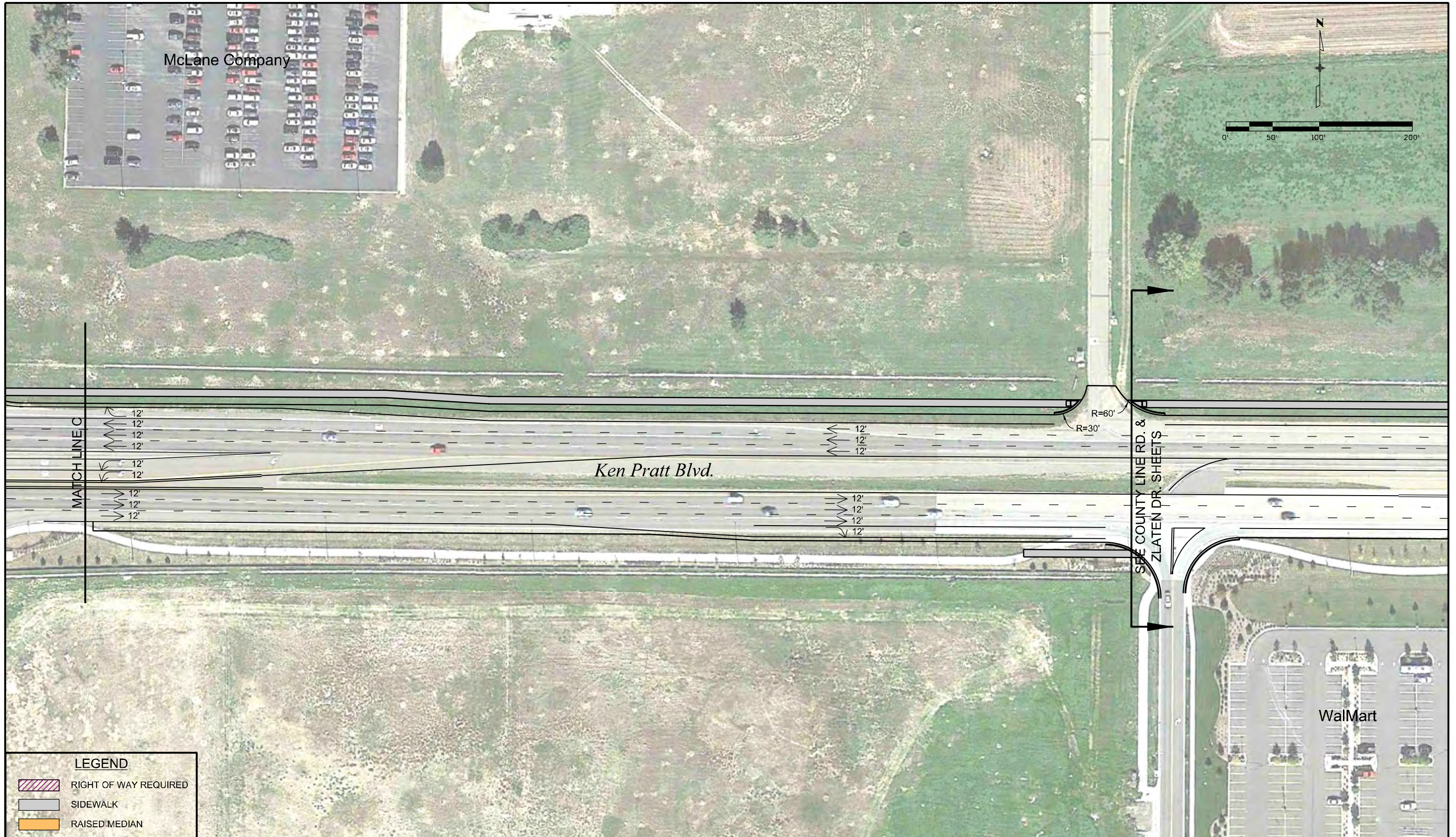


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

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	RAISED MEDIAN

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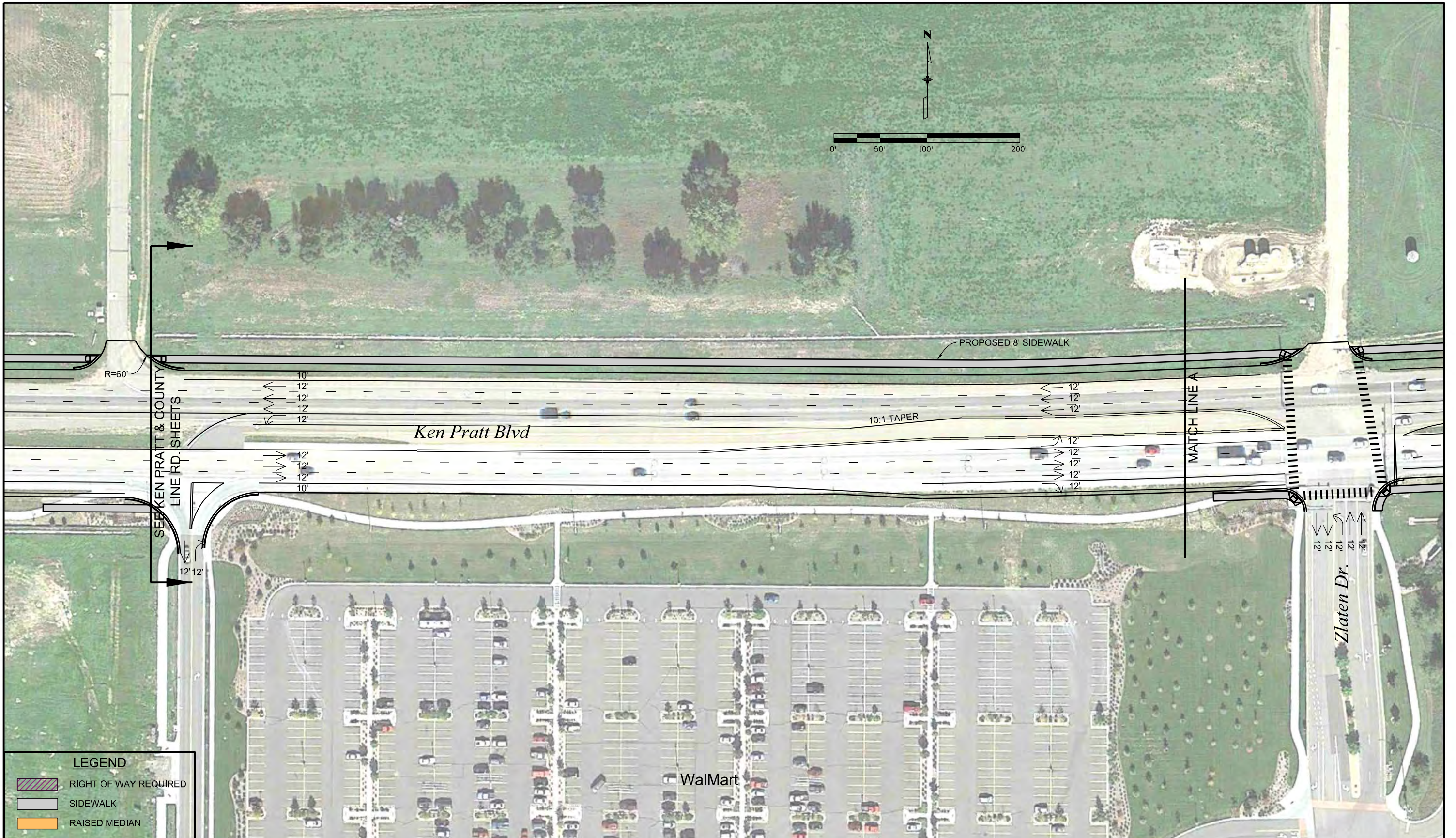
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Sheet Subset:	PLAN	Subset Sheets:	4 OF 4

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Sheet Number




LEGEND	
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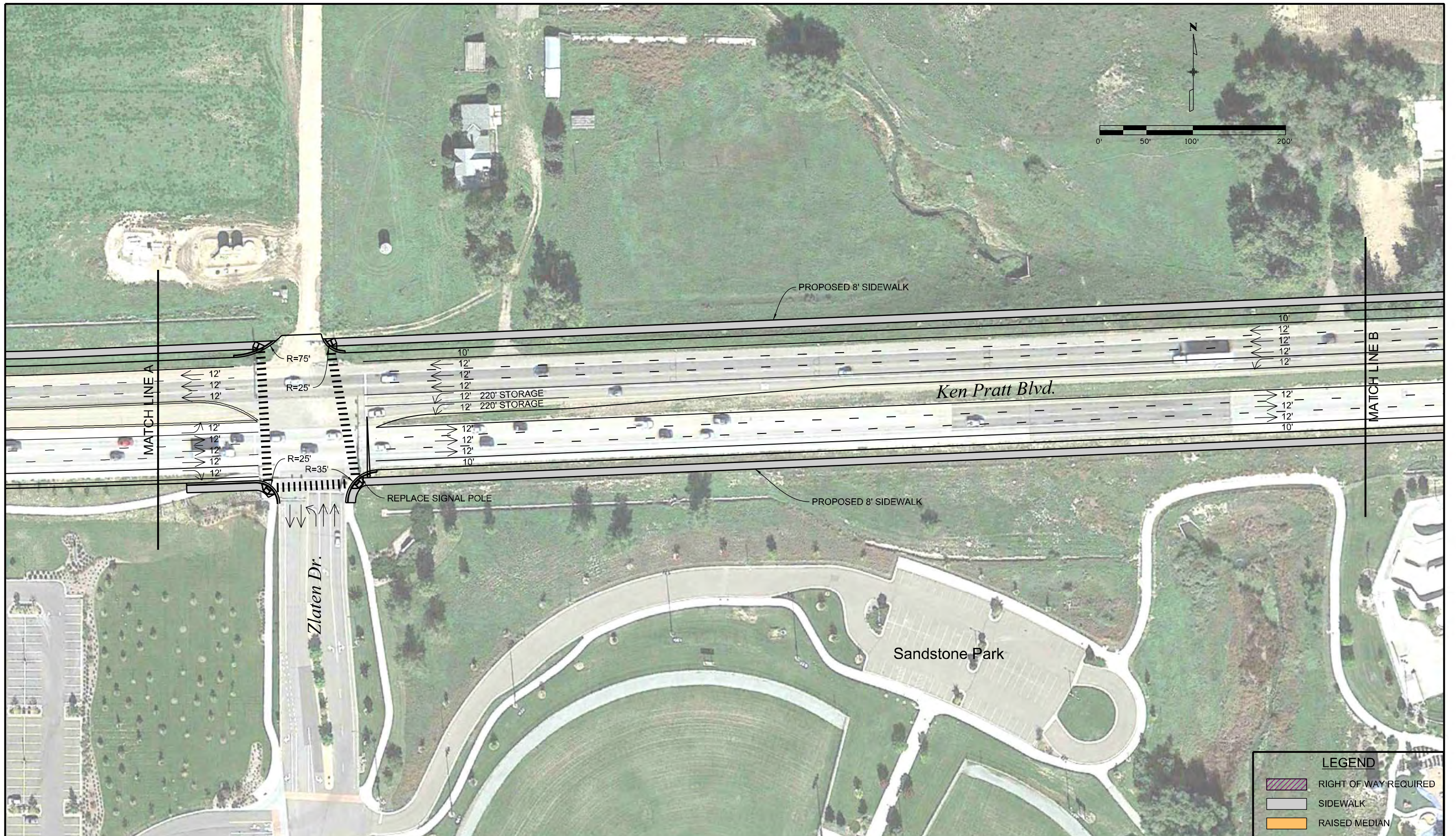
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

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	SIDEWALK
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KEN PRATT BLVD. & ZLATEN INTERSECTION			
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Sheet Revisions		
Date:	Comments	Init.

PREPARED FOR:
 CITY OF LONGMONT
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As Constructed
No Revisions:
Revised:
Void:

KEN PRATT BLVD. & ZLATEN EAST LEG			
Designer:	SNG	Structure Numbers	
Detailer:	CLJ		
Sheet Subset:	PLAN	Subset Sheets:	3 OF 3

Project No./Code
Sheet Number

APPENDIX C – INTERSECTION CONSTRUCTION COST ESTIMATES

**LONGMONT ROADWAY IMPROVEMENT PLAN
9TH AVENUE AND MAIN STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 5, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	72	\$9.00	\$700
202	REMOVAL OF ASPHALT MAT	SY	57	\$5.00	\$300
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	2,389	\$2.50	\$6,000
202	REMOVAL OF CONCRETE PAVEMENT	SY	0	\$6.00	\$0
202	REMOVAL OF CURB AND GUTTER	LF	132	\$5.00	\$700
202	REMOVAL OF CURB RAMP	SY	10	\$12.00	\$100
203	EARTHWORK	CY	201	\$15.00	\$3,000
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	68	\$48.00	\$3,300
403	HMA OVERLAY (ASSUME 2" HMA)	SY	2,457	\$10.00	\$24,600
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	0	\$60.00	\$0
608	CONCRETE SIDEWALK	SY	78	\$35.00	\$2,700
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	128	\$15.00	\$1,900
609	CONCRETE CURB RAMPS	SY	20	\$110.00	\$2,200
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	1	\$50,000.00	\$50,000
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$95,500
B	CONTINGENCY	LS	20.0%	of A	\$19,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$2,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$6,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$7,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$21,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$7,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$2,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$16,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$14,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$189,500
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$19,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$208,500
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$10,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$31,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$31,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	1,258	\$7.50	\$9,500
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$300,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
SH 66 AND MAIN STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 6, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	447	\$9.00	\$4,000
202	REMOVAL OF SIDEWALK	SY	201	\$9.00	\$1,800
202	REMOVAL OF ASPHALT MAT	SY	356	\$5.00	\$1,800
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	2,400	\$2.50	\$6,000
202	REMOVAL OF CONCRETE PAVEMENT	SY	13,898	\$6.00	\$83,400
202	REMOVAL OF CURB AND GUTTER	LF	2,722	\$5.00	\$13,600
202	REMOVAL OF CURB RAMP	SY	150	\$12.00	\$1,800
203	EARTHWORK	CY	18,234	\$15.00	\$273,500
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	733	\$48.00	\$35,200
403	HMA OVERLAY (ASSUME 2" HMA)	SY	2,400	\$10.00	\$24,000
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	15,417	\$60.00	\$925,000
608	CONCRETE SIDEWALK	SY	1,077	\$35.00	\$37,700
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	520	\$14.00	\$7,300
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	2,720	\$15.00	\$40,800
609	CONCRETE CURB RAMPS	SY	50	\$110.00	\$5,500
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	1,040	\$8.00	\$8,300
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	1	\$150,000.00	\$150,000
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$1,619,700
B	CONTINGENCY	LS	20.0%	of A	\$324,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$39,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$97,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$117,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$350,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$117,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$39,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$270,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$238,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$3,210,700
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$321,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$3,531,700
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$177,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$530,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$530,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	8,861	\$7.50	\$66,500
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	122,882	\$1.00	\$122,900
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$5,000,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
17TH AVENUE AND MAIN STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 12, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	557	\$9.00	\$5,000
202	REMOVAL OF ASPHALT MAT	SY	303	\$5.00	\$1,500
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	7,377	\$2.50	\$18,400
202	REMOVAL OF CONCRETE PAVEMENT	SY	286	\$6.00	\$1,700
202	REMOVAL OF CURB AND GUTTER	LF	1,366	\$5.00	\$6,800
202	REMOVAL OF CURB RAMP	SY	66	\$12.00	\$800
203	EARTHWORK	CY	2,238	\$15.00	\$33,600
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	994	\$48.00	\$47,700
403	HMA OVERLAY (ASSUME 2" HMA)	SY	7,377	\$10.00	\$73,800
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	224	\$60.00	\$13,400
608	CONCRETE SIDEWALK	SY	557	\$35.00	\$19,500
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	1,272	\$15.00	\$19,100
609	CONCRETE CURB RAMPS	SY	110	\$110.00	\$12,100
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	1	\$150,000.00	\$150,000
	RETAINING WALLS	SF	190	\$75.00	\$14,300
A	SUB-TOTAL OF MAJOR ITEMS				\$417,700
B	CONTINGENCY	LS	20.0%	of A	\$84,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$10,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$25,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$30,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$90,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$30,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$10,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$70,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$61,000
K	TOTAL OF CONSTRUCTION ITEMS				\$827,700
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$83,000
M	SUB-TOTAL OF CONSTRUCTION COST				\$910,700
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$46,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$137,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$137,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	757	\$7.50	\$5,700
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
TOTAL PROJECT CONSTRUCTION COST					\$1,300,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
SH 66 AND PACE STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 13, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	50	\$9.00	\$400
202	REMOVAL OF ASPHALT MAT	SY	1,192	\$5.00	\$6,000
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	19,211	\$2.50	\$48,000
202	REMOVAL OF CONCRETE PAVEMENT	SY	0	\$6.00	\$0
202	REMOVAL OF CURB AND GUTTER	LF	0	\$5.00	\$0
202	REMOVAL OF CURB RAMP	SY	10	\$12.00	\$100
203	EARTHWORK	CY	10,038	\$15.00	\$150,600
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	6,413	\$48.00	\$307,800
403	HMA OVERLAY (ASSUME 2" HMA)	SY	19,211	\$10.00	\$192,100
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	0	\$60.00	\$0
608	CONCRETE SIDEWALK	SY	3,125	\$35.00	\$109,400
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	175	\$14.00	\$2,500
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	1,310	\$15.00	\$19,700
609	CONCRETE CURB RAMPS	SY	100	\$110.00	\$11,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	68	\$8.00	\$500
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	1	\$150,000.00	\$150,000
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$998,100
B	CONTINGENCY	LS	20.0%	of A	\$200,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$24,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$60,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$72,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$216,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$72,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$24,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$167,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$147,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$1,980,100
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$198,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$2,178,100
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$109,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$327,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$327,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$3,000,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
9TH AVENUE AND HOVER STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 11, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	17	\$9.00	\$200
202	REMOVAL OF ASPHALT MAT	SY	429	\$5.00	\$2,100
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	1,692	\$2.50	\$4,200
202	REMOVAL OF CONCRETE PAVEMENT	SY	2,714	\$6.00	\$16,300
202	REMOVAL OF CURB AND GUTTER	LF	642	\$5.00	\$3,200
202	REMOVAL OF CURB RAMP	SY	33	\$12.00	\$400
203	EARTHWORK	CY	4,167	\$15.00	\$62,500
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	244	\$48.00	\$11,700
403	HMA OVERLAY (ASSUME 2" HMA)	SY	1,692	\$10.00	\$16,900
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	3,420	\$60.00	\$205,200
608	CONCRETE SIDEWALK	SY	244	\$35.00	\$8,500
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	617	\$15.00	\$9,300
609	CONCRETE CURB RAMPS	SY	88	\$110.00	\$9,700
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	2	\$50,000.00	\$100,000
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$450,200
B	CONTINGENCY	LS	20.0%	of A	\$90,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$11,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$27,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$32,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$97,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$32,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$11,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$75,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$66,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$891,200
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$89,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$980,200
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$49,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$147,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$147,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	313	\$3.00	\$1,000
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$1,400,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
NELSON ROAD AND HOVER STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
April 9, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	486	\$9.00	\$4,400
202	REMOVAL OF SIDEWALK	SY	594	\$9.00	\$5,400
202	REMOVAL OF ASPHALT MAT	SY	1,417	\$5.00	\$7,100
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	6,222	\$2.50	\$15,600
202	REMOVAL OF CONCRETE PAVEMENT	SY	12,881	\$6.00	\$77,300
202	REMOVAL OF CURB AND GUTTER	LF	7,681	\$5.00	\$38,400
202	REMOVAL OF CURB RAMP	SY	100	\$12.00	\$1,200
203	EARTHWORK	CY	22,266	\$15.00	\$334,000
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	316	\$48.00	\$15,100
403	HMA OVERLAY (ASSUME 2" HMA)	SY	6,222	\$10.00	\$62,200
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	18,711	\$60.00	\$1,122,700
608	CONCRETE SIDEWALK	SY	504	\$35.00	\$17,600
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	2,969	\$14.00	\$41,600
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	4,915	\$15.00	\$73,700
609	CONCRETE CURB RAMPS	SY	100	\$110.00	\$11,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	6,981	\$8.00	\$55,800
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	1	\$150,000.00	\$150,000
	RETAINING WALLS	SF	0	\$75.00	\$0
A	SUB-TOTAL OF MAJOR ITEMS				\$2,033,100
B	CONTINGENCY	LS	20.0%	of A	\$407,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$49,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$122,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$146,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$439,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$146,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$49,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$339,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$298,000
K	TOTAL OF CONSTRUCTION ITEMS				\$4,028,100
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$403,000
M	SUB-TOTAL OF CONSTRUCTION COST				\$4,431,100
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$222,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$665,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$665,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	2,814	\$7.50	\$21,200
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	1,508	\$1.00	\$1,600
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
TOTAL PROJECT CONSTRUCTION COST					\$6,100,000

*WIDENING FOR NORTHBOUND LANE, NORTH OF LYNKENS GULCH RD INCLUDED IN THE COST OF THE CORRIDOR COST ESTIMATE

**LONGMONT ROADWAY IMPROVEMENT PLAN
CLOVER BASIN DRIVE AND HOVER STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 11, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	298	\$9.00	\$2,700
202	REMOVAL OF SIDEWALK	SY	768	\$9.00	\$6,900
202	REMOVAL OF ASPHALT MAT	SY	111	\$5.00	\$600
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	903	\$2.50	\$2,300
202	REMOVAL OF CONCRETE PAVEMENT	SY	9,348	\$6.00	\$56,100
202	REMOVAL OF CURB AND GUTTER	LF	3,758	\$5.00	\$18,800
202	REMOVAL OF CURB RAMP	SY	66	\$12.00	\$800
203	EARTHWORK	CY	13,326	\$15.00	\$199,900
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	88	\$48.00	\$4,200
403	HMA OVERLAY (ASSUME 2" HMA)	SY	903	\$10.00	\$9,000
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	11,294	\$60.00	\$677,600
608	CONCRETE SIDEWALK	SY	646	\$35.00	\$22,600
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	1,791	\$14.00	\$25,100
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	2,130	\$15.00	\$32,000
609	CONCRETE CURB RAMPS	SY	110	\$110.00	\$12,100
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	2,688	\$8.00	\$21,500
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	1	\$150,000.00	\$150,000
	RETAINING WALLS	SF	0	\$75.00	\$0
A	SUB-TOTAL OF MAJOR ITEMS				\$1,242,200
B	CONTINGENCY	LS	20.0%	of A	\$248,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$30,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$75,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$89,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$268,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$89,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$30,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$207,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$182,000
K	TOTAL OF CONSTRUCTION ITEMS				\$2,460,200
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$246,000
M	SUB-TOTAL OF CONSTRUCTION COST				\$2,706,200
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$135,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$406,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$406,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	1,868	\$7.50	\$14,100
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
TOTAL PROJECT CONSTRUCTION COST					\$3,700,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
DIAGONAL HIGHWAY AND HOVER STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 10, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	1,475	\$9.00	\$13,300
202	REMOVAL OF SIDEWALK	SY	323	\$9.00	\$2,900
202	REMOVAL OF ASPHALT MAT	SY	344	\$5.00	\$1,700
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	11,036	\$2.50	\$27,600
202	REMOVAL OF CONCRETE PAVEMENT	SY	18,842	\$6.00	\$113,100
202	REMOVAL OF CURB AND GUTTER	LF	4,290	\$5.00	\$21,500
202	REMOVAL OF CURB RAMP	SY	100	\$12.00	\$1,200
203	EARTHWORK	CY	22,381	\$15.00	\$335,700
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	667	\$48.00	\$32,000
403	HMA OVERLAY (ASSUME 2" HMA)	SY	11,036	\$10.00	\$110,400
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	20,279	\$60.00	\$1,216,800
608	CONCRETE SIDEWALK	SY	305	\$35.00	\$10,700
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	1,340	\$14.00	\$18,800
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	2,600	\$15.00	\$39,000
609	CONCRETE CURB RAMPS	SY	100	\$110.00	\$11,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	752	\$8.00	\$6,000
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	1	\$200,000.00	\$200,000
	MODIFICATIONS TO CULVERT / BUS PULLOUT	LS	1	\$100,000.00	\$100,000
	RETAINING WALLS	SF	800	\$75.00	\$60,000
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$2,321,700
B	CONTINGENCY	LS	20.0%	of A	\$464,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$56,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$139,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$167,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$501,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$167,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$56,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$387,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$341,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$4,599,700
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$460,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$5,059,700
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$253,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$759,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$759,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	2,286	\$4.00	\$9,200
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$6,900,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
PIKE ROAD AND HOVER STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 6, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	321	\$9.00	\$2,900
202	REMOVAL OF ASPHALT MAT	SY	215	\$5.00	\$1,100
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	0	\$2.50	\$0
202	REMOVAL OF CONCRETE PAVEMENT	SY	0	\$6.00	\$0
202	REMOVAL OF CURB AND GUTTER	LF	967	\$5.00	\$4,800
202	REMOVAL OF CURB RAMP	SY	20	\$12.00	\$200
203	EARTHWORK	CY	1,704	\$15.00	\$25,600
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	1,158	\$48.00	\$55,600
403	HMA OVERLAY (ASSUME 2" HMA)	SY	0	\$10.00	\$0
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	0	\$60.00	\$0
608	CONCRETE SIDEWALK	SY	268	\$35.00	\$9,400
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	928	\$15.00	\$13,900
609	CONCRETE CURB RAMPS	SY	20	\$110.00	\$2,200
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	1	\$50,000.00	\$50,000
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$165,700
B	CONTINGENCY	LS	20.0%	of A	\$33,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$4,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$10,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$12,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$36,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$12,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$4,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$28,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$24,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$328,700
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$33,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$361,700
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$18,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$54,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$54,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$500,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
KEN PRATT BOULEVARD AND SUNSET STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 6, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	118	\$9.00	\$1,100
202	REMOVAL OF SIDEWALK	SY	560	\$9.00	\$5,000
202	REMOVAL OF ASPHALT MAT	SY	204	\$5.00	\$1,000
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	2,970	\$2.50	\$7,400
202	REMOVAL OF CONCRETE PAVEMENT	SY	68	\$6.00	\$400
202	REMOVAL OF CURB AND GUTTER	LF	1,658	\$5.00	\$8,300
202	REMOVAL OF CURB RAMP	SY	100	\$12.00	\$1,200
203	EARTHWORK	CY	2,632	\$15.00	\$39,500
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	1,011	\$48.00	\$48,500
403	HMA OVERLAY (ASSUME 2" HMA)	SY	2,970	\$10.00	\$29,700
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	528	\$60.00	\$31,700
608	CONCRETE SIDEWALK	SY	551	\$35.00	\$19,300
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	218	\$14.00	\$3,100
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	1,403	\$15.00	\$21,000
609	CONCRETE CURB RAMPS	SY	100	\$110.00	\$11,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	138	\$8.00	\$1,100
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	2	\$50,000.00	\$100,000
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RAILROAD SIGNAL	LS	1	\$500,000.00	\$500,000
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$829,300
B	CONTINGENCY	LS	20.0%	of A	\$166,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$20,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$50,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$60,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$179,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$60,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$20,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$138,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$122,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$1,644,300
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$164,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$1,808,300
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$90,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$271,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$271,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	3,979	\$4.00	\$16,000
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$2,500,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
KEN PRATT BOULEVARD AND MAIN STREET**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 13, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	2,128	\$9.00	\$19,200
202	REMOVAL OF ASPHALT MAT	SY	0	\$5.00	\$0
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	0	\$2.50	\$0
202	REMOVAL OF CONCRETE PAVEMENT	SY	12,637	\$6.00	\$75,800
202	REMOVAL OF CURB AND GUTTER	LF	2,760	\$5.00	\$13,800
202	REMOVAL OF CURB RAMP	SY	100	\$12.00	\$1,200
203	EARTHWORK	CY	17,493	\$15.00	\$262,400
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	0	\$48.00	\$0
403	HMA OVERLAY (ASSUME 2" HMA)	SY	0	\$10.00	\$0
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	14,213	\$60.00	\$852,800
608	CONCRETE SIDEWALK	SY	2,325	\$35.00	\$81,400
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	2,719	\$15.00	\$40,800
609	CONCRETE CURB RAMPS	SY	200	\$110.00	\$22,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$1,369,400
B	CONTINGENCY	LS	20.0%	of A	\$274,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$33,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$82,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$99,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$296,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$99,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$33,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$229,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$201,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$2,715,400
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$272,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$2,987,400
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$149,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$448,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$448,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	7,158	\$7.50	\$53,700
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$4,100,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
NELSON ROAD AND AIRPORT ROAD**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 11, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	190	\$9.00	\$1,700
202	REMOVAL OF ASPHALT MAT	SY	286	\$5.00	\$1,400
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	4,675	\$2.50	\$11,700
202	REMOVAL OF CONCRETE PAVEMENT	SY	0	\$6.00	\$0
202	REMOVAL OF CURB AND GUTTER	LF	1,275	\$5.00	\$6,400
202	REMOVAL OF CURB RAMP	SY	30	\$12.00	\$400
203	EARTHWORK	CY	1,872	\$15.00	\$28,100
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	1,303	\$48.00	\$62,500
403	HMA OVERLAY (ASSUME 2" HMA)	SY	4,675	\$10.00	\$46,700
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	0	\$60.00	\$0
608	CONCRETE SIDEWALK	SY	163	\$35.00	\$5,700
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	1,246	\$15.00	\$18,700
609	CONCRETE CURB RAMPS	SY	60	\$110.00	\$6,600
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	2	\$50,000.00	\$100,000
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$289,900
B	CONTINGENCY	LS	20.0%	of A	\$58,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$7,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$17,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$21,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$63,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$21,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$7,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$48,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$43,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$574,900
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$57,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$631,900
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$32,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$95,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$95,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	667	\$4.00	\$2,700
<i>TOTAL PROJECT CONSTRUCTION COST</i>					<i>\$900,000</i>

**LONGMONT ROADWAY IMPROVEMENT PLAN
KEN PRATT BOULEVARD AND COUNTY LINE ROAD**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 12, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	136	\$9.00	\$1,200
202	REMOVAL OF SIDEWALK	SY	0	\$9.00	\$0
202	REMOVAL OF ASPHALT MAT	SY	164	\$5.00	\$800
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	0	\$2.50	\$0
202	REMOVAL OF CONCRETE PAVEMENT	SY	0	\$6.00	\$0
202	REMOVAL OF CURB AND GUTTER	LF	870	\$5.00	\$4,400
202	REMOVAL OF CURB RAMP	SY	100	\$12.00	\$1,200
203	EARTHWORK	CY	15,650	\$15.00	\$234,700
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	987	\$48.00	\$47,400
403	HMA OVERLAY (ASSUME 2" HMA)	SY	0	\$10.00	\$0
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	7,967	\$60.00	\$478,000
608	CONCRETE SIDEWALK	SY	6,370	\$35.00	\$223,000
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	150	\$14.00	\$2,100
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	600	\$15.00	\$9,000
609	CONCRETE CURB RAMPS	SY	100	\$110.00	\$11,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	313	\$8.00	\$2,500
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	4	\$50,000.00	\$200,000
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RETAINING WALLS	SF	1,200	\$75.00	\$90,000
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$1,305,300
B	CONTINGENCY	LS	20.0%	of A	\$261,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$31,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$78,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$94,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$282,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$94,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$31,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$218,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$192,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$2,586,300
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$259,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$2,845,300
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$142,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$427,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$427,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL) *	SF	940	\$7.50	\$7,100
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$3,900,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
SH 119 AND ZLATEN DRIVE**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
March 12, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	0	\$9.00	\$0
202	REMOVAL OF SIDEWALK	SY	0	\$9.00	\$0
202	REMOVAL OF ASPHALT MAT	SY	0	\$5.00	\$0
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	0	\$2.50	\$0
202	REMOVAL OF CONCRETE PAVEMENT	SY	0	\$6.00	\$0
202	REMOVAL OF CURB AND GUTTER	LF	400	\$5.00	\$2,000
202	REMOVAL OF CURB RAMP	SY	50	\$12.00	\$600
203	EARTHWORK	CY	11,253	\$15.00	\$168,800
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	0	\$48.00	\$0
403	HMA OVERLAY (ASSUME 2" HMA)	SY	0	\$10.00	\$0
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	6,459	\$60.00	\$387,500
608	CONCRETE SIDEWALK	SY	4,694	\$35.00	\$164,300
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	0	\$15.00	\$0
609	CONCRETE CURB RAMPS	SY	100	\$110.00	\$11,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	1	\$50,000.00	\$50,000
614	FULL SIGNAL INSTALLATION	LS	0	\$150,000.00	\$0
	RETAINING WALLS	SF	0	\$75.00	\$0
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$784,200
B	CONTINGENCY	LS	20.0%	of A	\$157,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$19,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$47,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$56,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$169,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$56,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$19,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$131,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$115,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$1,553,200
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$155,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$1,708,200
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$85,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$256,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$256,000
Q	RIGHT-OF-WAY (RESIDENTIAL) *	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL) *	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL) *	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL) *	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$2,400,000

APPENDIX D – CORRIDOR CONSTRUCTION COST ESTIMATES

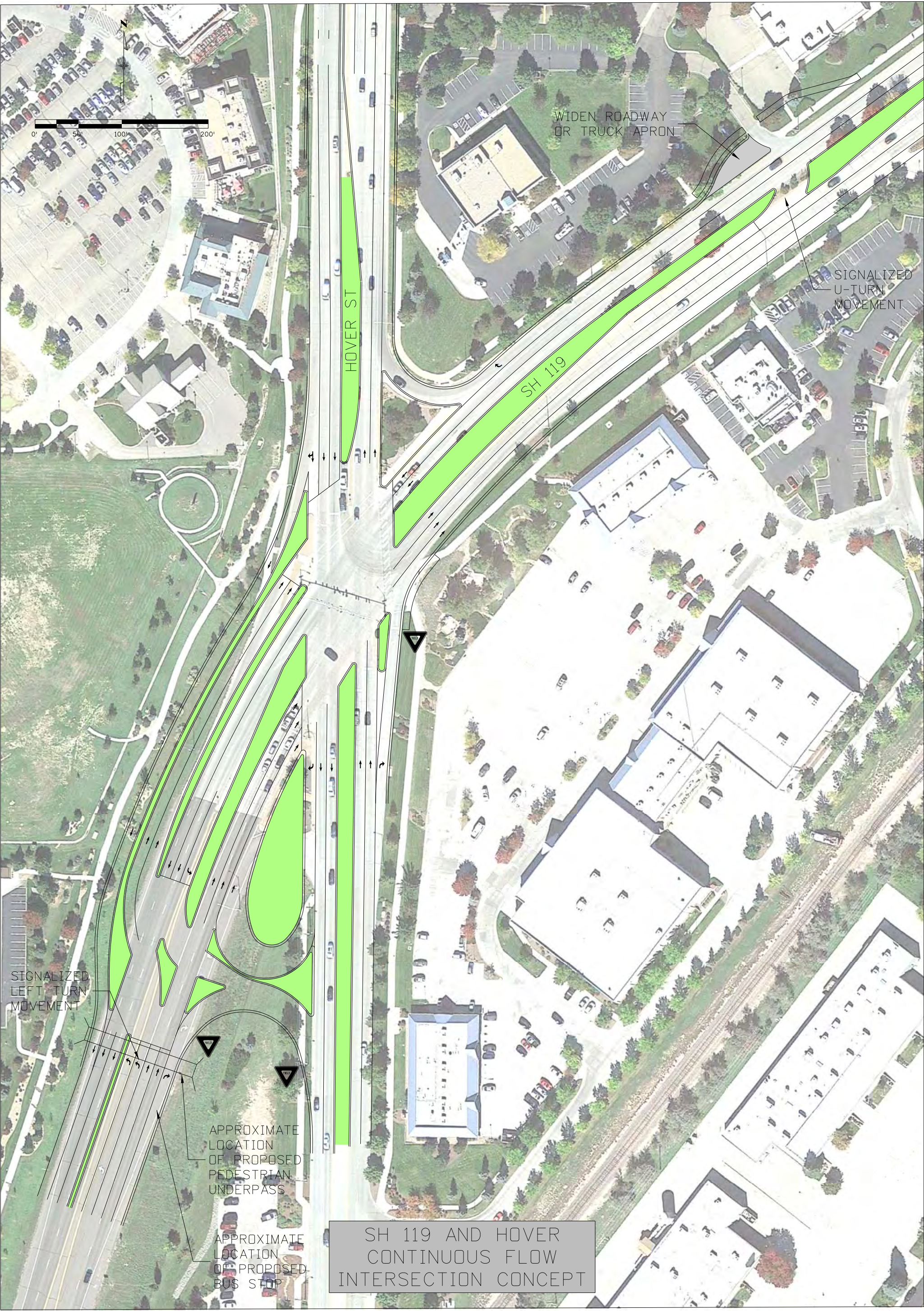
2035 Preferred Model Run - Corridor Cost Estimates

Corridor	Improvement	Number of Lanes	Project Length (Miles)	Lane Miles	Widening or New Const per lane mile	Resurfacing per lane mile	Other Major Costs (Intchg, Bridge, etc)	Design, Survey and Geotech	Construction Engineering	Subtotal Excluding ROW	Total Cost Plus Contingency	SQ FT Resid ROW	SQ FT Comm ROW	SQ FT Agricul ROW	SQ FT Indust ROW	Right-of-Way Cost	Total Cost Including ROW (\$M)	Comments	
Unit Cost:					\$1,000,000	\$265,000		15% of Const.	15% of Const.		20%	\$3	\$7.50	\$1	\$4				
Pike Rd	Construct from Main to 119th St	4*	1.5	7.5	\$7,500,000		\$576,000	\$1,211,000	\$1,211,000	\$10,498,000	\$12,600,000			445,760		\$446,000	\$13.1	The City of Longmont owns approximately 2720 feet of ROW west of the Pike Road termination. East of that is owned by Boulder County.	
	Widen from Hover to Main	4*	1.4	2.8	\$2,800,000	\$742,000		\$531,000	\$531,000	\$4,604,000	\$5,500,000	63,908	-	-	18,622	\$266,000	\$5.8	Public ROW acquisition adjacent to residential properties estimated as residential ROW	
SH 66 (Ute Hwy)	Widen from Hover to Main St	4*	1.2	2.4	\$2,400,000	\$636,000	\$1,500,000	\$680,000	\$680,000	\$5,896,000	\$7,100,000	35,371	-	-	-	\$106,000	\$7.2	Assume existing concrete roadway will not be reconstructed	
	Widen from Main St to County Line	4*	1.9	5.7	\$5,700,000	\$1,007,000	\$1,200,000	\$1,186,000	\$1,186,000	\$10,279,000	\$12,300,000	45,605	-	22,785	-	\$160,000	\$12.5	Public ROW acquisition estimated as agricultural ROW. Mixed use ROW was either estimated as residential or agricultural ROW depending on the characteristics of the land. Cost includes 1800 LF of noise wall and RR xing.	
	Widen from County Line to I-25	4*	3.55	10.65	\$10,650,000	\$1,881,500	\$750,000	\$1,992,000	\$1,992,000	\$17,266,000	\$20,700,000					\$0	\$20.7	No ROW information east of County Line Rd, check Weld County at a later date	
17th Ave	Widen from Alpine to Ute Creek Dr	4	1.05	2.1	\$2,100,000	\$556,500	-	\$398,000	\$398,000	\$3,453,000	\$4,100,000	7,686	4,137	-	-	\$54,000	\$4.2		
9th Ave	Widen from Alpine to Pace	4	0.22	0.44	\$440,000	\$116,600	-	\$83,000	\$83,000	\$723,000	\$900,000	16,173	-	-	-	\$49,000	\$1.0		
WCR 26 / 9th Ave	Construct Realignment from WCR1 to WCR 24.75	2	0.6	1.80	\$1,800,000	-	-	\$270,000	\$270,000	\$2,340,000	\$2,800,000			280,000		\$280,000	\$3.1		
Boston Ave	Construct from Pratt Pkwy to Price w/ at-grade RR Xing	2	0.15	0.45	\$450,000	-	\$750,000	\$180,000	\$180,000	\$1,560,000	\$1,900,000	-	-	-	44,800	\$179,000	\$2.1	Potential property take not included in ROW cost.	
Ken Pratt Blvd (SH 119)	Widen from Nelson to Pratt Pkwy	6	0.6	1.2	\$1,200,000	-	\$750,000	\$293,000	\$293,000	\$2,536,000	\$3,000,000	-	50,949	-	24,122	\$479,000	\$3.5	KPB will be widened from Pratt Pkwy to Main as part of City 2014/15 CIP project	
	Widen Martin St to 119th St	6	0.9	1.8	\$1,800,000	-	\$0	\$270,000	\$270,000	\$2,340,000	\$2,800,000	-	1,754	-	-	\$13,000	\$2.8	KPB to be widened from Main to Emory as part of City 2014/15 CIP project. Emory to Martin St section is already constructed to 6 lanes. Existing bridges through this corridor section are wide enough for 6-lanes of thru-traffic without full width shoulders. Will need to confirm with CDOT if shoulders are needed.	
	Widen 119th St to 3rd Ave	6	0.5	1	\$1,000,000	-	-	\$150,000	\$150,000	\$1,300,000	\$1,600,000	-	-	-	-	\$0	\$1.6		
	Widen from 3rd Ave to Fairview (City limits)	6	1.6	3.2	-	-	\$0	-	-	-	-	-	-	-	-	-	-	-	Widening through this corridor will be paid for under intersection improvement projects.
	Widen from Fairview (City Limits) to Turner Blvd (West of I-25)	6	2.95	5.9	\$5,900,000	-	\$775,000	\$1,001,000	\$1,001,000	\$8,677,000	\$10,400,000	-	-	-	-	\$0	\$10.4	Existing bridges through this corridor section are wide enough for 6-lanes of thru-traffic without full width shoulders. Will need to confirm with CDOT if shoulders are needed. Also, existing 4 lane section will be resurfaced in 2014 (white top) so resurfacing of existing pavement is not required.	
Nelson Rd	Widen from Grandview Meadows to Dry Creek Dr	4*	1.25	2.5	\$2,500,000	\$983,750	-	\$524,000	\$524,000	\$4,542,000	\$5,500,000	84,085	4,899	-	26,542	\$395,000	\$5.9	ROW acquisition with no land use designation estimated as residential ROW. Excludes Airport/Nelson intersection project.	
Clover Basin Dr	Widen from Airport to Dry Creek	4	0.67	1.34	\$1,340,000	\$355,100	-	\$254,000	\$254,000	\$2,203,000	\$2,600,000	46,923	-	-	66,051	\$405,000	\$3.0	Widening on south side west of Fordham is right against building. Property acquisition on southeast corner of Fordham is public ROW, estimated as industrial ROW.	
Hover Rd	Widen from SH 119 to Nelson Rd	6	0.15	0.25	\$250,000	-	\$50,000	\$45,000	\$45,000	\$390,000	\$500,000	-	-	-	-	\$0	\$0.5	Assumes portion of widening included in Diagonal/Hover, Clover Basin/Hover & Nelson/Hover intersection projects.	
	Widen from Nelson to Boston Ave	6	0.3	0.5	\$500,000	-	-	\$75,000	\$75,000	\$650,000	\$800,000	10,704	-	17,146	-	\$49,000	\$0.9	Boulder County Fairground property acquisition estimated as agricultural ROW.	
Martin St	Construct from Pike to Quail	3	0.5	1.5	\$1,500,000	-	-	\$225,000	\$225,000	\$1,950,000	\$2,300,000	-	-	-	-	\$0	\$2.3	The City of Longmont already owns the ROW.	
119th St / Pace St	Widen from Pike to Ken Pratt (SH 119)	4*	1.2	3.6	\$3,600,000	\$636,000	\$3,936,000	\$1,226,000	\$1,226,000	\$10,624,000	\$12,700,000	-	-	325,337	-	\$325,000	\$13.0	Widening on northwest corner of Quail Rd conflicts with residential property. Areas with no zoning or public zoning assumed to be agricultural ROW.	
	Construct from Ken Pratt (SH 119) to Sugar Mill	4*	0.4	2	\$2,000,000	-	\$300,000	\$345,000	\$345,000	\$2,990,000	\$3,600,000	-	-	-	90,044	\$360,000	\$4.0	Potential 2-3 property takes not included in ROW cost. Zoning assumed to be agricultural ROW.	
	Construct from Sugar Mill to 3rd Ave	4*	0.3	1.50	\$1,500,000	-	\$1,550,000	\$458,000	\$458,000	\$3,966,000	\$4,800,000	-	-	-	112,000	\$448,000	\$5.3	Potential property take not included in ROW cost.	
	Widen from 3rd Ave to 9th Ave	4*	0.8	1.6	\$1,600,000	-	-	\$240,000	\$240,000	\$2,080,000	\$2,500,000	67,804	-	-	-	\$203,000	\$2.7		
	Widen from 9th Ave to 17th Ave	4*	1.05	2.1	\$2,100,000	-	-	\$315,000	\$315,000	\$2,730,000	\$3,300,000	64,997	-	-	-	\$195,000	\$3.5		
County Line Rd	Widen from 17th Ave to SH 66	4*	1.05	5.25	\$5,250,000	-	-	\$788,000	\$788,000	\$6,826,000	\$8,200,000	68,106	-	122,453	-	\$327,000	\$8.5	No ROW information for east side of County Line Road. ROW was estimated using information from the Weld County Assessor. Where ROW is prescriptive, it was assumed that 40' of ROW would need to be acquired. Assume full reconstruction.	
	Widen from 9th Ave to 17th Ave	4*	0.85	4.25	\$4,250,000	-	-	\$638,000	\$638,000	\$5,526,000	\$6,600,000	109,200	-	218,455	-	\$546,000	\$7.2	No ROW information for east side of County Line Road. ROW was estimated using information from the Weld County Assessor. Where ROW is prescriptive, it was assumed that 40' of ROW would need to be acquired. Assume full reconstruction.	
Totals			26.64	73.33	\$70,130,000	\$6,924,450	\$12,137,000	\$13,378,000	\$13,378,000	\$115,949,000	\$139,100,000					\$5,285,000	\$144.4		

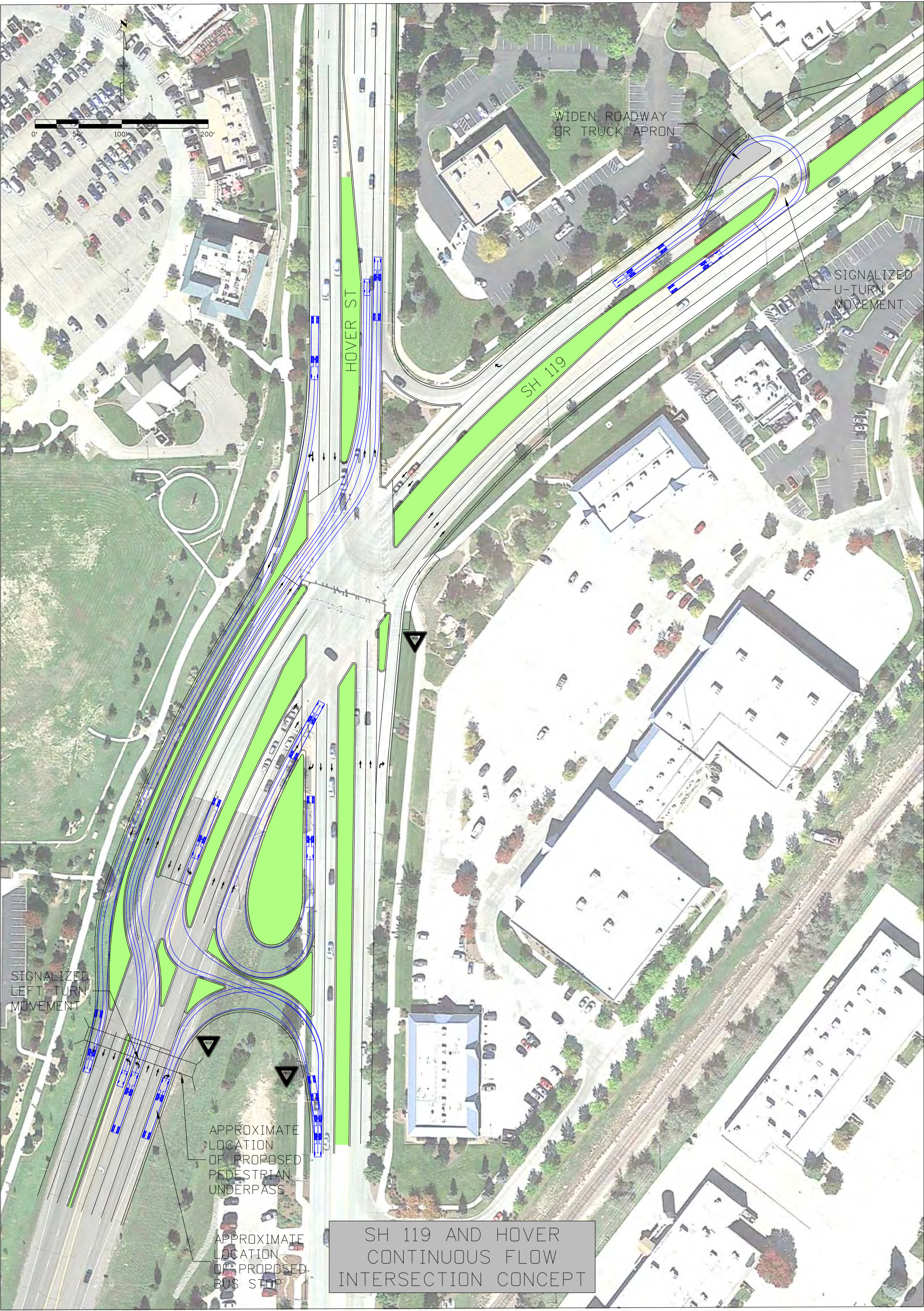
Noise Wall Assume 10' High @ \$250/LF - SH 66 from Hover to Main (6000 LF) and SH 66 east of Main (1800 LF)
St. Vrain River xing (Assume \$150/SF for Bridge Cost) 119th St Bridge 1: 4-12' lanes Plus 2-8' shoulders x 80' length = 64'x60' = 3840 SF; Bridge 2: 4-12' lanes Plus 2-8' shoulders x 350' length = 64'x350' = 22400 SF
Stream Bridge Crossing Pike Rd Bridge 1: 4-12' lanes Plus 2-8' shoulders x 80' length = 64'x60' = 3840 SF
RR xing and/or Traffic Signal \$750K for RR and \$300K for traffic signal
Only 1 lane widening on S. side
Existing St. Vrain Bridges are wide enough to accommodate 6-lanes
Earthwork, Retaining Walls, and RR Xing
Side street Median Replacement

* 5-Lane Road Including Left Turn Lane

APPENDIX E – SH 119 / HOVER STREET NON-TRADITIONAL ALTERNATIVE



SH 119 AND HOVER
CONTINUOUS FLOW
INTERSECTION CONCEPT



SH 119 AND HOVER
CONTINUOUS FLOW
INTERSECTION CONCEPT

Synchro Analysis

Intersection	Network MOE	Time Period	Existing	2035 Base	2035 Proposed	Difference ²	% Change	
Option 1: SH 119 & Hover Rd - Triple EB Lt - Dual NB Lt - Dual SB Lt - Third NB shared Th/Rt	HCM Intersection Average Delay (s)	AM	30	59	40	-19	32.2%	
		PM	53	93	51	-42	45.2%	
		Total/Avg	83	152	91	-61	40.1%	
	HCM Intersection Total Delay (hr)	AM	31	73	48	-25	34.2%	
		PM	76	163	89	-74	45.4%	
		Total/Avg	107	236	137	-99	41.9%	
	LOS (HCM)	AM	C	E	D	Improve +1	N/A	
		PM	D	F	D	Improve +2	N/A	
		Total/Avg	N/A	N/A	N/A	N/A	N/A	
	v/c Ratio	AM	0.76	0.97	0.92	-0.05	5.2%	
		PM	1.01	1.41	1.04	-0.37	26.2%	
		Total/Avg	0.89	1.19	0.98	-0.21	17.6%	
	Option 2: SH 119 & Hover Rd - CFI EB Lt - U-turn NB Lt - Jughandle SB Lt - Downstream WB Lt	HCM Intersection Average Delay (s)	AM	30	59	21	-38	64.4%
			PM	53	93	31	-62	66.7%
			Total/Avg	83	152	52	-100	65.8%
HCM Intersection Total Delay (shr)		AM	31	73	27	-46	63.0%	
		PM	76	163	55	-108	66.3%	
		Total/Avg	107	236	82	-154	65.3%	
LOS (HCM)		AM	C	E	C	Improve +2	N/A	
		PM	D	F	C	Improve +3	N/A	
		Total/Avg	N/A	N/A	N/A	N/A	N/A	
v/c Ratio		AM	0.76	0.97	0.36	-0.61	62.9%	
		PM	1.01	1.41	0.46	-0.95	67.4%	
		Total/Avg	0.89	1.19	0.41	-0.78	65.5%	

SimTraffic Analysis Results

Intersection	Network MOE	Time Period	Existing ¹	2035 Base	2035 Proposed	Difference ²	Improvement	
Option 1: SH 119 & Hover Rd - Triple EB Lt - Dual NB Lt - Dual SB Lt - Third NB shared Th/Rt	SimTraffic Intersection Average Delay (s)	AM	N/A	247	125	-122	49.4%	
		PM	N/A	380	328	-52	13.7%	
		Total/Avg	N/A	627	453	-174	27.8%	
	SimTraffic Intersection Total Delay (hr)	AM	N/A	272	143	-129	47.4%	
		PM	N/A	530	505	-25	4.7%	
		Total/Avg	N/A	802	648	-154	19.2%	
	LOS (SimTraffic)	AM	N/A	F	F	Same	N/A	
		PM	N/A	F	F	Same	N/A	
		Total/Avg	N/A	N/A	N/A	N/A	N/A	
	Percent Demand Served	AM	N/A	0.86	0.90	0.04	4.7%	
		PM	N/A	0.78	0.84	0.06	7.7%	
		Total/Avg	N/A	0.82	0.87	0.05	6.1%	
	Option 2: SH 119 & Hover Rd - CFI EB Lt - U-turn NB Lt - Jughandle SB Lt - Downstream WB Lt	SimTraffic Intersection Average Delay (s)	AM	N/A	247	23	-224	90.7%
			PM	N/A	380	28	-352	92.6%
			Total/Avg	N/A	627	51	-576	91.9%
SimTraffic Intersection Total Delay (hr)		AM	N/A	272	32	-240	88.1%	
		PM	N/A	530	55	-475	89.6%	
		Total/Avg	N/A	802	87	-715	89.1%	
LOS (SimTraffic)		AM	N/A	F	C	Improve +3	N/A	
		PM	N/A	F	C	Improve +3	N/A	
		Total/Avg	N/A	N/A	N/A	N/A	N/A	
Percent Demand Served		AM	N/A	0.86	0.99	0.13	15.1%	
		PM	N/A	0.78	0.99	0.21	26.9%	
		Total/Avg	N/A	0.82	0.99	0.17	20.7%	

Notes

- Existing Condition was not analyzed with SimTraffic
- Compared to 2035 Base Condition

APPENDIX F – POLICY T-2.2 (ROADWAY SYSTEM) FROM LONGMONT COMPREHENSIVE PLAN

LONGMONT AREA COMPREHENSIVE PLAN (Policy T-2.2)

POLICY T-2.2: Maintain a roadway system that encourages the use of arterial streets for crosstown and regional traffic, that encourages the use of primary and neighborhood collector streets to channel traffic from the neighborhoods to arterial streets, that discourages the use of local streets for through traffic, and that provides efficient regional travel connections to other jurisdictions and activity centers in the region.

Strategy T-2.2(a): Monitor, maintain and improve the City's arterial street system and the traffic control system to reflect their importance as the backbone of the multi-modal system.

Strategy T-2.2(b): Continue to modify, where appropriate, current street standards to control volume and speed on neighborhood collector and local streets as well as safely accommodate bicycle, pedestrian, and transit travel modes.

Strategy T-2.2(c): Mitigate transportation facilities' impacts on noise and air pollution, safety hazards, and aesthetics through appropriate traffic control, facility design, and site design on both public and private property adjacent to the transportation facility.

Strategy T-2.2(d): Cooperate with neighborhood groups to reduce traffic problems on neighborhood collector and local streets.

Strategy T-2.2(e): Provide a level of service as specified in the City's Quality of Life Benchmarks at signalized intersections.

Strategy T-2.2(f): Construct six-lane arterials only where other techniques cannot modify the traffic volumes, where alternative improvements cannot serve the demand, and where there is acceptable mitigation of the projected community, environmental, and financial impacts to the City.

Strategy T-2.2(g): Provide an adequate transportation system to serve crosstown and regional trips, discourage diversion of through-traffic to neighborhood collector and local streets, and keep traffic volumes on neighborhood collector and local streets to the standards City Council adopted.

Strategy T-2.2(h): Protect the capacity and safety on arterial roads by using local streets for driveway access and collector streets for driveway access when a local street is not available.

Strategy T-2.2(i): Maximize the efficiency of arterial streets through access management and control over the number and spacing of signalized intersections.

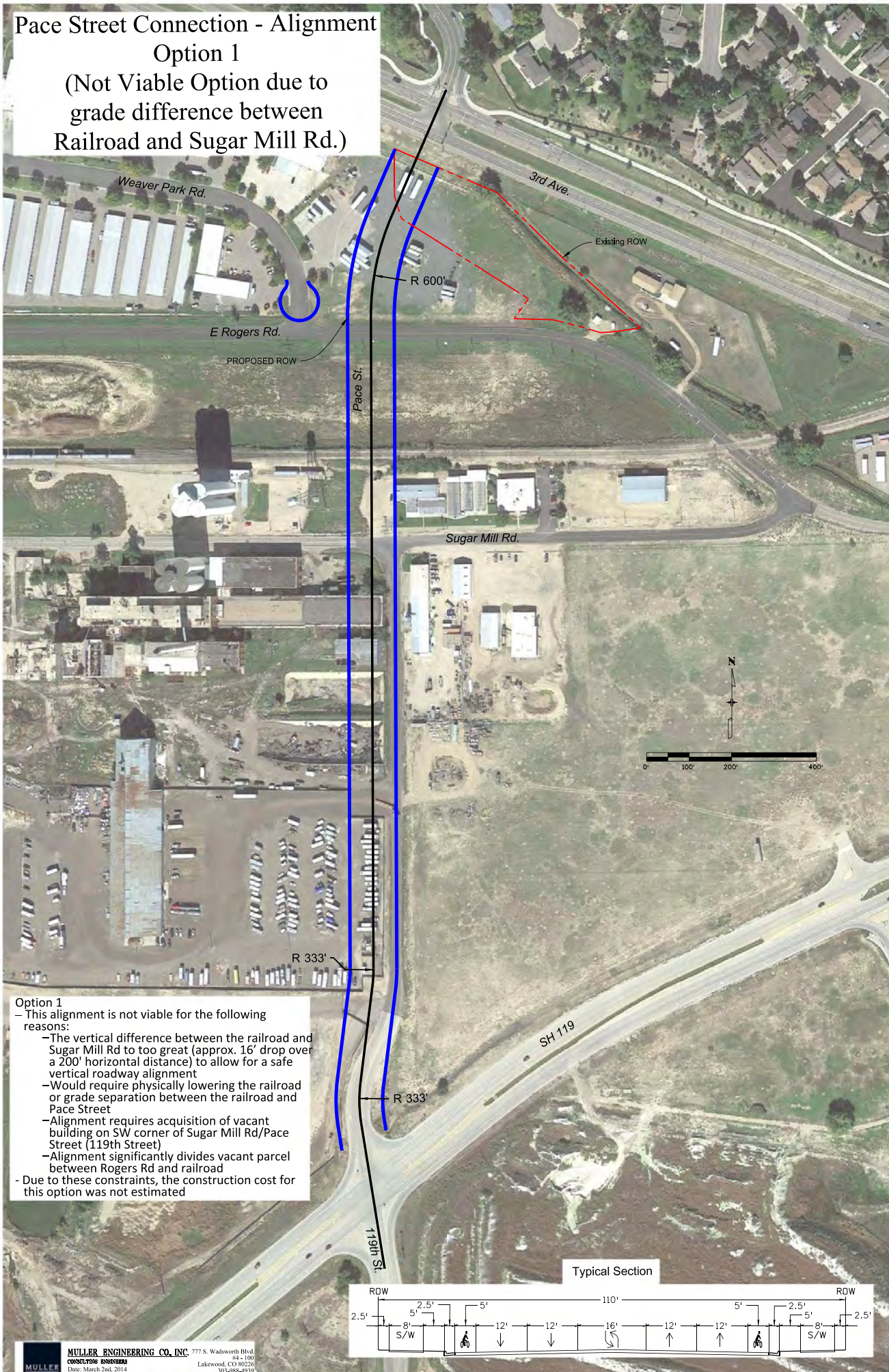
Strategy T-2.2(j): Improve the capacity and safety along arterial streets by reducing the number of existing driveways.

Strategy T-2.2(k): Plan the land use and internal road system adjacent to Airport Road, County Line Road, and State Highway 66 to space signalized intersections no closer than one-half mile in order to provide efficient routes for through-traffic to bypass central Longmont.

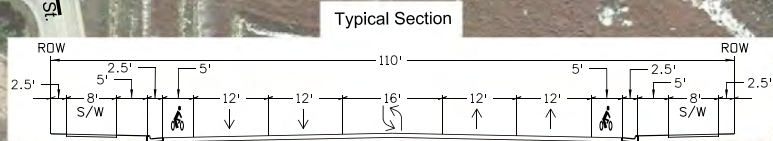
Strategy T-2.2(l): Pursue the implementation of the recommendations from the State Highway 119 Diagonal Highway Alternatives Assessment: Boulder County Transportation System Study (July 2001) including near-term intersection and other operational improvements, longer-term grade separations at major intersections, corridor-level bus improvements, evolving transit services from regional bus to commuter rail operations, and development of the bicycle and pedestrian facilities for a more balanced transportation system in this corridor.

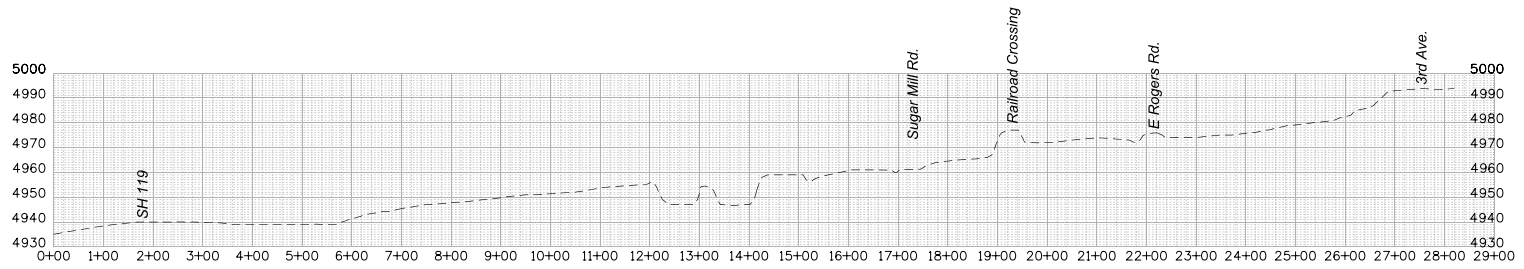
APPENDIX G – PACE STREET CONNECTION ALTERNATIVES

**Pace Street Connection - Alignment
Option 1
(Not Viable Option due to
grade difference between
Railroad and Sugar Mill Rd.)**



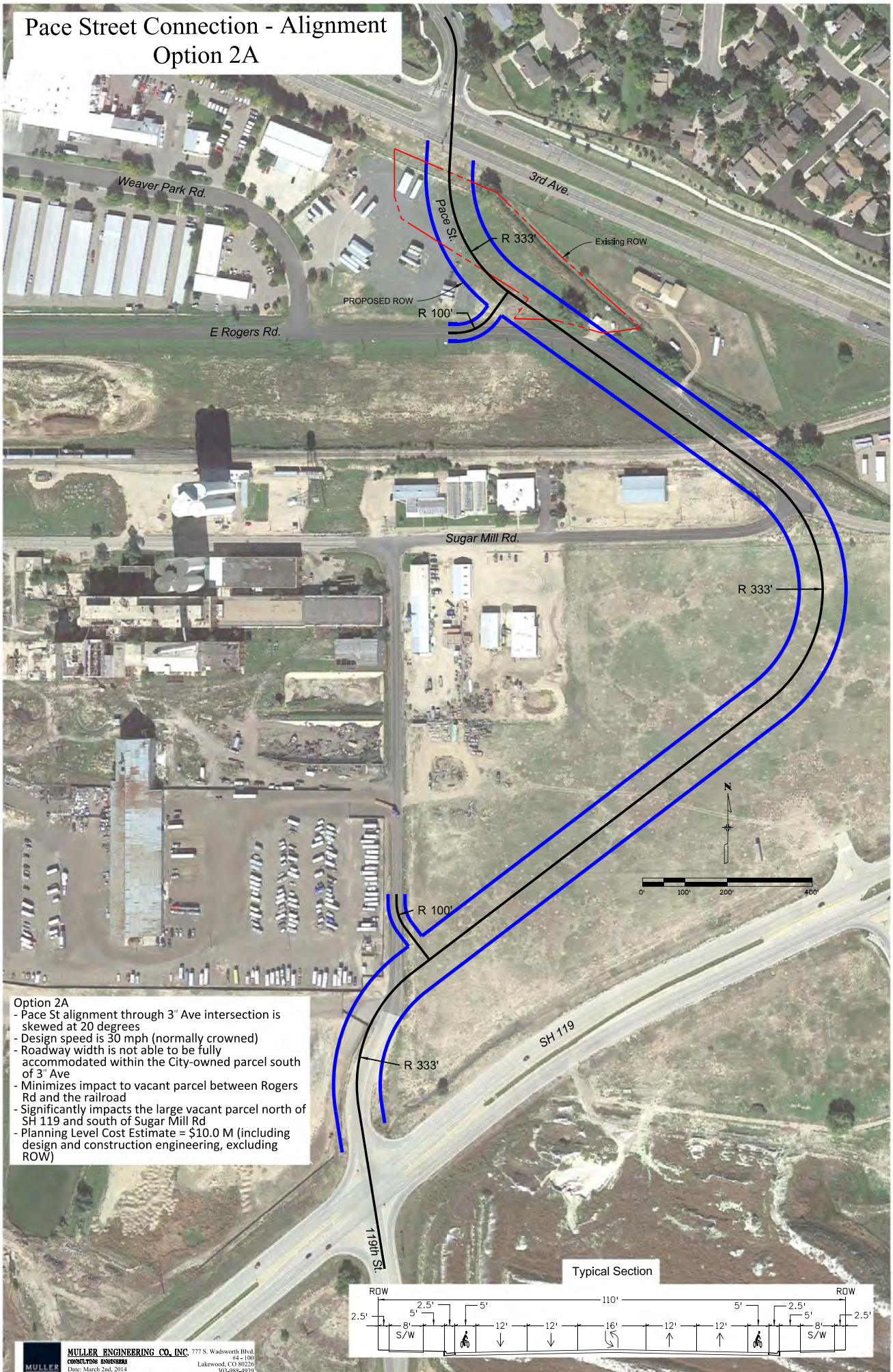
Option 1
 - This alignment is not viable for the following reasons:
 -The vertical difference between the railroad and Sugar Mill Rd is too great (approx. 16' drop over a 200' horizontal distance) to allow for a safe vertical roadway alignment
 -Would require physically lowering the railroad or grade separation between the railroad and Pace Street
 -Alignment requires acquisition of vacant building on SW corner of Sugar Mill Rd/Pace Street (119th Street)
 -Alignment significantly divides vacant parcel between Rogers Rd and railroad
 - Due to these constraints, the construction cost for this option was not estimated





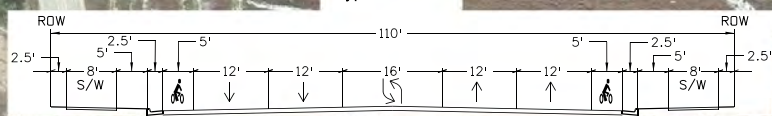
Pace Street Connection -
Option 1

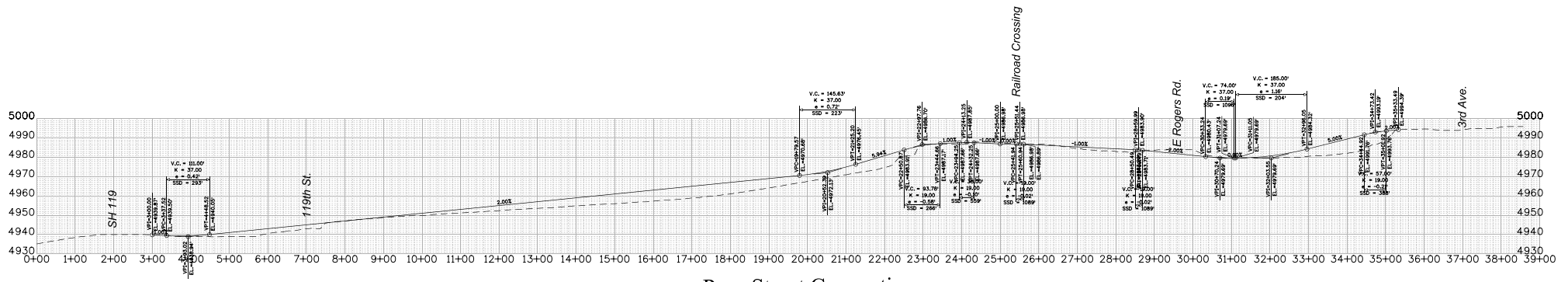
Pace Street Connection - Alignment Option 2A



- Option 2A**
- Pace St alignment through 3rd Ave intersection is skewed at 20 degrees
 - Design speed is 30 mph (normally crowned)
 - Roadway width is not able to be fully accommodated within the City-owned parcel south of 3rd Ave
 - Minimizes impact to vacant parcel between Rogers Rd and the railroad
 - Significantly impacts the large vacant parcel north of SH 119 and south of Sugar Mill Rd
 - Planning Level Cost Estimate = \$10.0 M (including design and construction engineering, excluding ROW)

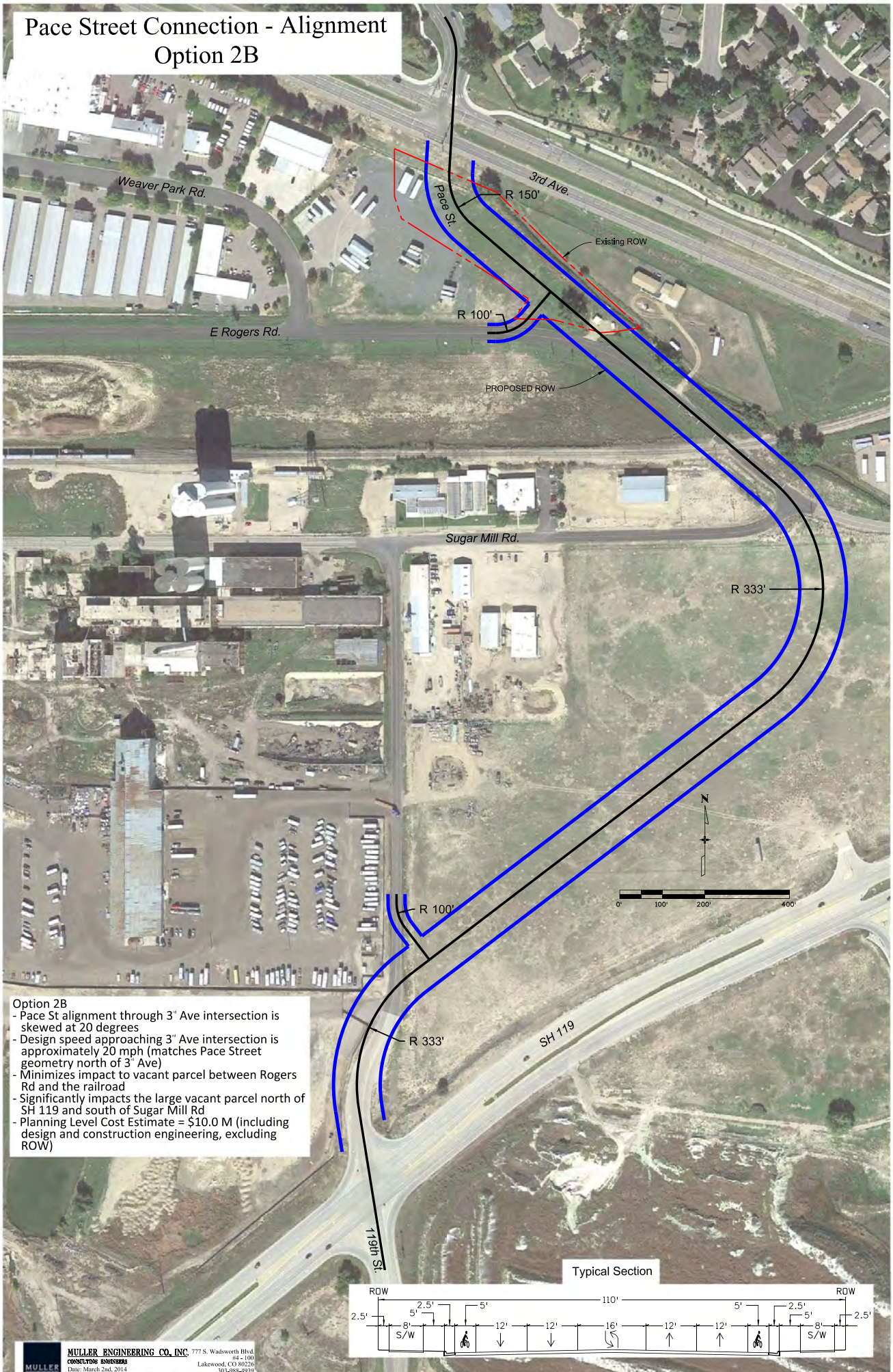
Typical Section





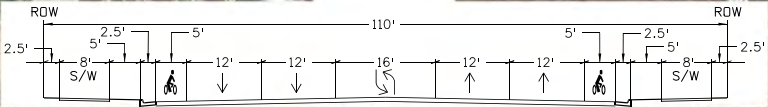
Pace Street Connection -
Option 2A

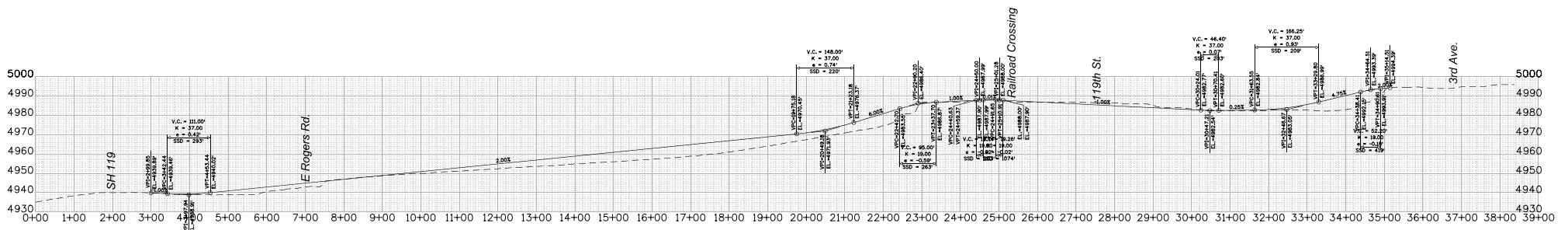
Pace Street Connection - Alignment Option 2B



- Option 2B**
- Pace St alignment through 3rd Ave intersection is skewed at 20 degrees
 - Design speed approaching 3rd Ave intersection is approximately 20 mph (matches Pace Street geometry north of 3rd Ave)
 - Minimizes impact to vacant parcel between Rogers Rd and the railroad
 - Significantly impacts the large vacant parcel north of SH 119 and south of Sugar Mill Rd
 - Planning Level Cost Estimate = \$10.0 M (including design and construction engineering, excluding ROW)

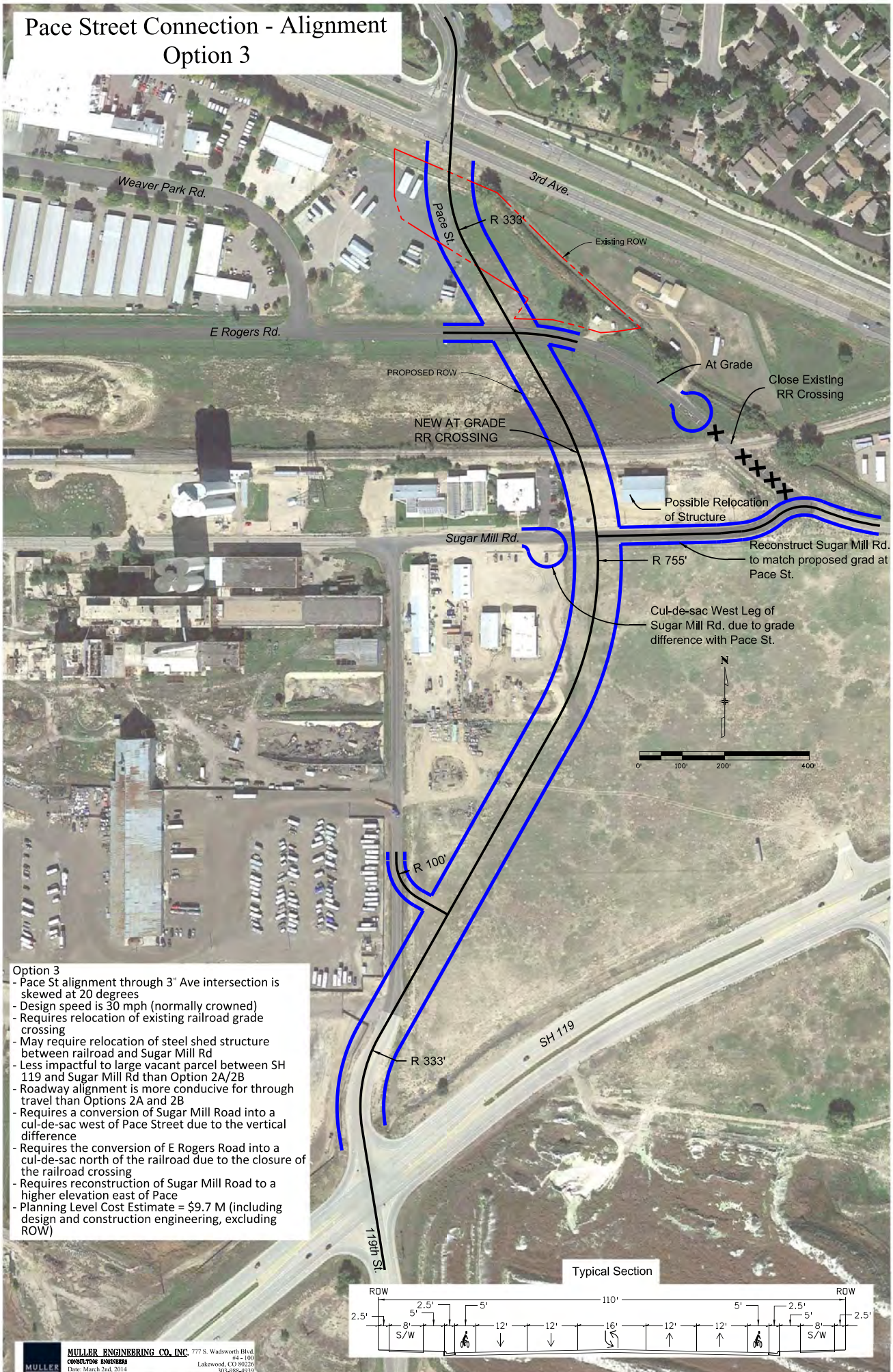
Typical Section





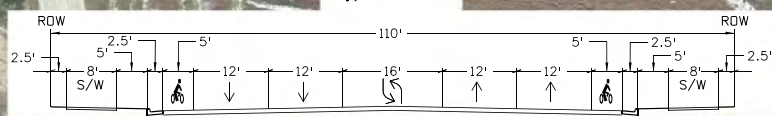
Pace Street Connection -
Option 2B

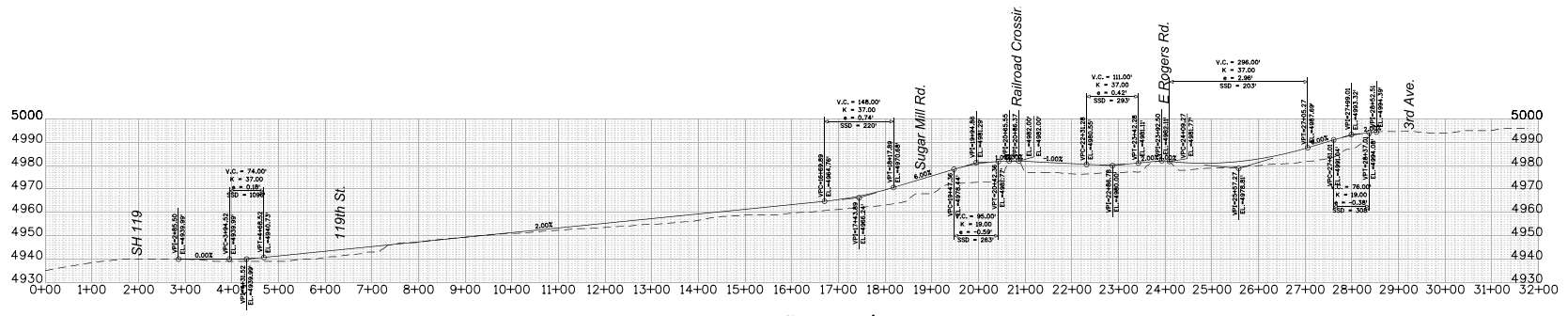
Pace Street Connection - Alignment Option 3



- Option 3**
- Pace St alignment through 3rd Ave intersection is skewed at 20 degrees
 - Design speed is 30 mph (normally crowned)
 - Requires relocation of existing railroad grade crossing
 - May require relocation of steel shed structure between railroad and Sugar Mill Rd
 - Less impactful to large vacant parcel between SH 119 and Sugar Mill Rd than Option 2A/2B
 - Roadway alignment is more conducive for through travel than Options 2A and 2B
 - Requires a conversion of Sugar Mill Road into a cul-de-sac west of Pace Street due to the vertical difference
 - Requires the conversion of E Rogers Road into a cul-de-sac north of the railroad due to the closure of the railroad crossing
 - Requires reconstruction of Sugar Mill Road to a higher elevation east of Pace
 - Planning Level Cost Estimate = \$9.7 M (including design and construction engineering, excluding ROW)

Typical Section





Pace Street Connection -
Option 3

**LONGMONT ROADWAY IMPROVEMENT PLAN
PACE STREET CONNECTION OPTION 2A**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
April 3, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	100	\$9.00	\$900
202	REMOVAL OF SIDEWALK	SY	54	\$9.00	\$500
202	REMOVAL OF ASPHALT MAT	SY	6,823	\$5.00	\$34,100
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	0	\$2.50	\$0
202	REMOVAL OF CONCRETE PAVEMENT	SY	2,184	\$6.00	\$13,100
202	REMOVAL OF CURB AND GUTTER	LF	450	\$5.00	\$2,300
202	REMOVAL OF CURB RAMP	SY	60	\$12.00	\$700
203	EARTHWORK	CY	37,766	\$15.00	\$566,500
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	27,233	\$48.00	\$1,307,200
403	HMA OVERLAY (ASSUME 2" HMA)	SY	0	\$10.00	\$0
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	3,042	\$60.00	\$182,500
608	CONCRETE SIDEWALK	SY	5,600	\$35.00	\$196,000
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	6,300	\$15.00	\$94,500
609	CONCRETE CURB RAMPS	SY	140	\$110.00	\$15,400
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	2	\$150,000.00	\$300,000
	RAILROAD SIGNAL	LS	1	\$500,000.00	\$500,000
	RETAINING WALLS	SF	2,000	\$75.00	\$150,000
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$3,363,700
B	CONTINGENCY	LS	20.0%	of A	\$673,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$81,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$202,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$242,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$727,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$242,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$81,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$561,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$494,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$6,666,700
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$667,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$7,333,700
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$367,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$1,100,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$1,100,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$10,000,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
PACE STREET CONNECTION OPTION 2B**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
April 3, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	100	\$9.00	\$900
202	REMOVAL OF SIDEWALK	SY	54	\$9.00	\$500
202	REMOVAL OF ASPHALT MAT	SY	6,823	\$5.00	\$34,100
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	0	\$2.50	\$0
202	REMOVAL OF CONCRETE PAVEMENT	SY	2,184	\$6.00	\$13,100
202	REMOVAL OF CURB AND GUTTER	LF	450	\$5.00	\$2,300
202	REMOVAL OF CURB RAMP	SY	60	\$12.00	\$700
203	EARTHWORK	CY	37,426	\$15.00	\$561,400
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	26,904	\$48.00	\$1,291,400
403	HMA OVERLAY (ASSUME 2" HMA)	SY	0	\$10.00	\$0
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	3,124	\$60.00	\$187,500
608	CONCRETE SIDEWALK	SY	5,529	\$35.00	\$193,500
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	6,220	\$15.00	\$93,300
609	CONCRETE CURB RAMPS	SY	140	\$110.00	\$15,400
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	2	\$150,000.00	\$300,000
	RAILROAD SIGNAL	LS	1	\$500,000.00	\$500,000
	RETAINING WALLS	SF	2,400	\$75.00	\$180,000
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$3,374,100
B	CONTINGENCY	LS	20.0%	of A	\$675,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$81,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$202,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$243,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$729,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$243,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$81,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$563,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$495,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$6,686,100
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$669,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$7,355,100
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$368,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$1,103,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$1,103,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$10,000,000

**LONGMONT ROADWAY IMPROVEMENT PLAN
PACE STREET CONNECTION OPTION 3**

**PLANNING LEVEL ESTIMATE OF PROBABLE COSTS
April 3, 2014**

ITEM NO.	ITEM NAME	UNIT	QUANTITY	UNIT COST	COST
202	REMOVAL OF MEDIAN COVER	SY	100	\$9.00	\$900
202	REMOVAL OF SIDEWALK	SY	54	\$9.00	\$500
202	REMOVAL OF ASPHALT MAT	SY	8,973	\$5.00	\$44,900
202	REMOVAL OF ASPHALT MAT (PLANING)	SY	0	\$2.50	\$0
202	REMOVAL OF CONCRETE PAVEMENT	SY	2,184	\$6.00	\$13,100
202	REMOVAL OF CURB AND GUTTER	LF	450	\$5.00	\$2,300
202	REMOVAL OF CURB RAMP	SY	60	\$12.00	\$700
203	EARTHWORK	CY	33,372	\$15.00	\$500,600
403	HMA PAVEMENT (ASSUME 9" HMA / 12" ABC)	SY	24,236	\$48.00	\$1,163,300
403	HMA OVERLAY (ASSUME 2" HMA)	SY	0	\$10.00	\$0
412	CONCRETE PAVEMENT (ASSUMES 9" PCCP / 12" ABC)	SY	3,042	\$60.00	\$182,500
608	CONCRETE SIDEWALK	SY	4,357	\$35.00	\$152,500
609	CURB AND GUTTER (TYPE 2) (SECTION IB)	LF	0	\$14.00	\$0
609	CURB AND GUTTER (TYPE 2) (SECTION IIB)	LF	5,172	\$15.00	\$77,600
609	CONCRETE CURB RAMPS	SY	300	\$110.00	\$33,000
610	MEDIAN COVER MATERIAL (PATTERNED CONCRETE)	SF	0	\$8.00	\$0
610	MEDIAN EDGING	LF	0	\$40.00	\$0
614	PARTIAL SIGNAL RECONSTRUCTION	LS	0	\$50,000.00	\$0
614	FULL SIGNAL INSTALLATION	LS	2	\$150,000.00	\$300,000
	RAILROAD SIGNAL	LS	1	\$500,000.00	\$500,000
	RETAINING WALLS	SF	3,925	\$75.00	\$294,400
A	<i>SUB-TOTAL OF MAJOR ITEMS</i>				\$3,266,300
B	CONTINGENCY	LS	20.0%	of A	\$653,000
C	CLEARING AND GRUBBING	LS	2.0%	of A to B	\$78,000
D	REMOVALS, RESETS AND ADJUSTMENTS	LS	5.0%	of A to B	\$196,000
E	EROSION CONTROL	LS	6.0%	of A to B	\$235,000
F	STORM SEWER SYSTEM / PERMANENT WATER QUALITY	LS	18.0%	of A to B	\$705,000
G	SIGNING AND PAVEMENT MARKING	LS	6.0%	of A to B	\$235,000
H	URBAN DESIGN AND LANDSCAPING	LS	2.0%	of A to B	\$78,000
I	CONSTRUCTION TRAFFIC CONTROL	LS	10.0%	of A to I	\$545,000
J	MOBILIZATION & CONSTRUCTION SURVEYING	LS	8.0%	of A to J	\$479,000
K	<i>TOTAL OF CONSTRUCTION ITEMS</i>				\$6,470,300
L	MINOR CONTRACT REVISIONS / FORCE ACCOUNTS	LS	10.0%	of K	\$647,000
M	<i>SUB-TOTAL OF CONSTRUCTION COST</i>				\$7,117,300
N	UTILITY RELOCATIONS	LS	5.0%	of M	\$356,000
O	DESIGN ENGINEERING/SURVEYING/GEOTECHNICAL	LS	15.0%	of M	\$1,068,000
P	CONSTRUCTION ENGINEERING	LS	15.0%	of M	\$1,068,000
Q	RIGHT-OF-WAY (RESIDENTIAL)	SF	0	\$3.00	\$0
R	RIGHT-OF-WAY (COMMERCIAL)	SF	0	\$7.50	\$0
S	RIGHT-OF-WAY (AGRICULTURAL)	SF	0	\$1.00	\$0
T	RIGHT-OF-WAY (INDUSTRIAL)	SF	0	\$4.00	\$0
<i>TOTAL PROJECT CONSTRUCTION COST</i>					\$9,700,000