Posted: _____

Remove:

Town of New Castle
450 W. Main Street
PO Box 90
New Castle, CO 81647

Administration Department
Phone: (970) 984-2311
Fax: (970) 984-2716
www.newcastlecolorado.org

Agenda

New Castle Town Council Regular Virtual Meeting

Tuesday, March 16, 2021, 7:00 PM

Starting times on the agenda are approximate and intended as a guide for Council.
The starting times are subject to change by Council, as is the order of items on the agenda.

Due to concerns related to COVID-19, this meeting will be open to the public as a virtual meeting only.

To join by computer, smart phone or tablet click HERE

If you prefer to telephone in:
Please call: 1-346-248-7799
Meeting ID: 709 658 8400

Follow the prompts as directed. Be sure to set your phone to mute until called on.

Call to Order

Pledge of Allegiance

Roll Call

Meeting Notice

Conflicts of Interest

Agenda Changes

Citizen Comments on Items not on the Agenda
-Comments are limited to three minutes-

Consultant Reports
Consultant Attorney
Consultant Engineer

Items for Consideration

A. Discussion: Public Opinion Survey - Bill Ray, WR Communications (7:05 p.m.)

B. Presentation: LoVa Trail from New Castle to Silt - Jeanne Golay (7:35 p.m.)

C. Consider Ordinance Tc 2021-1 - an Ordinance of the New castle Town Council Adding Sections 1.16.050 TO 1.16.070 of Chapter 1.16 to Title 1 of the New Castle Municipal Code Pertaining to Elections (2nd reading) (7:55 p.m.)

Consent Agenda (8:00 p.m.)
Items on the consent agenda are routine and non-controversial and will be approved by one motion. There will be no separate discussion of these items unless a council member or citizen requests it, in which case the item will be removed from the consent agenda.
March 2, 2016 minutes
Hong's Garden Hotel & Restaurant Liquor License Renewal

Staff Reports (8:10 p.m.)
Town Administrator
Town Clerk
Town Treasurer
Town Planner
Public Works Director

Commission Reports (8:20 p.m.)
Planning & Zoning Commission
Historic Preservation Commission
Climate and Environment Commission
Senior Program
RFTA
AGNC
GCE
EAB

Council Comments (8:30 p.m.)

Adjourn (8:45 p.m.)

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Memorandum

To: Mayor & Council

From: David Reynolds

Re: Agenda Item: WR Communications Presentation – Public Opinion Survey

Date: 3-16-21

Purpose:

The purpose of this agenda item is to allow Bill Ray from WR Communications the opportunity to present a draft version of a public opinion survey along with the narrative that will accompany the survey. Bill has been working with staff over the past few weeks to gather data and develop an approach to a narrative and public survey. Ultimately, the goal of this work is to give Council insight on how our community is doing, what their priorities and expectations may be, and how they may view the balance between services provided and the collection of future revenues. Council is encouraged to discuss the information shared in order to steer the final development of the narrative and survey which will be mailed to the public in the near future.

DRAFT WORK PRODUCT

Headline: Community Update

Subheadline: New Castle is asking for feedback on the Town's budget, including streets, sidewalks and parks.

The Town of New Castle has been fortunate to remain financially stable through the COVID-19 pandemic and has been able to maintain its core services for our community. Like many communities, sales-tax revenue collected by the Town increased slightly during the pandemic due to shopping at our local retailers and remittance of online sales taxes. Future projections show that sales-tax proceeds will level off or dip once we get a bit more mobile again.

The voter approval of two measures in 2019 has helped the Town's budget considerably. Town Council has put the 2019 mill-levy extension to work as promised in the ballot question. The Town has paid more than $61,000 toward the VIX Park Construction loan and increased the Police Department budget by $111,725 from 2020 to 2021. The Town has also set aside $180,000 for the purchase of new police vehicles and another $27,000 for updated police equipment.

In addition, the tobacco tax, approved by Town voters in 2019, now provides revenue to enhance our community's recreational needs, which has been especially important during this challenging time. Since 2019, New Castle has invested more than $91,500 in its hiking and biking trails to support community health and increased its Recreation Department budget by $54,351 to support wellness and youth programs.

Budget Challenges Remain

Despite improvements from the 2019 voter-approved measures, the Town still faces budget challenges that could reduce some important services or delay future improvements to our parks and streets. In the budgeting process, Council works to ensure that our community is safe, receives exceptional services and maintains a high quality of life—while remaining fiscally responsible to taxpayers.

As you know, New Castle aims to operate with a balanced budget, which is annually audited and available for review by our community members. The budget is considered and approved during a series of public meetings, and we encourage residents to participate in this process.

During the budget process, Council faces several challenges. New Castle's essential services—such as road, sidewalk and trail maintenance; parks and recreation programs; and public utilities—become more expensive over time. And like small businesses and families in our community, the Town must budget for rising health-insurance premiums and other costs of doing business.

At the same time, other revenue sources that the Town previously relied upon for some of these core services are being reduced or eliminated.

Reduced Road Funding

Specifically, the Town's share from oil and gas operations in Garfield County has significantly decreased over the past several years. From about 2014 to 2020, that revenue dropped by about $487,000, which was approximately 13 percent of the Town's General Fund.

That reduction has gotten worse in the past two years as oil and gas drilling has continued to decline in our county—while the Town's share of the Highway Users Tax Fund from the state of Colorado has also been reduced. In addition, the Town's portion of the Garfield County Road and Bridge Fund is now at zero dollars. Reductions in the past two years to New Castle's road-maintenance funds include:

- Highway Use Tax Fund: reduced $41,430 from 2019 to 2020
- County Road and Bridge Fund: reduced $33,570 from 2020 to 2021 (now at zero)
- Reductions in available grants for streets improvements: $100,000 less from 2019 to 2021
- Mineral Lease Distributions: reduced $136,830 from 2019 to 2020
- Severance Tax: reduced $44,847 from 2019 to 2021

Over the past two years, the Town has lost $356,677 that typically went directly to roads, sidewalks and multi-use trails.

New Castle's Streets and Sidewalks

The Town of New Castle has 42 lane miles of roads on 112 public streets and 17 private streets. The Town also has 35 miles of sidewalks and multi-use, hard-surface trails.

The Town's Public Works Department uses a pavement-surface rating system to evaluate road conditions. Public Works assesses roads by measuring roughness (ride), surface distress (condition), surface skid characteristics, and structure (pavement strength and deflection). The Town has set a goal for an average condition rating of 8 on a 10-point scale.

An 8 rating would mean the Town's roads would require less costly maintenance and would place the average street in the good to very good category. Currently, New Castle's average pavement condition is 5.75, which is fair to good. Maintaining streets at the lower end of the rating scale can ultimately be 9 times more expensive than maintaining streets at level 8 or higher.

Although the Town has many newer roads and sidewalks, New Castle's downtown infrastructure still requires a fair amount of work to ensure that all of our community's residents and visitors can move about safely and efficiently.

In addition, every Town sidewalk was evaluated in 2018. Most sidewalks received a rating of good, fair or poor, and several maintenance recommendations were prioritized. The Town also has extensive asphalt trails that now require resurfacing. The Town will be conducting a complete sidewalk and trails condition survey in 2021 to assess the level of repair and resurfacing required on all sidewalks and multi-use trails.

To properly maintain roads to a rating of 8 and to ensure that New Castle's sidewalks and multi-use trails are safe and accessible, Public Works is recommending the following 2022 budget, which correlates closely with the previous sources of road-maintenance funding from the state, county, oil and gas impacts.

$315,000	Streets asphalt overlay, crack seal and chip sealing
$50,000	Hard surface trail resurfacing, maintenance and additions
$35,000	Concrete sidewalk, curb and gutter repair and replacement

Vehicle Use Tax

New Castle voters in 2017 rejected a 3.0 percent use tax on the purchase of a vehicle registered in the Town. After reviewing citizen feedback from the 2017 measure, Council and Town staff understand that the most appropriate way to use a vehicle use tax, if voters approve one in the future, would be to restrict it only to provide sustainable funding for driver and pedestrian safety, repairing roads, and maintaining sidewalks and multi-use trails throughout the Town.

This tax is only paid one time at a vehicle's purchase. It is not an ongoing tax on the "use" or ownership of a car, truck or other type of vehicle within our Town. New Castle is the only community in the region without this tax. Neighboring communities, including Silt and Rifle, utilize this tax to maintain their roads and essential services.

Because of lost road-maintenance revenue, and the continued maintenance needs on the Town's roads and sidewalks, Council is considering asking voters to approve a vehicle use tax. Council members have not made a decision whether to place a measure on the 2021 or future ballots, but they need your feedback as part of making their decisions for the Town's budget.

Park Investments

The Town of New Castle is working on two significant improvement projects for Frank Breslin Memorial Park along the Colorado River and Burning Mountain Park in downtown.

The Town has partnered with the state Department of Local Affairs and the University of Colorado Technical Assistance Program to redesign Frank Breslin Memorial Park to better embrace our connection to the Colorado River. New features may include improved boat ramps for rafters and anglers, as well as additional parking, restrooms, picnic areas, disc golf, family beach areas, put-in sections for tubing and soft trails along the river. The park plan may even include an area for a winter ice rink. The Town expects initial plans this spring, with a public comment period to follow. This project is anticipated to be about $1.6 million to complete.

In addition, the Town would like to improve Burning Mountain Park, which hosts our annual Burning Mountain Festival and Parade and other events throughout the year. The original downtown park has become dated and less functional. Renovations would include layout and configuration changes that will make the park more user friendly for events and day use by residents. Plans for the new design will be

discussed with the community soon. The estimated cost to renovate Burning Mountain Park is about $550,000.

Town Council would also like to get community feedback on adding to its dedicated sale tax directed to parks. Council and Town staff are considering asking voters for a small sales tax increase of 0.25 percent to provide the needed funding for these and future park projects. If approved by New Castle voters, this sales tax would provide about $132,000, which could be used to bond or finance these projects to fast forward their completion.

Currently, the total sales-tax rate in New Castle is 8.2 percent. This amount includes the Town's 3.5 percent sales tax on retail sales of tangible personal property and furnishing of utility services. It also includes the State of Colorado's 2.9 percent sales tax, Garfield County's 1.0 percent and RFTA's 0.8 percent. Of the Town's 3.5 percent sales tax, 1 percent is reserved for street maintenance; 0.75 percent is for recreation, parks, trails and open space purposes; and the remaining 1.75 percent goes to the general fund.

DRAFT WORK PRODUCT

New Castle Community Survey

Please take a few minutes to read the questions below, review with other household members, and complete the survey. All surveys are anonymous, and your response will in no way be associated with your name. To take this survey, please do one of the following by April XY, 2021:

Take this survey online at WEB ADDRESS | en español at WEB ADDRESS
Drop off or mail to Town Hall, 450 West Main Street, New Castle 81647 ATTN: Survey
Scan and email the survey to rfirth@newcastlecolorado.org

1. Before receiving this information, how much would you say you have read or heard about the Town's budget? (Please check one)

__ A lot __ Some
__ A little __ Nothing at all

2. In general, would you say that the Town of New Castle is on the right track or heading in the wrong direction? (Please check one)

__ Right track __ Wrong track __ Unsure

3. Please share any thoughts about Question 2.

4. How would you grade the condition of New Castle's streets and sidewalks? (Please check one)

__ A __ B __ C __ D __ F __ Unsure

5. How would you grade the condition of New Castle's trails? (Please check one)

__ A __ B __ C __ D __ F __ Unsure

6. How would you grade the Town's parks, including Frank Breslin Memorial Park along the south side of the Colorado River and Burning Mountain Park on Main Street in downtown? (Please check one)

__ A __ B __ C __ D __ F __ Unsure

7. How would you grade the Town's police force and public safety? (Please check one)

__ A __ B __ C __ D __ F __ Unsure

8. As the Town of New Castle prioritizes its budget in future years, it's important for Council members and Town administrators to understand what amenities and programs are valued most by residents. Please select a number that denotes which Town amenities and programs are most important to you, with 5 being highest and 1 being lowest.

Downtown attraction	1	2	3	4	5
Mountain biking & hiking trails	1	2	3	4	5
Recreation Department programs	1	2	3	4	5
Community events & gatherings	1	2	3	4	5
Parks facilities/programs	1	2	3	4	5

9. The Town of New Castle also provides many critical services to its residents and businesses. Please select a number that denotes which Town services are most important to you, with 5 being highest and 1 being lowest.

Public safety/police	1	2	3	4	5
Road and sidewalk maintenance	1	2	3	4	5
Parks maintenance	1	2	3	4	5
Water and sewer	1	2	3	4	5
Recycling	1	2	3	4	5

10. If an election were held today, would you vote "yes" in favor, or "no" to oppose, on the following potential ballot questions:

Shall the Town of New Castle taxes be increased by $150,000 annually through a 0.25% sales tax on the retail value of purchases made within the Town's limits and be used solely for the construction, maintenance and operations of the Town's parks, including the redevelopment of Frank Breslin Memorial and Burning Mountain parks. All funds would be subject to an annual independent audit published on the Town's web site, overseen by a committee of Town residents and reviewed publicly?

__ Yes __ No __ Unsure

11. Shall the Town of New Castle taxes be increased by $300,000 annually through a one-time 3.0% use tax on the retail value of any motor-vehicle purchase in order to improve driver and pedestrian safety by maintaining and repairing roads, sidewalks and multi-use trails throughout the Town. All funds would be subject to an annual independent audit published on the Town's web site, overseen by a committee of Town residents and reviewed publicly?

__ Yes __ No __ Unsure

12. If you selected No or Unsure for either proposal, please consider providing a reason that reflects your opinion from the list below: (Rank your top 3 choices)

__ Town should tighten its belt and do more with its current resources.
__ Generally do not support new taxes and tax increases.
__ Town should not tax the purchase of a vehicle.
__ Town's sales tax is already too high.
__ Need more information before making a decision.
__ Concerned with programs and projects that the Town has identified.
__ Other more important uses of taxes, such as schools and fire protection.
__ Too soon to ask for a tax increase after the 2019 measures.
__ Concerned about economic impacts of the pandemic.
__ Other, please explain.
_____

13. Please share additional comments, if any, regarding the Town of New Castle's budget and any other issues impacting the Town.

14. I have been a resident of New Castle for _____ years.

15. How would you prefer to receive future information about the Town's budget and other issues?

__ Emails
__ Monthly newsletter
__ Town web site/social media
__ Council meetings/hearings

If you selected email, please consider providing your email address to the Town:

Town of New Castle
450 W. Main Street
PO Box 90
New Castle, CO 81647

Administration Department
Phone: (970) 984-2311
Fax: (970) 984-2716
www.newcastlecolorado.org

Memorandum

To: Mayor & Council

From: David Reynolds

Re: Agenda Item: LOVA Trail Discussion New Castle to Silt

Date: 3-16-21

Purpose:

The purpose of this agenda item is to provide information and gain feedback regarding the LOVA Trail.

Jeanne Golay from the LOVA Trail Organization will be presenting information about the proposed LOVA Trail segment that is intended to cover the area from New Castle to Silt. Planning work for this trail segment, which includes a proposed trail alignment, a feasibility study, utility mapping, and other preliminary planning documents dates back to 2009. Recent conversations between Jeanne, County Commissioners, and Silt may point to an opportunity to pick this conversation back up. Jeanne would like to share details about this project, update Council on recent conversations, and gain an understanding from Council as to New Castle's current interest in this segment of the LOVA Trail.

Feasibility Report
Town of Silt to Coal Ridge High School
Bike Pedestrian Trail US 6

CDOT Project No. C 0063-017
Code: 15132

Prepared for:

Colorado Department of Transportation and Town of Silt

Prepared by:
James E. Patton, PE/PLS
Short Elliott Hendrickson, Inc.

May 12, 2005

RE: Feasibility Report – Town of Silt to Coal Ridge High School Bike Pedestrian Trail
SEH No. ACODOT0501.00

Mr. Jim Nall
Region 3 Traffic Engineer
Colorado Department of Transportation
222 South 6th Street
Grand Junction, CO 81501

Dear Mr. Nall:

Short, Elliott Hendrickson Inc. (SEH®) is pleased to present the Feasibility Report for the project referenced above. The report provides a comparison of the advantages, disadvantages and costs for three feasible design alternates that were considered for this study. Alternate One with Option 2 at Davis Point was selected as the preferred alternate.

Alternate One provides the most separation of pedestrian bicycle traffic from the vehicular traffic on US 6 making it the safest alternate. Safety was a primary goal of the feasibility study.

Thank you for giving us the opportunity to provide this feasibility report to you. If you have questions or wish to discuss this further please call.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.

James Patton, PE, PLS
Project Manager

JEP/jp
cc: Owen Leonard
File

CERTIFICATION PAGE

FEASIBILITY REPORT
TOWN OF SILT TO COAL RIDGE HIGH SCHOOL BIKE PEDESTRIAN TRAIL

SEH No. A-CODOT0501.01

CDOT Project No. C 0063-017
Code: 15132

May 12, 2005

I hereby certify that this feasibility report was prepared by me or under my direct supervision, and that I am a duly registered Professional Engineer with the State of Colorado.

James E. Patton, PE/PLS — Reg. No. 11671

Reviewed by: Owen Leonard, PE — May 12, 2005

Short Elliott Hendrickon Inc.
Bank of Colorado Building, Suite 202
200 Grand Avenue
Grand Junction, CO 81501

TABLE OF CONTENTS

Letter of Transmittal
Certification Page 3
Table of Contents 4-5
Abstract 6
Project Location 6
Project Scope – Introduction 7
Existing Conditions 8-11
- ROW
- Accident History
- County Road 235 – Davis Point Road
- Topographic Constraints
- Irrigation, Drainage and Utilities
- Wetlands

Design Criteria 11-12
- Design Guidelines
- Materials Recommendations

Study Approach 12-14
- Constraints
  - Topographic
  - Design
- Segments
- Options at Davis Point
  - Option 1
  - Option 2
  - Disadvantages/Advantages of Options
- Cost Estimates
- CBC Extensions Vs. Bridge

Alternates Considered 14-17
- Alternate One
  - Description
  - Typical Section
  - Layout Drawing
  - Advantages and Disadvantages
  - Engineering Cost Estimate
- Alternate Two
  - Description
  - Typical Section
  - Layout Drawing
  - Advantages and Disadvantages
  - Engineering Cost Estimate
- Alternate Three
  - Description
  - Typical Section
  - Layout Drawing
  - Advantages and Disadvantages
  - Engineering Cost Estimate
- Summary of Alternates

Conclusion and Recommended Alternate 17-18

List of Tables

Table 1	Summary of Alternate Construction Costs
Table 2	Summary of Advantages and Disadvantages

List of Figures

Figure 1	Topographic Map of Project Location
Figure 2	Project Location – Bike Pedestrian Trail

List of Photos

Photo 1	North side of US 6 viewing east toward Davis Point.
Photo 2	Double Cell 6' x 4' Concrete Box Culvert – Lower Cactus Valley Ditch
Photo 3	Lower Cactus Valley Ditch between CBCs 2 and 3 viewing west
Photo 4	Double Cell 6' x 4' CBC at the outlet west of Davis Point
Photo 5	Big "R" Truss Bridge Design
Photo 6	Coal Ridge High School under construction near end of bike pedestrian trail

List of Typical Sections

Sheet 1	Alternate One – Segments 1 and 3, Alternate Two – Segment 1; Alternate One - Wetlands Areas
Sheet 2	Alternates One or Two – Option 1, Roadway Segment 2 (Davis Point)
Sheet 3	Alternates One, Two or Three – Option 2, Roadway Segment 2 (Davis Point)
Sheet 4	Alternate Two – Segment 3 Alternate Three – Segments 1 and 3

List of Layout Drawings

Drawing 1	Alternate One – Project Location Bike Pedestrian Trail
Drawing 2	Alternate Two – Project Location Bike Pedestrian Trail
Drawing 3	Alternate Three – Project Location Bike Pedestrian Trail

List of Cost Estimates

Estimate 1	Alternates 1 or 2, Roadway Segment 1 (Silt to Davis Point)
Estimate 2	Alternate 3, Roadway Segment 1 (Silt to Davis Point)
Estimate 3	Alternates 1 or 2, Option 1, Roadway Segment 2 (Davis Point)
Estimate 4	Alternates 1, 2, or 3, Option 2, Roadway Segment 2 (Davis Point)
Estimate 5	Alternate 1, Roadway Segment 3 (Davis Point to Coal Ridge High School)
Estimate 6	Alternate 2, Roadway Segment 3 (Davis Point to Coal Ridge High School)
Estimate 7	Alternate 3, Roadway Segment 3 (Davis Point to Coal Ridge High School)

Wetlands Walkway Cost Estimate – Schmueser, Gordon and Meyer Engineers & Surveyors

List of Appendices

Appendix A	5-Year Analysis of US 6 Accident History
Appendix B	CDOT 2002 Accident and Rates
Appendix C	2002 Average Daily Traffic Volume – County Road 235 (Davis Point Road)
Appendix D	Materials Recommendation Letter

Abstract

Comparison of the advantages, disadvantages and costs for three feasible design alternates were considered for this study. Alternate One with Option 2 at Davis Point was selected as the preferred alternate. This alternate provides two methods for crossing wetlands areas.

Alternate One provides the most separation of pedestrian bicycle traffic from the vehicular traffic on US 6 making it the safest alternate. Safety was a primary goal of the feasibility study.

Project Location

This feasibility report is for a proposed bike pedestrian trail that connects on the west end with an existing trail termini near the east town boundary of Silt, Colorado in Garfield County. The proposed trail extends this existing trail East along US 6 to the Coal Ridge High School scheduled to open in the fall of 2005. The existing trail termini is near Mile Marker 100 on US 6 on the north side of the roadway. Project length is about 6,400 feet or 1.2 miles. Figure 1 is a topographic map of the project location.

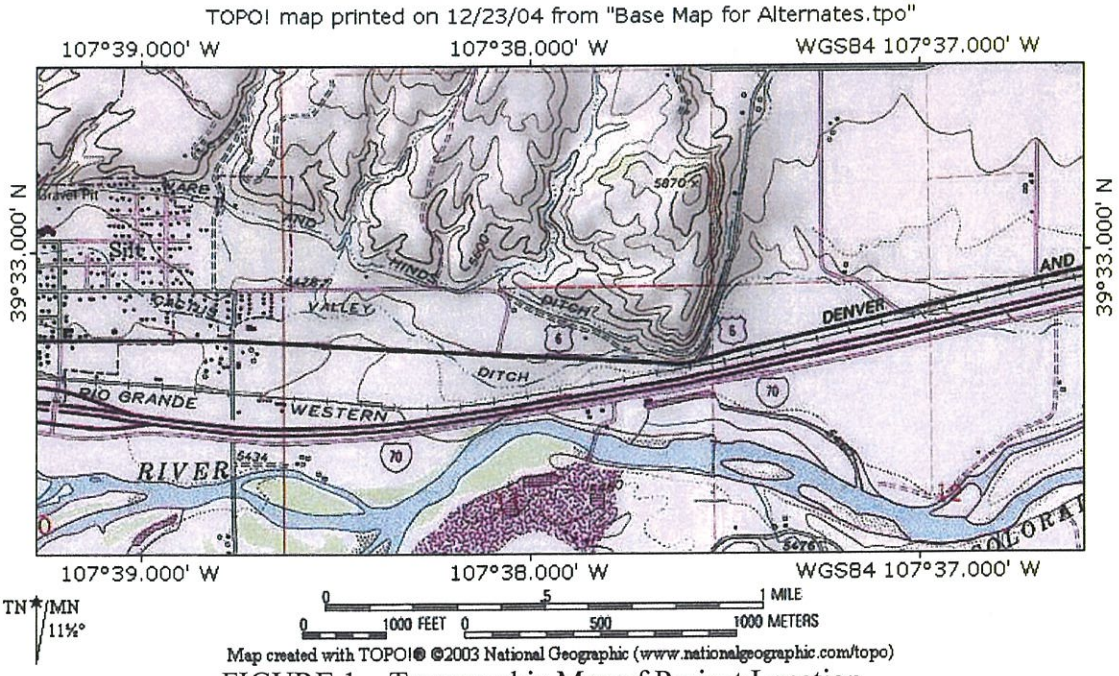


FIGURE 1 – Topographic Map of Project Location

Project Scope - Introduction

The Colorado Department of Transportation Region 3 (CDOT R3) requested that Short Elliott Hendrickson Inc. (SEH) prepare a feasibility report for providing a bike pedestrian trail along US 6 from the Town of Silt east to Coal Ridge High School. This feasibility report compares favorability (i.e., advantages and disadvantages) and costs for three alternate preliminary design concepts. The primary purpose of this trail is to provide safe pedestrian and bicycle non-motorized access from Silt to Coal Ridge High School. Recreational use is secondary to safety for this trail. The feasibility report identifies potential environmental, utility, irrigation and other impacts that affect the design. All alternates will require additional right-of-way. An estimate of additional right-of-way needs is made for each alternate.

Other important project stakeholders include the Town of Silt, Town of New Castle and Garfield County School District RE-2.. Representatives from the Town of Silt participated in the development of this report.

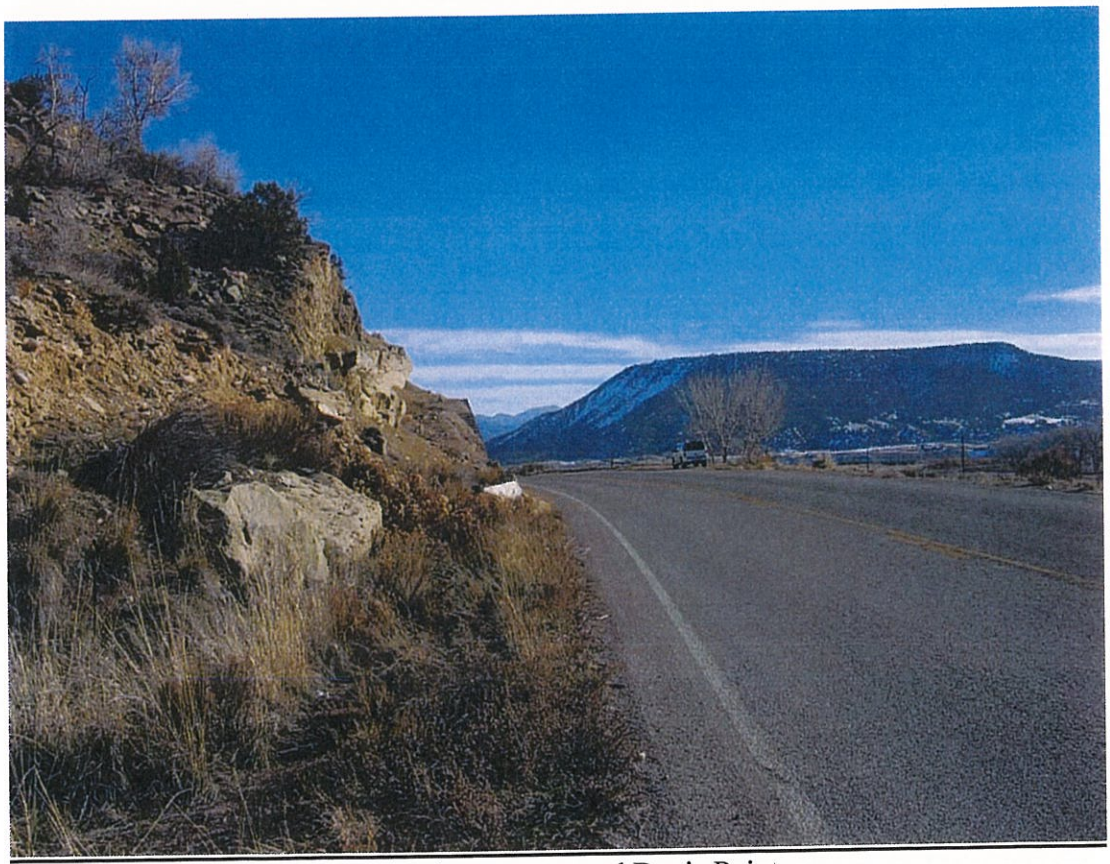


Photo 1 - North side of US 6 viewing east toward Davis Point.

Existing Conditions

Following the project kickoff meeting, SEH gathered information regarding the US 6 corridor that was necessary for evaluating the alternate design concepts for the bike pedestrian trail. A minimal field survey was necessary to determine potential alternates and their costs.

Below is information gathered that will affect the design of the bike pedestrian trail:

1. **Right-of-Way.** Jay Janney with CDOT R3 Right-of-Way provided as-constructed plans of US 6 from CDOT Project No. F 001-1(19) and ROW maps in the area east of Silt from CDOT Project FAP 145-C. Generally the ROW is 50 feet each side of US 6 center line. Exceptions are at Davis Point where the ROW on the north side of US 6 expands to 70 feet for approximately 1900 feet and approximately 2500 ft. west of the Coal Ridge High School the ROW on the north side contracts to 40 feet. Additional right-of-way would be required for each of the alternates.
2. **Accident History for US 6.** Hans Egghart with CDOT R3 Traffic provided a five-year analysis of accident history. This analysis is included in Appendix A. The CDOT Statewide average crash rates for 2002 are also included in Appendix A. The accident history provided is for 2.3 miles on US 6 from Mile Marker 99.38 to Mile Marker 101.70. This project is 1.2 miles within these limits. The five-year weighted hazard index is -3.26 which is well below the State average of 1.56 for Federal Aid Primary Rural. There were seventeen accidents within this five-year period. Slightly less that half of these accidents occurred at roadway or driveway intersections. Six of these accidents involved collisions with wild animals. Most accidents occurred under good weather conditions during hours of daylight. Since most accidents happened at intersections it is important the bike pedestrian trail cross roadways at safe locations with good sight distance. It is important for safety of the pedestrian and bicyclist that points of conflict with motorists be minimized.
3. **County Road 235 – Davis Point Road.** This intersection with US 6 is east of Davis Point. Sight distance at the intersection is limited to the west of the intersection. The 2002 Average Daily Traffic is 307 according to Jeff Nelson, Assistant County Engineer. Future development may take place to the north of this intersection. If so, consideration should be made for realigning the intersection for better sight distance.
4. **Topographic Constraints.** The primary topographic constraint is Davis Point. This prominent steep hillside combined with the location of the Lower Cactus Valley Ditch, Denver and Rio Grande Western Railroad and Interstate 70 limit options for the bike pedestrian trail for this section. Refer to Figure 1 (middle right) for a visual of this topographic constraint. Two options are available at this location and will be described in more detail later.
5. **Irrigation, Drainage and Utilities.** There is an irrigation ditch crossing of US 6 approximately 300 feet east of Mile Marker 100. This is the Lower Cactus Valley Ditch. The structure is a double 6'x 4'cell CBC skewed to US 6. Aerial

photos and the as-built CDOT Project Number F 001-1(19) plans show this crossing and the skew angle. The irrigation ditch is about twelve to sixteen feet wide at the top with steep side slopes. The ditch is about three to four feet deep and five to twelve feet wide at the bottom. There is a lot of vegetation of wetland plants along the sides and bottom. The CBC is partially filled with silt (40 to 50%) restricting full flow through the structure (See Photo 2). The grade of the channel is less than 1 per cent.

The same irrigation ditch crosses US 6 twice further east of this crossing prior to the Davis Point location. Between these two crossings, the Lower Cactus Valley Ditch is close to the roadway and parallel to it for some distance (approximately 850 feet). The ditch is approximately the same size but has more wetlands vegetation, however the Army Corps of Engineers does not consider ditch bottoms as wetlands. The structures across US 6 are the same size as above. Headwalls for all three structures are very close to US 6 with little shoulder. There is no guard rail protection at these structures. The grade of the channel is less than 1 per cent. Pictures were taken of the CBCs and the ditch channel. Photo 3 shows the ditch channel between these two CBCs. The ditch between the two CBC's could be placed in a relatively large culvert pipe for this distance. Initial contacts with the ditch maintenance personnel indicate that they are receptive to this. CDOT maintenance forces are willing to help with this effort since it would improve safety for this section. Photo 4 shows the CBC outlet nearest Davis Point.

Photo 2 – Double Cell 6' x 4' Concrete Box Culvert – Lower Cactus Valley Ditch

Photo 3 – Lower Cactus Valley Ditch between CBCs 2 and 3 viewing west. Note: Wetlands in ditch bottom.

Photo 4 – Double Cell 6' x 4' CBC at the outlet west of Davis Point.

The fourth irrigation ditch crossing of US 6 is immediately east of the Davis Point Road intersection. This is also the Lower Cactus Valley Ditch. The ditch section and CBC are similar to those described previously.

The fifth irrigation ditch crossing of US 6 is at a private road off of US 6 to the northwest. This road follows along the ditch to the northeast after it crosses the highway. Again, the ditch and CBC is a similar structure to the other crossings. This too is the Lower Cactus Valley Ditch.

The estimated capacity to the Lower Cactus Valley Ditch west of Davis Point is 30 to 40 cubic feet per second (cfs). The capacity flow of the double cell 6'x4' CBCs with 40% silting is about 60 to 80 cfs at each crossing of US 6. Therefore, the CBCs are currently adequate for the ditch size even with the current silting condition.

There are a number of US 6 drainage cross culverts that range in size from 18-inch to 36-inch diameter. These are shown on the as-built plans named previously.

Utilities were not visibly prevalent. Further investigation will be required prior to preliminary design with the field survey. It was noted that there is a railroad communication line along the tracks on the south of US 6. There are also a number of telephone pedestals at various locations on the north side of US 6 along the entire corridor. These are relatively close to the roadway. Utilities located within the CDOT right-of-way that need relocation would be moved at the owner's expense according to Dwight Burgess, R3 Utilities Engineer. Utilities located outside of the CDOT right-of-way would be moved at CDOT or the local entity expense.

6. **Wetlands.** The definition of wetlands as used by the U.S. Army Corps of Engineers (Corps) and the U.S. Environmental Protection Agency (EPA) since the 1970s for regulatory purposes: "Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Wetlands are extensive along the entire corridor on both the north and south side of US 6.

   It appears that all the alternates will have some impact on wetlands environments. West of Davis Point wetlands plants are primarily limited to the bottom of irrigation ditches. Generally, the Corps of Engineers has not required mitigation for these situations involving irrigation ditches. Mark Gilfillan with the Corps of Engineers - Grand Junction office (phone 970-243-1199 ext. 15) believes that the wetlands adjacent to US 6 east of Davis Point are caused primarily by high ground water which surfaces as it approaches US 6. Mr. Gilfillan said that even with selection of a preferred alternate with this report; he would want to review the wetlands impacts of the other alternates. If one of the other alternates has fewer wetlands impacts, then acceptable justification for the preferred alternate is needed. He said that impacts less than one half acre are covered under a nationwide permit.

   Wetlands mitigation techniques cannot be made until preliminary design is undertaken. Field review of the areas impacted will need to be made. Preliminary field staking of the alignment may be necessary.

Design Criteria

1. Design for the alternate selected should be in accordance with American Association of State Highway and Transportation Officials publication entitled, Guide for the Development of Bicycle Facilities, 1999. This is a widely

accepted guide nationally and provides the best information that I have found for design criteria and considerations for development of the bikeways.

2. Another valuable source that should be used for the design should be the Colorado Department of Transportation Design Manual using the section regarding bikeways.
3. Materials Recommendations. Rex Goodrich with CDOT R3 Materials provided the materials recommendations for widening US 6 which is necessary for each of the alternates albeit for varied segment lengths and locations. Stabilization requirements for the widening of US 6 are: Hot Bituminous Pavement (Grading SX)(75) is 6 inches in two or three lifts, 4 inches of Aggregate Base Course (Class 6) for base and 7 inches of Aggregate Base Course (Class 1) for subbase. PG 76-28 asphalt shall be used for the top 2-inch layer of HBP and PG 64-28 asphalt shall be used for the bottom layers of HBP. The materials recommendations letter is included in Appendix C. Stabilization for the separated bike/pedestrian trail is 3 inches of HBP (Grading SX)(75) and 4 inches of ABC (Class 6) for base. This was not a recommendation from CDOT R3 Materials but is typical of stabilization used for a bike pedestrian facility. Additional stabilization is required for building upon wetlands areas.

Study Approach

1. **Constraints.**
    a. Topographic. Topographic constraints have been described previously under "Existing Conditions". The primary topographic constraint affecting design is Davis Point. Secondary topographic constraints affecting design are locations of the wetlands and irrigation crossings of the Lower Cactus Valley Ditch.
    b. Design. Design standards for vertical and horizontal alignment of the trail will not be difficult to obtain with exception of the Davis Point location. Sight distance and grade may be difficult at this location. To obtain design criteria for grade alignment, the trail may need to be lengthened and temporarily misdirected in order to "chase grade". Sight distance at Davis Point Road and US 6 is a problem now and will continue to be so.
2. **Segments.** The length of trail was divided into three segments for consideration of design features and costs. Segment 1 is west of Davis Point, Segment 2 is at Davis Point and Segment 3 is east of Davis Point. Figure 2 shows the beginning and end of the project and limits of the segments. These segments are also illustrated on the layout drawings for each alternate considered. These segments may be useful if the project is phased for construction in the future.
3. **Options at Davis Point.** Two options were considered at Davis Point:
    a. Option 1 is alignment of the bituminous surfaced 6 foot wide bike pedestrian trail above the roadway mechanically stabilized earth (MSE) wall upon an existing bench. This alternate requires extension of the

roadway MSE wall as well as the MSE wall upslope. This option is shown in section on Typical Section Sheet 2. This option is viable with Alternate One or perhaps Alternate Two but not Alternate Three.

b. Option 2 is alignment of the bike pedestrian trail adjacent to the US 6 roadway and below the MSE wall. This section of the trail is a 6 foot concrete surfaced sidewalk. This option is shown in section on Typical Section Sheet 3. This option is viable for all three alternates.

c. Advantages/Disadvantages of Options. Option 1 moves trail traffic further from roadway vehicular traffic but has the disadvantage of increased grades and distances required meet design standards for maximum grade. The cost of Option 1 is greater. Option 2 requires less distance for the trail and is viable for all three alternates, however it places bike pedestrian traffic closer to the vehicular traffic. Another disadvantage is that it requires a shift to the south of the vehicular traffic for US 6 to accommodate the sidewalk section. Speeds for US 6 would need to be reduced to less than 45 mph due to the sidewalk curb.

4. **Cost Estimates.** Cost estimates are preliminary based upon a minimal survey using present day costs of anticipated bid items. All estimates have the addition of at least 15 percent for construction engineering and contingency. The estimate for the separate alignment, that is Alternate One, has an addition of 20 percent for construction engineering and contingency due to higher risk in estimating accurate quantities. Likewise, Option 1 for Segment 2 has an addition of 20 percent for construction engineering and contingency due to higher risk in estimating accurate quantities. Although the cost estimates are preliminary, they are adequate for making comparative decisions regarding the feasibility of the alternates.

   Wetlands mitigation requirements could not be fully assessed at the time of this report. Therefore, costs could not be fully determined. Although a preferred alternate is selected with this study, it is recommended that further evaluation of the alternates be made during preliminary design based upon wetlands requirements and recommendations following a field review of the staked alignments by the Corps of Engineers. A wetlands walkway cost estimate was prepared by Schmueser, Gordon and Meyer based upon a recent project in wetlands near Wolcott. This estimate is included in the cost for Alternate One for Segment 3 less duplication of some work items in the SEH cost estimate. Actual extents of the walkway will not be known until preliminary design after the Corps of Engineers has reviewed the project on site. This estimate is conservative in that the entire length for Segment 3 was considered to have this type of walkway.

   Right-of-Way costs were not included in these estimates. Anticipated right-of-way needs for each alternate is provided, however.

CBC Extensions Vs. Bridge. Concrete Box Culvert Extensions are feasible for Alternates 1, 2 and 3 if the alignment is adjacent to US 6 for the crossings of the Lower Cactus Valley Ditch. Alternate 1 and the west portion of Alternate 2 could

cross the canal with a bridge, large culvert pipe, or concrete box culvert. The cost of the bridge crossing is very feasible and cost effective. Don Brueggeman with Big "R" in Greeley provided a preliminary estimate of $10,795 for a 15 ft. x 10 ft. wide truss bridge and $12865 for a 20 ft. x 10 ft. wide truss bridge delivered to the site. These costs do not include abutments, site preparation, crane costs and installation costs. Savings are possible if a number of locations are ready when the manufactured bridge units are delivered. A similar bridge type is provided in Photo 5.

Photo 5 – Big "R" Truss Bridge Design

The total cost of each bridge crossing is approximately $15,000 to $20,000. This is comparable to the cost of each concrete box culvert extension.

Alternates Considered

1. **Alternate One.**
   a. **Description.** Alternate One maximizes separation of the bike pedestrian trail along the north side of US 6. The trail connects with the existing bike pedestrian trail on the west end near Mile Marker 100 on US 6 in Silt. On the east end, approximately 1.2 miles further the bike pedestrian trail ends at the new Coal Ridge High School. Due to the trail separation from US 6, this alternate requires additional right-of-way. At Davis Point, Alternate One has both Options 1 and 2 available. Alternate One crosses County Road 235, Davis Point Road immediately beyond Davis Point. After crossing CR 235, the Alternate One alignment is partially through wetlands environment. Alternate 1A is for a bituminous trail for Segment 3 and Alternate 1B is for a boardwalk trail for Segment 3.
   b. **Typical Section.** Typical Section Sheets 1, 2, and 3 show Alternate One Typical Sections. Typical Section Sheet 1 shows the typical section for Segments 1 and 3, as well as, stabilization through wetlands areas. The

stabilization for wetlands areas typical may need revision depending upon Corps of Engineer requirements following their review of the preliminary design. The wetlands walkway boardwalk may be a required option for at least some of the wetlands locations. Typical Section Sheet 1 show Option 1 for Segment 2 and Typical Section Sheet 2 show Option 2 for Segment 2. Both of these options are available for Alternate One.

c. **Layout Drawing.** The layout drawing is shown on the aerial mapping designated Alternate One. The alignment is separated from US 6 for most of its extent. The alignment parallels US 6 except with the introduction of flat smooth curvature to take advantage of topographic features and maintain interest along the route. Grades for the alignment are similar to grades for US 6 unless Option 1 is selected for Segment 2 at Davis Point.

d. **Advantages and Disadvantages.** Table 2 provides a summary of advantages and disadvantages in comparison of Alternates 1A and 1B with the other alternates. Alternate One provides the safest alternate due to separation and least vehicular conflicts.

e. **Engineering Cost Estimate.** This alternate is the least costly with regard to construction cost. However, the cost may be higher depending upon environmental requirements for wetlands areas. The cost of right-of-way is not known. Reference the separate cost estimates for segments 1, 2 and 3 for alternate one. Segment 3 cost estimate includes costs for either a bituminous trail with additional stabilization across wetlands areas (Alternate 1A) or wetlands boardwalk (Alternate 1B). The total construction cost for this alternate is $780,403 for Alternate 1A with Option 2 at Davis Point and $1,366,979 for Alternate 1B with Option 2 at Davis Point.

2. **Alternate Two.**

a. **Description.** Alternate Two is a separated bike pedestrian trail along the north side of US 6 for Segment 1 similar to Alternate One. The trail connects with the existing bike pedestrian trail on the west end near Mile Marker 100 on US 6 in Silt. On the east end, approximately 1.2 miles further the bike pedestrian trail ends at the new Coal Ridge High School. At Davis Point, Alternate Two has both Options 1 and 2 available. Alternate Two crosses County Road 235, Davis Point Road immediately beyond Davis Point. After crossing CR 235, the Alternate Two alignment is a ten-foot widening of US 6 for the remainder of its length through Segment 3 to Coal Ridge High School.

b. **Typical Section.** Typical Sections for Alternate Two are shown on Typical Section Sheet 1 for Segment 1, Typical Section Sheets 2 and 3 for Options 1 and 2 for Segment 2 and Typical Section Sheet 4 for Segment 3. Both Options 1 and 2 are available for Alternate Two.

c. **Layout Drawing.** The layout drawing is shown on the aerial mapping sheet designated Alternate Two. The layout is similar to Alternate One for Segment 1. The alignment is widening of the north shoulder of US 6 for most of its extent through Segment 3. Grades for the alignment are the

same as those for US 6 unless Option 1 is selected for Segment 2 at Davis Point.

d. **Advantages and Disadvantages.** Table 2 provides a summary of advantages and disadvantages in comparison with the other alternates. This alternate provides the least impact to wetlands environment at a moderate cost. An advantage is that maintenance can be accomplished with normal roadway maintenance. A safety disadvantage is that some travel is "out of direction" with vehicles.

e. **Engineering Cost Estimate.** This alternate is at moderate construction cost. There may be some environmental impacts in wetlands areas requiring additional costs. Some right-of-way will be required with a cost unknown. Reference the separate cost estimates for segments 1, 2 and 3 for alternate two. The total construction cost for this alternate is 759,130 with Option 2 at Davis Point.

3. **Alternate Three.**

a. **Description.** Alternate Three places bike/pedestrian travel along both shoulders of US 6. The trail connects with the existing bike pedestrian trail on the west end near Mile Marker 100 on US 6 in Silt. On the east end, approximately 1.2 miles further the bike pedestrian trail ends at the new Coal Ridge High School. For eastbound travel along US 6, bicyclists must cross the highway at two locations, once on the west end and once on the east end. At Davis Point, Alternate Three has only Option 2 available. Alternate Three crosses County Road 235, Davis Point Road immediately beyond Davis Point for westbound travel only. After crossing CR 235, the Alternate Three alignment along both shoulders of US 6 through Segment 3.

b. **Typical Section.** Typical Sections for Alternate Three are shown on Typical Section Sheets 4 for Segments 1 and 3 and Typical Section Sheet 3 for Segment 2.

c. **Layout Drawing.** The layout drawing is shown on the aerial mapping sheet designated Alternate Three. The layout is along US 6 with widening for shoulders on each side through much of the extents. Where crossings of US 6 are required, the alignment needs to loop outward so that the crossing is at right angles to the roadway for adequate sight distance. Grades for the alignment are the same as those for US 6.

d. **Advantages and Disadvantages.** Table 2 provides a summary of advantages and disadvantages in comparison with the other alternates. This alternate provides the advantages that maintenance can be accomplished with normal roadway maintenance and bicyclist travel is uniform with vehicular travel direction. Disadvantages are that two crossings of US 6 are required for eastbound travel and this alternate is the least direct route. Wetlands mitigation may be required on both sides of the roadway.

e. **Engineering Cost Estimate.** This alternate is the most expensive construction cost. There may be some environmental impacts in wetlands

areas requiring additional costs. Some right-of-way will be required with a cost unknown. Reference the separate cost estimates for segments 1, 2 and 3 for Alternate Three. The total construction cost for this alternate is $1,213,416.

Summary of Alternates

Table 1 is a Summary of Alternate Construction Costs. Costs are separated into three segments along the project length. Segment 1 is west of Davis Point, Segment 2 is at Davis Point and Segment 3 is east of Davis Point as shown in Figure 2.

Table 2 is a Summary of Advantages and Disadvantages of each Alternate.

Conclusions and Recommended Alternate

Alternate One is selected as the preferred alternate because it is the safest alternate due to separation of bike and pedestrian traffic from vehicular traffic throughout the majority of its length. As stated in the Project Scope – Introduction on Page 7, "The primary purpose of this trail is to provide safe pedestrian and bicycle non-motorized access from Silt to Coal Ridge High School." This alternate best fulfills this goal.

A primary disadvantage of Alternate One is that it has the most impact on wetlands areas. These areas are primarily in Segment 3. Alternate 1A crosses wetlands with a bituminous trail using additional stabilization that is free draining. Mitigation may be required for this alternate with the creation of new wetlands areas. Alternate 1B crosses wetlands at higher cost with an elevated bridged boardwalk trail. In reality, Alternate One should use a combination of these options with the cost somewhere in between the range of costs for Alternates 1A and 1B.

Although Alternate Two is the least expensive alternate, it does not provide for separation of pedestrian, bike and vehicular traffic. Bike and pedestrian traffic on the north shoulder through Segments 2 and 3 will be dual directional while vehicular travel is west only on this side. This creates safety problems. Alternate Three also has safety problems in that bicyclists need to cross US 6 twice for eastbound travel from Silt to the high school. For both alternates pedestrian and bike travel is immediately adjacent to US 6 vehicular travel.

Option 2 is preferred for Segment 2. This option is the least expensive and involves the least risk for stabilization and slide potential. Although it will involve some extension of the MSE wall, this extension will be less than that required for Option 1. Option 2 will require a shift of US 6 to the south to accommodate the trail. This shift however will improve sight distance for the intersection of CR 235 (Davis Point Road). The concrete raised sidewalk trail through this section is 6 feet in width with a four foot shoulder. This is a narrow section but is necessary due to the tight constraints presented at Davis Point.

Horizontal alignment for Alternate One should be placed as far from US 6 as is feasible throughout it length excepting Segment 2 at Davis Point. The alignment should have gentle curves within design criteria for its length rather than long straight tangents. Adequate sight distance is important at Davis Point.

Photo 6 – Coal Ridge High School under construction at east end of bike pedestrian trail

List of Typical Sections

Sheet 1	Alternate One – Segments 1 and 3, Alternate Two – Segment 1; Alternate One - Wetlands Areas
Sheet 2	Alternates One or Two – Option 1, Roadway Segment 2 (Davis Point)
Sheet 3	Alternates One, Two or Three – Option 2, Roadway Segment 2 (Davis Point)
Sheet 4	Alternate Two – Segment 3 Alternate Three – Segments 1 and 3

List of Layout Drawings

Drawing 1	Alternate One – Project Location Bike Pedestrian Trail
Drawing 2	Alternate Two – Project Location Bike Pedestrian Trail
Drawing 3	Alternate Three – Project Location Bike Pedestrian Trail

List of Cost Estimates

Estimate 1	Alternates 1 or 2, Roadway Segment 1 (Silt to Davis Point)
Estimate 2	Alternate 3, Roadway Segment 1 (Silt to Davis Point)
Estimate 3	Alternates 1 or 2, Option 1, Roadway Segment 2 (Davis Point)
Estimate 4	Alternates 1,2, or 3, Option 2, Roadway Segment 2 (Davis Point)
Estimate 5	Alternate 1, Roadway Segment 3 (Davis Point to Coal Ridge High School)
Estimate 6	Alternate 2, Roadway Segment 3 (Davis Point to Coal Ridge High School)
Estimate 7	Alternate 3, Roadway Segment 3 (Davis Point to Coal Ridge High School)

Wetlands Walkway Cost Estimate – Schmueser, Gordon and Meyer Engineers & Surveyors

List of Appendices

Appendix A	5-Year Analysis of US 6 Accident History
Appendix B	CDOT 2002 Accident and Rates
Appendix C	2002 Average Daily Traffic Volume – County Road 235 (Davis Point Road)
Appendix D	Materials Recommendation Letter

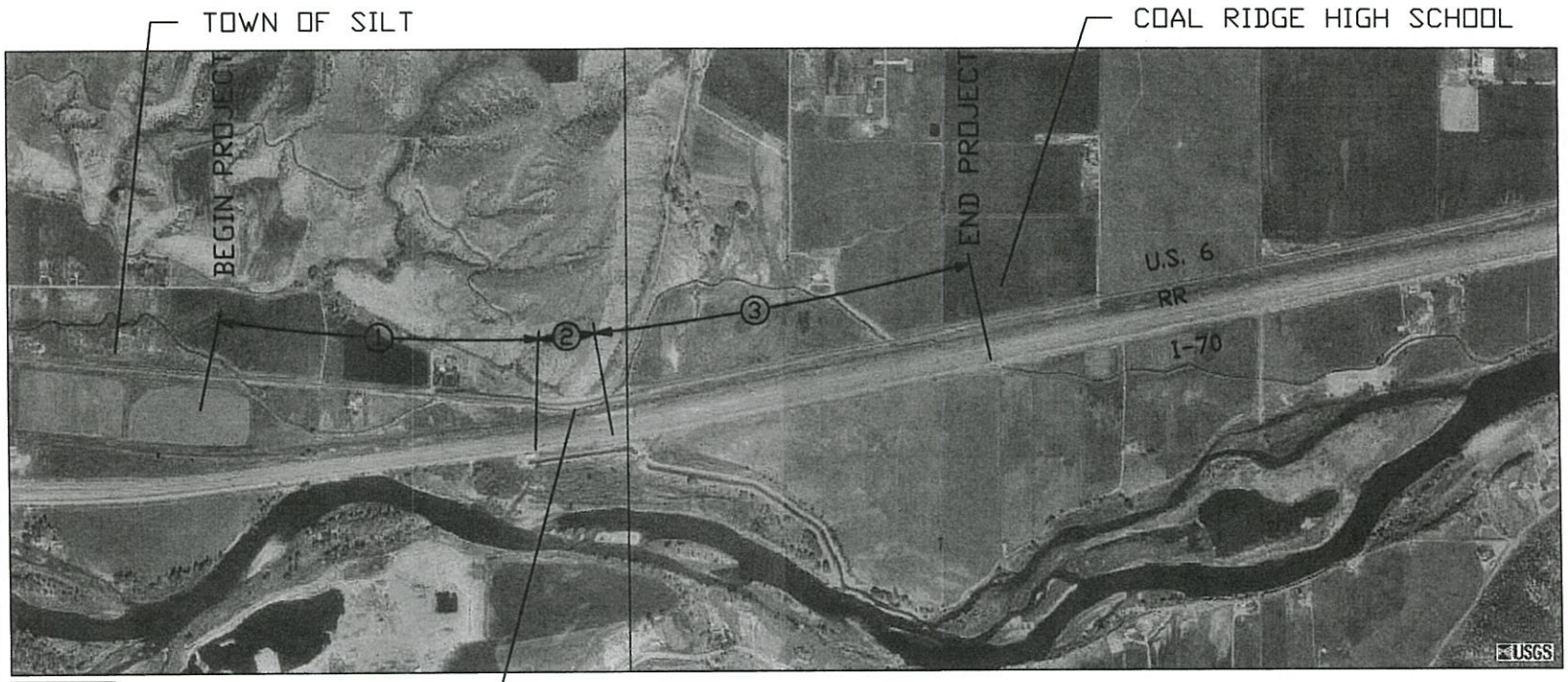
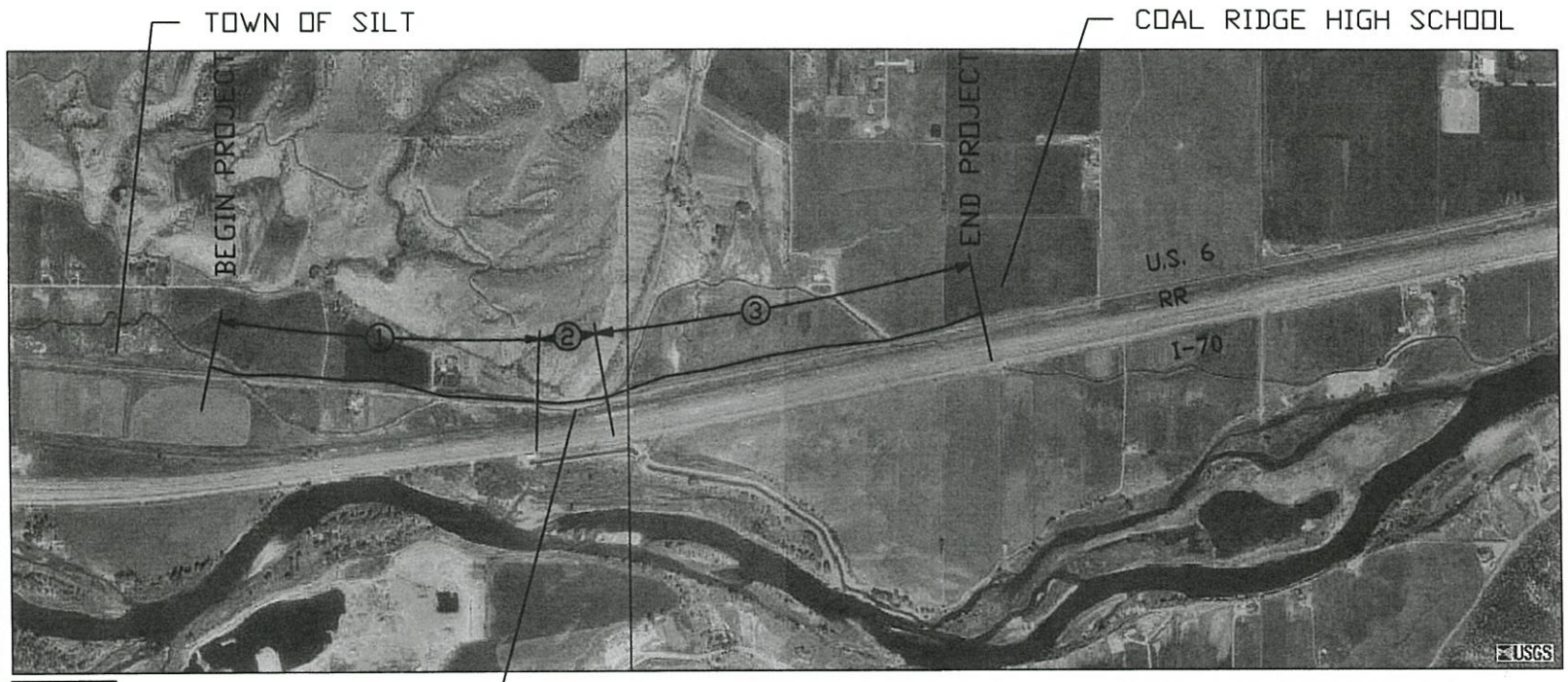


FIGURE 2 PROJECT LOCATION - BIKE PEDESTRIAN TRAIL



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ALTERNATE ONE

① SEGMENT ONE
② SEGMENT TWO
③ SEGMENT THREE

FIGURE 2 PROJECT LOCATION - BIKE PEDESTRIAN TRAIL

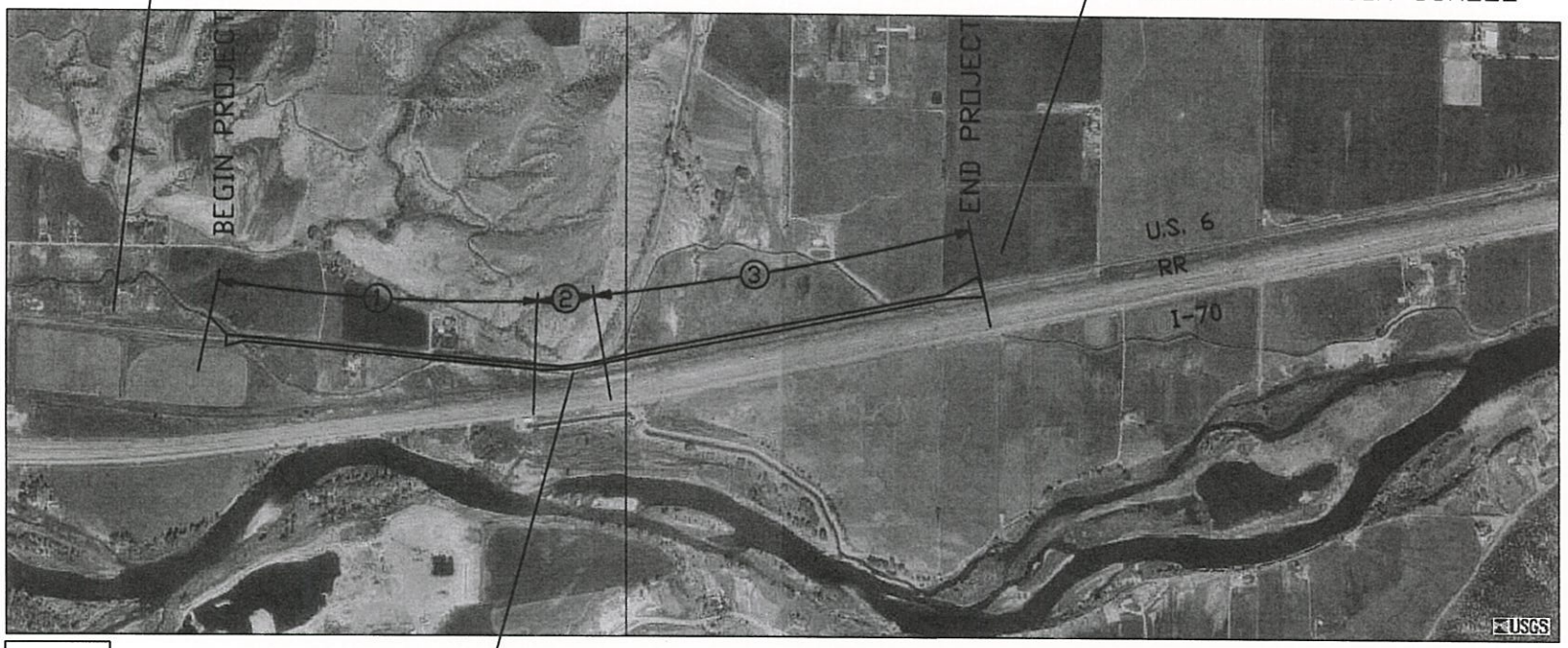


FIGURE 2 PROJECT LOCATION - BIKE PEDESTRIAN TRAIL

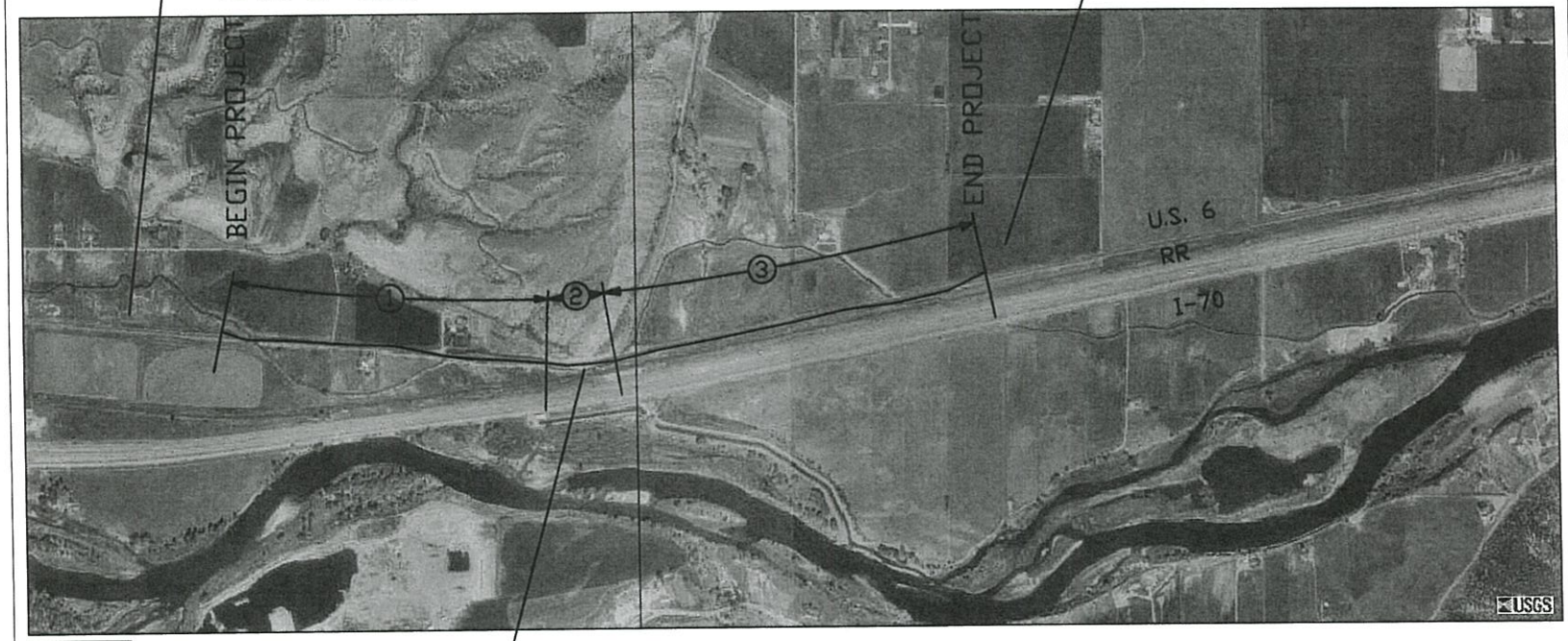
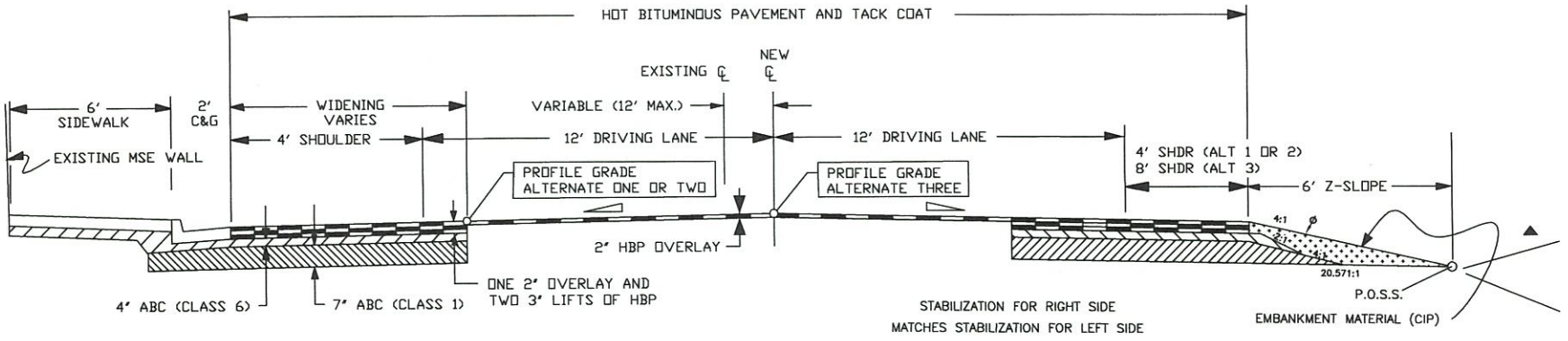


FIGURE 2 PROJECT LOCATION - BIKE PEDESTRIAN TRAIL

ALTERNATE ONE, TWO OR THREE - OPTION 2, ROADWAY SEGMENT 2 (DAVIS POINT)
6' RAISED CONCRETE BIKE PEDESTRIAN TRAIL LEFT



TYPICAL SECTION NOTES

- The contractor will be required to place 4 inches of topsoil to this line after completion of paving operation.
- Break points in slopes and in bottoms of ditches shall be rounded during construction for a pleasing appearance.
- 2 % roadway slope or match existing super
- Vertical alignment control points.

PAVEMENT DESIGN PARAMETERS

Stabilization Data	Mainline	
Design life (years)	20	
Reliability (%)	80	
PSI Loss	2	
80 kN ESALS	477,000	
Structural Number	3.86	

SLOPE SELECTION

Height of Cut or Fill	Sideslope
Less than 10 feet Over 10 feet	1:4 1:2
In special cases, slope may be steepened	

SEH

Colorado Department of Transportation
CDOT
222 South Sixth Street
Grand Junction, CO 80501
City, State Zip Code
Phone: 970-248-7230 FAX: 970-248-7254
Region Three JN

Computer File Information	
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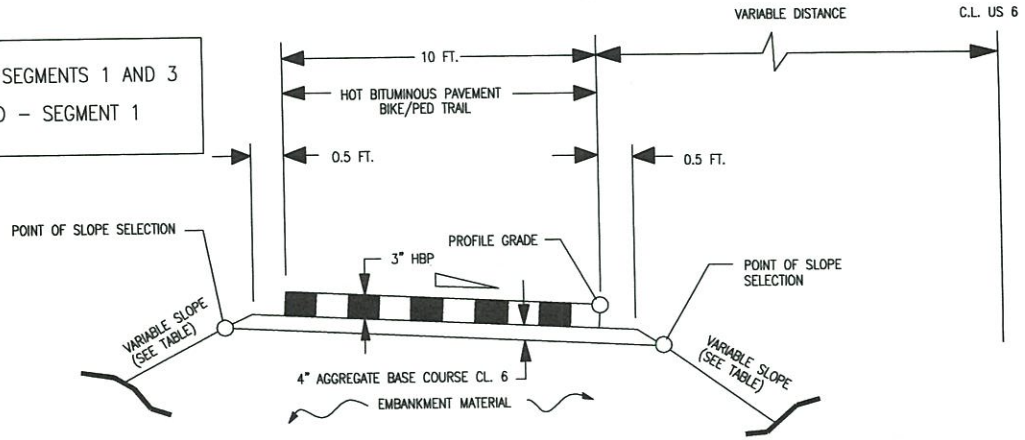
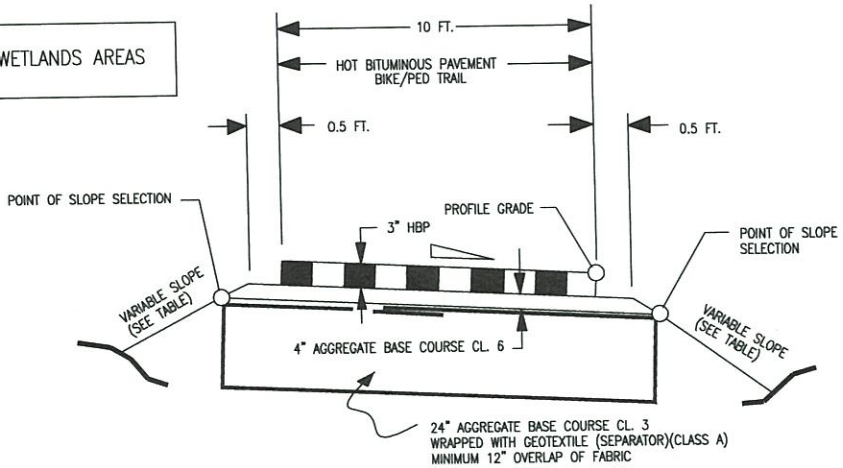
Detailer: J. Patton
Sheet Subset: XXXXXXX
Structure Numbers
Subset Sheets: XXX of XXX

Project No./Code
C 0063-017
15132
Sheet Number 3 OF 4

ALTERNATE ONE – SEGMENTS 1 AND 3
ALTERNATE TWO – SEGMENT 1



ALTERNATE ONE – WETLANDS AREAS



TYPICAL SECTION NOTES

- The contractor will be required to place 4 inches of topsoil to this line after completion of paving operation.
- Break points in slopes and in bottoms of ditches shall be rounded during construction for a pleasing appearance.
- 2 % roadway slope.
- Vertical alignment control points.

SLOPE SELECTION

Height of Cut or Fill	Sideslope
Less than 10 feet Over 10 feet	1:4 1:2
In special cases, slope may be steepened	

NOTE FOR WETLANDS LOCATIONS:

The 10 foot wetlands walkway may be a boardwalk in some locations if required by the Army Corps of Engineers.

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Structure Numbers
Subset Sheets: XXX of XXX

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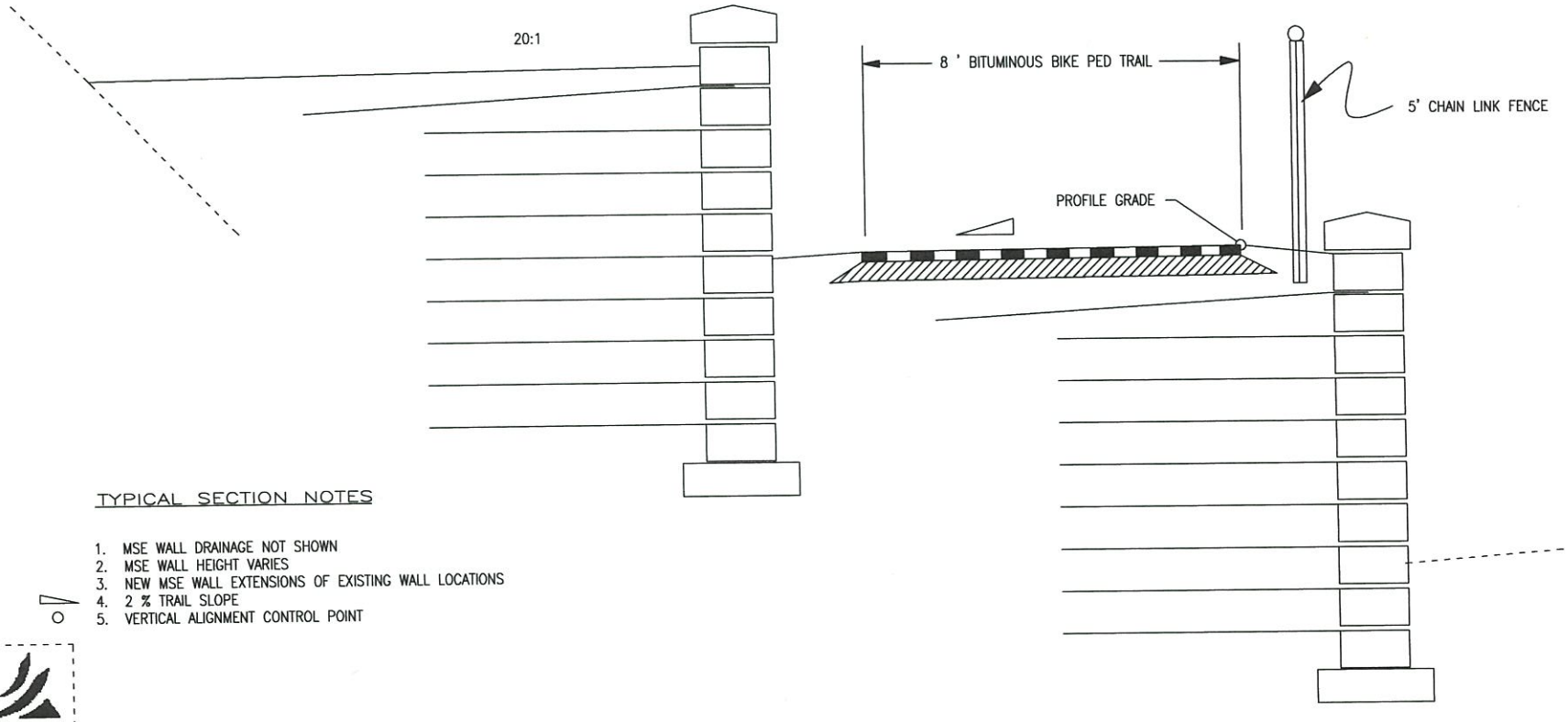
C 0063-017
15132
Sheet Number 1 OF 4

ALTERNATE ONE or TWO— OPTION 1, ROADWAY SEGMENT 2 (DAVIS POINT)

6 FOOT BITUMINOUS BIKE PEDESTRIAN TRAIL LEFT



TYPICAL SECTION NOTES

1. MSE WALL DRAINAGE NOT SHOWN
2. MSE WALL HEIGHT VARIES
3. NEW MSE WALL EXTENSIONS OF EXISTING WALL LOCATIONS
4. 2 % TRAIL SLOPE
5. VERTICAL ALIGNMENT CONTROL POINT

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Subset Sheets: XXX of XXX

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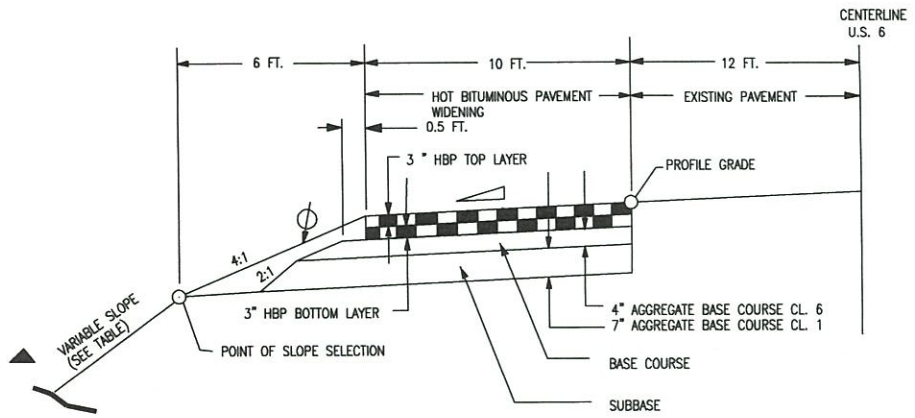
15132
Sheet Number 2 OF 4



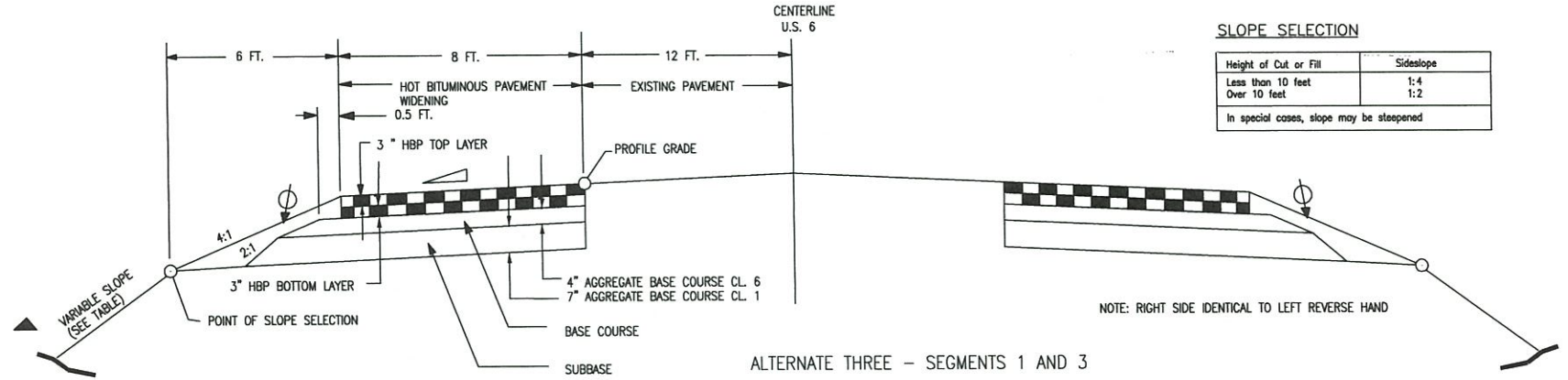
ALTERNATE TWO – SEGMENT 3

TYPICAL SECTION NOTES

- The contractor will be required to place 4 inches of topsoil to this line after completion of paving operation.
- Break points in slopes and in bottoms of ditches shall be rounded during construction for a pleasing appearance.
- 2 % roadway slope.
- Vertical alignment control points.

PAVEMENT DESIGN PARAMETERS

Stabilization Data	Mainline	
Design life (years)	20	
Reliability (%)	80	
PSI Loss	2	
80 kN ESALS	477,000	
Structural Number	3.86	



ALTERNATE THREE – SEGMENTS 1 AND 3

SLOPE SELECTION

Height of Cut or Fill	Sideslope
Less than 10 feet Over 10 feet	1:4 1:2
In special cases, slope may be steepened	

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Structure Numbers
Subset Sheets: XXX of XXX

Project No./Code
C 0063-017
15132
Sheet Number 4 OF 4

Visual FoxPro

Colorado Department of Transportation
Transportation Safety and Traffic Engineering
Detailed Accident Summary Report

01/14/2005

Job #: 20050114111429

Highway: 6D **Begin:** 99.38 **End:** 101.70 **From:** 01/01/1999 **To:** 12/31/2003

Severity

PDO:	13	
INJ:	4	5 :Injured
FAT:	0	0 :Killed
Total:	**17**	

Multi-Vehicle

One Vehicle:	8
Two Vehicles:	8
Three or More:	1
Unknown:	0
Total:	**17**

Location

On Road:	15	Off in Median:	0
Off Road Left:	0	Unknown:	0
Off Road Right:	2		
Off Road at Tee:	0	**Total:**	**17**

Accident Type

Overturning:	0	Domestic Animal:	0	Tree:	0
Other Non Collision:	1	Wild Animal:	6	Large Boulder:	0
School Age Peds:	0	Light/Utility Pole:	0	Rocks in Roadway:	0
Other Pedestrians:	1	Traffic Signal Pole:	0	Barricade:	0
Broadside:	2	Sign:	0	Wall/Building:	0
Head On:	0	Bridge Rail:	0	Crash Cushion:	0
Rear End:	2	Guard Rail:	0	Mailbox:	0
Sideswipe (Same):	0	Median Barrier:	0	Other Fixed Object:	0
Sideswipe (Opposite):	0	Bridge Abutment:	0	Involving Other Object:	0
Approach Turn:	2	Column/Pier:	0	Road Maintenance Equipment:	0
Overtaking Turn:	2	Culvert/Headwall:	0	Unknown:	0
Parked Motor Vehicle:	0	Embankment:	1	**Total:**	**17**
Railway Vehicle:	0	Curb:	0		
Bicycle:	0	Delineator Post:	0	Total Fixed Objects:	1
Motorized Bicycle:	0	Fence:	0	Total Other Objects:	0

Lighting Conditions

Daylight:	11
Dawn or Dusk:	0
Dark - Lighted:	0
Dark - Unlighted:	6
Unknown:	0
Total:	**17**

Weather Conditions

None:	16	Dust:	0
Rain:	0	Wind:	0
Snow/Sleet/Hail:	1	Unknown:	0
Fog:	0	**Total:**	**17**

Road Description

At Intersection:	5
At Driveway Access:	4
Intersection Related:	0
Non Intersection Urban:	1
In Alley:	0
Non Intersection Rural:	7
Highway Interchange:	0
Unknown:	0
Total:	**17**

Road Conditions

Dry:	15
Wet:	1
Muddy:	0
Snowy:	1
Icy:	0
Slushy:	0
Foreign Material:	0
With Road Treatment:	0
Dry w/Icy Road Treatment:	0
Wet w/Icy Road Treatment:	0
Snowy w/Icy Road Treatment:	0
Icy w/Icy Road Treatment:	0
Slushy w/Icy Road Treatment:	0
Unknown:	0
Total:	**17**

Mainline/Ramps/Frontage Rds

Mainline:	17
Crossroad (Ramp A):	0
Frontage Rd:	0

Ramps

B:	0	H:	0
C:	0	I:	0
D:	0	J:	0
E:	0	K:	0
F:	0	T:	0
G:	0		

Intsx Frontage/Ramps

M:	0	N:	0
O:	0	P:	0

HOV Lanes: 0

Uknwn: 0 **Total:** 17

Accident Rates

PDO:	0.91 MVMT	Total:	1.19 MVMT
Injury:	0.28 MVMT		
Fatal:	0.00 100 MVMT		

ADT: 3380 **WHI:** -3.26 **Length:** 2.31 **Coris File:** tcoris2004.dbf

Any intentional or inadvertant release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

Highway: 6D **Begin:** 99.38 **End:** 101.70 **From:** 01/01/1999 **To:** 12/31/2003

Vehicle Type	Veh 1	Veh 2	Veh 3
Passenger Car/Van:	10	5	1
Passenger Car/Van w/Trl:	0	0	0
Pickup Truck/Utility Van:	7	3	0
Pickup Truck/Utility Van w/Trl:	0	0	0
Truck 10k lbs or Less:	0	0	0
Trucks > 10k lbs/Bus > 15 People:	0	0	0
School Bus < 15 People:	0	0	0
Non School Bus < 15 People:	0	0	0
Motorhome:	0	0	0
Motorcycle:	0	0	0
Bicycle:	0	0	0
Motorized Bicycle:	0	0	0
Farm Equipment:	0	1	0
Hit and Run - Unknown:	0	0	0
Other:	0	0	0
Unknown:	0	0	0
Total:	**17**	**9**	**1**

Vehicle Movement	Veh 1	Veh 2	Veh 3
Going Straight:	12	4	0
Slowing:	0	1	0
Stopped in Traffic:	0	0	0
Making Right Turn:	0	1	0
Making Left Turn:	3	3	0
Making U-Turn:	0	0	0
Passing:	2	0	0
Backing:	0	0	0
Enter/Leave Parked Position:	0	0	0
Starting in Traffic:	0	0	0
Parked:	0	0	0
Changing Lanes:	0	0	0
Avoiding Object in Road:	0	0	0
Weaving:	0	0	0
Other:	0	0	1
Unknown:	0	0	0
Total:	**17**	**9**	**1**

Contributing Factor	Veh 1	Veh 2	Veh 3
No Apparent Contributing Factor:	13	8	1
Asleep at the Wheel:	0	0	0
Illness:	0	0	0
Distracted by Passenger:	0	0	0
Driver Inexperience:	1	0	0
Driver Fatigue:	0	0	0
Driver Preoccupied:	2	1	0
Driver Unfamilar with Area:	0	0	0
Driver Emotionally Upset:	0	0	0
Evading Law Enforcement Officier:	0	0	0
Physical Disability:	1	0	0
Unknown:	0	0	0
Total:	**17**	**9**	**1**

Direction	Veh 1	Veh 2	Veh 3
North:	0	0	1
Northeast:	0	0	0
East:	6	4	0
Southeast:	0	0	0
South:	2	0	0
Southwest:	0	0	0
West:	9	5	0
Northwest:	0	0	0
Unknown:	0	0	0
Total:	**17**	**9**	**1**

Condition of Driver	Veh 1	Veh 2	Veh 3
No Impairment Suspected:	13	7	0
Alcohol Involved:	0	0	0
RX Drugs or Medication Involved:	0	0	0
Illegal Drugs Involved:	0	0	0
Alcohol and Drugs Involved:	0	0	0
Driver/Pedestrian not Observed:	2	0	0
Unknown:	2	2	1
Total:	**17**	**9**	**1**

ADT: 3380 **WHI:** -3.26 **Length:** 2.31 **Coris File:** tcoris2004.dbf

Any intentional or inadvertant release of this data or any data derived from its use shall not constitute a waiver of privilege pursuant to 23 USC 409.

Memorandum 2004
Date: Friday, January 14, 2005
To: Sean Yeates
From: Region 3 Materials
Subject: Materials Information
project number unknown?, 006 Silt widening at MP 100 - 102 for bike path **S/A:**

The materials recommendations for the above named project is as follows:
18kESAL: 477,000
Environmental: Moderate
Design: 20 Years
PSI Loss: 2
Reliability: 80
Evaluation: Component Date: Thursday, January 13, 2005
Result: SN: 3.86
HBP Acceptance by: Gradations-Asphalt Content-Density
Estimated AC Content (from gyration historical data, adjusted for design Air Voids minus 1%): 6.2%

006 Silt widening at MP 100 - 102 for bike path, Traffic project.

The stabilization requirements are 6 inches of HBP, 4 inches of Class 6 and 7 inches of Class1. The 6 inches of HBP should be placed in 2 or 3 lifts with a maximum lift thickness of 3 inches. PG76-28 shall be used for the top 2 inch lift and PG64-28 for the bottom lifts.

The loads for the structural template given are based on 2 lane traffic.

If shoulder gravel is required use Class 7 with a minimum R value of 70.

	SC	Widening/ New Construction		
Concrete				
HBP Gr. SX	.44	6		
ABC Cl. 6	.12	4		
ABC Cl. 1	.11	7		

Other Region Materials recommendations:

Class 2 Field Lab
Moisture density control for this project shall be AASHTO T99 full depth of all embankments and 6 inches in bases of cuts and fills.
Included as attachments and listed on the next page of this letter are all recommended revisions to the specifications.

cc: Resident Engineer
file

Notice

The following revisions should be included in the plans for project number unknown?, 006 Silt widening at MP 100 - 102 for bike path. If the revisions marked with a "#" are necessary, they should be modified as noted and included.

#Revision of Section 304 AGGREGATE BASE COURSE
Base Course: Class 6, R-value 78
Subbase: Class 1, R-value 70

The following Materials Related Special Provisions or Project Special Provisions should be included in this project. This list may not be complete. Please check the Standard Project Special Provisions Index.

Revision of Section 105 – Conformity with Plans and Specifications

Revision of Section 203 - Proof Rolling

Revision of Section 105, 106 and 203 Quality of Embankment

Revision of Sections 105 and 106 - Quality of Hot Bituminous Pavement

Revision of Section 702 - Superpave PG Binders

Revision of Section 401 - Plant Mix Pavements

Revision of Section 401 - Plant Mix Pavements – General

Revision of Section 401 – Bituminous Pavers

Revision of Section 401 – Weather Limitations and Placement Temperatures

Revision of Sections 105, 202, 401, 405, 406, 412 – Roadway Smoothness

Revision of Sections 106 and 620 – Qualifications of Testing Personnel and Laboratories

Revision of Section 620 – Field Laboratories with Forced Air Convection Oven

REVISION OF SECTION 403
HOT BITUMINOUS PAVEMENT (GRADING SX) (75)

Section 403 of the Standard Specifications is hereby revised for this project as follows:

Subsection 403.02 shall include the following:

The design mix for hot bituminous pavement shall conform to the following:

TABLE 403-1

VALUE FOR PROPERTY	TEST METHOD	GRADING SX (75)
Air Voids, percent at N(des)	CPL 5115	3.5-4.5
Lab Compaction (Revolutions) N(des)	CPL 5115	75
Stability, minimum	CPL 5106	28
Aggregate retained on the No. 4 sieve with at least 2 Mechanically Induced fractured faces, % minimum	CP 45	70
Accelerated Moisture Susceptibility Tensile Strength Ratio (Lottman), minimum	CPL 5109 Method B	80
Minimum Dry Split Tensile Strength, psi (kPa)	CPL 5109 Method B	30 (205)
Grade of Asphalt Cement, Top Layer		PG 76-28
Grade of Asphalt Cement, Layers Below Top		PG 64-28
Voids in the Mineral Aggregate (VMA), % min	CP 48	See TABLE 403-2
Voids Filled with Asphalt (VFA), %	AI MS-2	65-80
Dust to Asphalt Ratio Fine Gradation	CP-50	0.6 — 1.2
Coarse Gradation	CP-50	0.8 — 1.6

Note: AI MS-2 = Asphalt Institute Manual Series 2
Note: The current version of CPL 5115 is available from the Region Materials Engineer
Note: Mixes with gradations having less than 40% passing the No. 4 sieve shall be approached with caution because of constructability problems.
Note: Gradations for mixes with a nominal maximum aggregate size of one-inch or larger are considered a coarse gradation if they pass below the maximum density line at the #4 screen.
Gradations for mixes with a nominal maximum aggregate size of ¾ inch or smaller are considered a coarse gradation if they pass below the maximum density line at the #8 screen.

All mix designs shall be run with a gyratory compaction angle of 1.25 degrees and properties must satisfy Table 403-1. CDOT Form #43 will establish construction targets for Asphalt Cement and all mix properties at Air Voids up to 1.0% below the mix design optimum.

TABLE 403-2
Minimum Voids in the Mineral Aggregate (VMA)

Nominal Maximum Size * Inches (mm)		***Design Air Voids **		
		3.5%	4.0%	4.5%
1 1/2	(37.5)	11.6	11.7	11.8
1	(25.0)	12.6	12.7	12.8
3/4	(19.0)	13.6	13.7	13.8
1/2	(12.5)	14.6	14.7	14.8
3/8	(9.5)	15.6	15.7	15.8

* The nominal size is defined as one sieve larger than the first sieve to retain more than 10%
** Interpolate specified VMA values for design air voids between those listed.
*** Extrapolate specified VMA values for production air voids beyond those listed.

The Contractor shall prepare a quality control plan outlining the steps taken to minimize segregation of HBP. This plan shall be submitted to the Engineer and approved prior to beginning the paving operations. When the Engineer determines that segregation is unacceptable, the paving shall stop and the cause of segregation shall be corrected before paving operations will be allowed to resume.

A minimum of one percent hydrated lime by mass (weight) of the combined aggregate shall be added to the aggregate for all hot bituminous pavement.

Acceptance samples shall be taken at the location specified in either Method B or C of CP 41, as determined by the Region Construction and Materials personnel.

The hot bituminous pavement shall not contain any reclaimed asphalt pavement.

Hot bituminous pavement for patching shall conform to the requirements for Hot Bituminous Pavement (GRADING SX) (75).

In Subsection 403.05 delete the third paragraph and replace with the following:

Aggregate, asphalt recycling agent, additives, hydrated lime, and all other work necessary to complete each hot bituminous pavement item will not be paid for separately but shall be included in the unit price bid. Asphalt cement will be measured and paid for in accordance with Section 411 except that asphalt cement used in Hot Bituminous Pavement (Patching) will not be measured and paid for separately, but shall be included in the work.

From: Roussin, Daniel
Sent: Monday, February 14, 2005 3:20 PM
To: Nall, Jim; Hudson, Skip
Cc: Egghart, Hans
Subject: FW:

These are 2002 24 hour counts for Davis Point Road. This is will be our baseline number if there is a development to the North. I will keep everyone informed.

Thanks
]
Dan Roussin

From: Jeff Nelson [mailto:jnelson@garfield-county.com]
Sent: Monday, February 14, 2005 1:12 PM
To: Roussin, Daniel
Subject:

Cr 235 Davis Point= 307 ADT

Jeff T Nelson

Assistant County Engineer

jnelson@garfield-county.com

Garfield County Engineering Dept.

144 E Third St.

Rifle, Co. 81650

tel: 970-625-6172

fax: 970-625-0908

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Table 1 - Summary of Alternate Construction Costs

Segment	Alternate	Estimate No.	Alternate Description	Construction Cost from Estimates**	Estimated Additional ROW Needed (Acres)
Segment 1 Silt to Davis Point, West End	One or Two	1	10-ft Bituminous Bike Pedestrian Trail Separated from US 6 Including Three Ditch Crossings	$ 262,960.80	1.80
	Three	2	8-ft Bituminous Shoulders on US 6 for directional biking	$ 537,629.60	0.70
Segment 2 at Davis Point	One or Two, Option 1	3	8-ft Bituminous Bike Pedestrian Trail Separated from US 6 Located on Upper Bench	$ 186,440.40	0.40
	One or Two, Option 2	4	6-ft Concrete Bike Pedestrian Trail Adjacent to US 6 Along North Shoulder	$ 164,402.28	0.00
	Three, Option 2	4	8-ft Bituminous Shoulders on US 6 for directional biking	$ 164,402.28	0.00
Segment 3 Davis Point to Coal Ridge High School	One - A	5A	10-ft Bituminous Bike Pedestrian Trail Separated from US 6 Including Two Ditch Crossings	$ 353,040.00	3.60
	One - B	5B	10-ft Boardwalk Bike Pedestrian Trail Separated from US 6 Including Two Ditch Crossings	$ 939,615.60	1.80
	Two	6	10-ft Bituminous North Shoulder on US 6	$ 331,776.73	1.60
	Three	7	8-ft Bituminous Shoulders on US 6 for directional biking	$ 511,384.30	2.60

** Includes 15% (or 20% depending on alternate) for Construction Engineering and Contingencies (See Report for Explanation)

Table 2 - Evaluation of Alternates

Alternate	Safety Features	Advantages	Disadvantages	Construction Cost from Estimates**	Comments
Alternate 1A - Bituminous Trail for Segment 3; Separation from US 6	Good sight distances possible with exception of Davis Point ①	Reduced conflicts with motorists	Construction in sensitive areas	$ 780,403	① Improvement of sight distance can be made at Davis Point by closure or realignment of County Road No. 235 (Davis Point Road) ② Although mainenance is included with normal roadway maintenance, it places additional burden on CDOT forces ③ Provide "No Parking" Signs near High School
	Separation from US 6 with reduced conflict points	Better aesthetics possible	Most impact to wetlands areas		
		Safest alternate due to separation	Steepest grades for short distances near Davis Point		
		Next to least expensive alternate	Does not provide separation of pedestrian and bike traffic		
			Gates may be required at some locations along route for locations outside of US 6 right-of-way		
Alternate 1B - Boardwalk Trail for Segment 3; Separation from US 6	Good sight distances possible with exception of Davis Point ①	Reduced conflicts with motorists	Construction in sensitive areas	$ 1,366,979	
	Separation from US 6 with reduced conflict points	Better aesthetics possible	Steepest grades for short distances near Davis Point		
		Safest alternate due to separation	Does not provide separation of pedestrian and bike traffic		
			Gates may be required at some locations along route for locations outside of US 6 right-of-way		
			Most expensive alternate due to boardwalks in wetland areas for Segment 3		
Alternate 2 - Adjoining US 6, North Shoulder	Grades comparable to US 6	Maintenance can be included with normal roadway maintenance ②	Bike travel is inconsistent with motorist travel direction east direction	$ 759,130	
	Provide 8-Inch edge strip on north side	Provides moderate expensive alternate	Travel may be blocked occasionally with parked cars ③		
	Good sight distances	Requires the least additional right-of-way and least wetlands impact	Does not provide separation of pedestrian, bike and vehicular traffic		
		Least expensive alternate	Signage is difficult due to dual direction of pedestrians and bicyclists along north shoulder.		
Alternate 3 - Adjoining US 6, Shoulder Widening Both Sides	Grades comparable to US 6	Bike travel is consistent with motorist travel direction	Requires two crossings of US 6 for travel east	$ 1,213,500	
	Provide 8-Inch edge strip on north side	Maintenance can be included with normal roadway maintenance ②	Travel may be blocked with parked cars ③		
	Bike travel directional with motorist		Least direct route of the other alternates		
	Provide 90 ° Crossings of US 6		User may cross over US 6 at unexpected times		
	Good sight distances				

** Includes 15% (or 20% depending on alternate) for Engineering and Contingencies; all estimated alternate costs include Option 2 for Segment 2 for like comparison

SCHMUESER | GORDON | MEYER
ENGINEERS & SURVEYORS

GLENWOOD SPRINGS
118 W. 6TH, SUITE 200
GLENWOOD SPRINGS, CO 81601
970-945-1004
FX: 970-945-5948

ASPEN
P.O. BOX 2155
ASPEN, CO 81612
970-925-6727
FX: 970-925-4157

CRESTED BUTTE
P.O. BOX 3088
CRESTED BUTTE, CO 81224
970-349-5355
FX: 970-349-5358

April 14, 2005

Ms. Janet Steinbach, Community Development Director
Town of Silt
231 No. 7th Street
P.O. Box 70
Silt CO 81652

RE: Wetlands Walkway Cost Estimate
SGM Project No. 2002-151.001 Phase 12

Dear Janet:

Per your request, we have prepared an estimate for a boardwalk, 10 ft. wide and approximately 3000 ft in length, to cross wetlands west of the new Coal Ridge High School. It is based on the following system:

- Helical piers placed at 10 ft on center, average depth 15 ft.
- Treated wood beams and joists
- Trex-deck type composite weatherproof decking
- Timber railing

We have used this system previously on a project in wetlands near Wolcott. We understand that the boardwalk will be within the highway right of way, so it will be near or adjacent to the highway. We have therefore assumed the pier installation equipment will be able to operate on the shoulder. Where no shoulder exists, traffic control will be needed during pier and boardwalk installation.

Our estimate is based on pricing from local materials suppliers, and published data for labor production rates. Accuracy of the foundation (pier) design will depend upon actual geotechnical investigations, which should be completed for final design.

Based on this, we estimate a total cost of $1,017,690. Please see the attached spreadsheet for a breakdown of values. Costs include engineering and construction.

We trust this is adequate for your needs at the present time. Should you have any questions, please call me at 945-1004.

Sincerely,

SCHMUESER GORDON MEYER, INC.

William B. Swigert, PE SE
File I:2002-151/001-Engineering/12-Coal Ridge Trail

I:\2002\2002-151\001 - Engineering\12 - Coal Ridge Trail\April 14.doc

SCHMUESER | GORDON | MEYER
ENGINEERS & SURVEYORS

14-Apr-05
Coal Ridge Trail Boardwalk, 2925 ft length
Town of Silt
SGM Job No. 2002-151.001-12

	UOM	QUANTITY	UNIT PRICE	TOTAL
helical piers, 15 ft length, installed	ea	600	$ 475.00	$ 285,000.00
pier cap assembly	ea	600	$ 30.00	$ 18,000.00
4x14 beam, 10 ft length, treated	ea	294	$ 60.67	$ 17,836.98
2x10 joists, 10 ft length, treated	ea	2048	$ 14.13	$ 28,938.24
5/4 x 6 TREX decking, 20 ft length	ea	2925	$ 36.80	$ 107,640.00
heavy timber railing & posts, 42" high	lf	6000	$ 3.71	$ 22,260.00
epoxy coated wire mesh guard	sf	24000	$ 2.45	$ 58,800.00
labor - framing	sf	30000	$ 3.39	$ 101,700.00
2 ton crane	hr	240	$ 120.00	$ 28,800.00
construction surveying	ls		$ 10,000.00	$ 10,000.00
mobilization	ls		$ 20,000.00	$ 20,000.00
construction traffic control	hr	300	$ 50.00	$ 15,000.00
profit & overhead	ls		$ 134,100.00	$ 134,100.00
			subtotal	$ 848,075.22
	20% for engineering & contingencies			$ 169,615.04
			total	$ 1,017,690

Note:

This estimate is an opinion of probable cost based on information furnished by the client and the best available data known to the engineer at the time. It is for budgetary purposes only and is **not** a guarantee of overall project costs.

William B. Swigert, PE SE
Schmueser Gordon Meyer, Inc

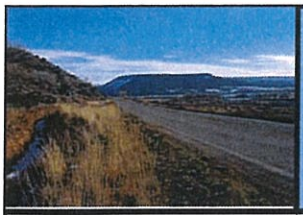
Engineer's Preliminary Cost Estimate 1
Silt Bike Pedestrian Trail Separated from US 6 on North Side
Alternates 1 or 2, Roadway Segment 1 (Silt to Davis Point)

Prepared By:	J. Patton
Date:	4/20/2005
Location:	Town of Silt to Coal Ridge High School
County:	Garfield
Description of Work:	10-ft Bituminous Bike Pedestrian Trail; Connect to Existing Trail on West to Davis Point (Segment 2)
Sheet No.	One of Two

Segment Length (Feet) 2850.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
201-00000	Clearing and Grubbing	LS	1	$ 12,000.00	$ 12,000.00
202-00150	Removal of Wall	Each	6	$ 800.00	$ 4,800.00
202-00220	Removal of Asphalt Mat	SY	30	$ 6.00	$ 180.00
203-00010	Unclassified Excavation (Complete in Place)	CY	5000	$ 6.00	$ 30,000.00
203-00100	Muck Excavation	CY	500	$ 10.00	$ 5,000.00
203-01100	Proof Rolling	Hour	16	$ 100.00	$ 1,600.00
205-01597	Potholing	Hour	10	$ 400.00	$ 4,000.00
206-00000	Structure Excavation	CY	170	$ 10.00	$ 1,700.00
206-00100	Structure Backfill (Class 1)	CY	100	$ 20.00	$ 2,000.00
206-01000	Bed Course Material	CY	18	$ 40.00	$ 720.00
208-00010	Erosion Log	Each	20	$ 9.00	$ 180.00
208-00200	Erosion Control Supervisor	LS	1	$ 3,000.00	$ 3,000.00
210-00090	Reset Delineator	Each	6	$ 20.00	$ 120.00
210-00810	Reset Ground Sign	Each	2	$ 150.00	$ 300.00
212-00006	Seeding (Native)	Acre	1.5	$ 500.00	$ 750.00
213-00004	Mulching (Weed Free Straw)	Acre	1.5	$ 300.00	$ 450.00
213-00061	Mulch Tackifier	Lb	23	$ 8.00	$ 184.00
304-01000	Aggregate Base Course (Class 1)	Ton	430	$ 26.00	$ 11,180.00
304-03005	Aggregate Base Course (Class 3)	CY	500	$ 35.00	$ 17,500.00
304-06000	Aggregate Base Course (Class 6)	Ton	805	$ 15.00	$ 12,075.00
403-00720	Hot Bituminous Pavement (Patching)(Asphalt)	Ton	20	$ 75.00	$ 1,500.00
403-34701	Hot Bituminous Pavement (Grading SX)(75)	Ton	750	$ 30.00	$ 22,500.00
411-03345	Asphalt Cement (PG 76-28)	Ton	47	$ 240.00	$ 11,280.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
411-10255	Emulsified Asphalt (Slow Setting)	Gal.	50	$ 1.50	$ 75.00
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	1200	$ 1.20	$ 1,440.00
420-00130	Geotextile (Separator) (Class A)	SY	500	$ 3.00	$ 1,500.00
514-01040	Bikeway Rail (Steel)	LF	60	$ 90.00	$ 5,400.00
601-03030	Concrete Class D (Box Culvert)	CY	40	$ 360.00	$ 14,400.00
601-03050	Concrete Class D (Wall)	CY	20	$ 340.00	$ 6,800.00
602-00000	Reinforcing Steel	LB	8300	$ 1.00	$ 8,300.00
603-01185	18 Inch Reinforced Concrete Pipe (CIP)	LF	60	$ 40.00	$ 2,400.00
614-xxxxx	Permanent Signing	LS	1	$ 2,500.00	$ 2,500.00
622-00270	Bollard	Each	2	$ 400.00	$ 800.00
625-00000	Construction Surveying	LS	1	$ 8,000.00	$ 8,000.00
626-00000	Mobilization	LS	1	$ 20,000.00	$ 20,000.00
630-00000	Construction Traffic Control	LS	1	$ 4,500.00	$ 4,500.00
					$ -
Subtotal					$ 219,134.00
Plus 20 % for Engineering and Contingencies					$ 43,826.80
Total					$ 262,960.80

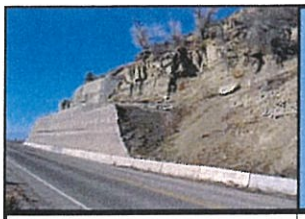


Engineer's Preliminary Cost Estimate No. 2
Silt Bike Pedestrian Trail Along Both Sides of US 6
Alternate 3, Roadway Segment 1 (Silt to Davis Point)

Prepared By:	J. Patton		
Date:	2/17/2005		
Location:	Town of Silt to Coal Ridge High School		
County:	Garfield		
Description of Work:	8-ft Bituminous Shoulders US 6 for directional biking; Connect to Existing Trail West End to Davis Point (Segment 2)		
Sheet No.	One of Two	**Segment Length (Feet) -**	2850.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
201-00000	Clearing and Grubbing	LS	1	$ 9,000.00	$ 9,000.00
202-00150	Removal of Wall	Each	12	$ 800.00	$ 9,600.00
202-00220	Removal of Asphalt Mat	SY	30	$ 6.00	$ 180.00
203-00010	Unclassified Excavation (Complete in Place)	CY	4500	$ 6.00	$ 27,000.00
203-00100	Muck Excavation	CY	500	$ 10.00	$ 5,000.00
203-01100	Proof Rolling	Hour	16	$ 100.00	$ 1,600.00
205-01597	Potholing	Hour	20	$ 400.00	$ 8,000.00
206-00000	Structure Excavation	CY	180	$ 10.00	$ 1,800.00
206-00100	Structure Backfill (Class 1)	CY	90	$ 20.00	$ 1,800.00
206-01000	Bed Course Material	CY	20	$ 40.00	$ 800.00
208-00010	Erosion Log	Each	30	$ 9.00	$ 270.00
208-00200	Erosion Control Supervisor	LS	1	$ 3,000.00	$ 3,000.00
210-00090	Reset Delineator	Each	12	$ 20.00	$ 240.00
210-00810	Reset Ground Sign	Each	5	$ 150.00	$ 750.00
212-00006	Seeding (Native)	Acre	1.5	$ 500.00	$ 750.00
213-00004	Mulching (Weed Free Straw)	Acre	1.5	$ 300.00	$ 450.00
213-00061	Mulch Tackifier	Lb	23	$ 8.00	$ 184.00
304-01000	Aggregate Base Course (Class 1)	Ton	2900	$ 26.00	$ 75,400.00
304-03005	Aggregate Base Course (Class 3)	CY	500	$ 35.00	$ 17,500.00
304-06000	Aggregate Base Course (Class 6)	Ton	1640	$ 15.00	$ 24,600.00
403-00720	Hot Bituminous Pavement (Patching)(Asphalt)	Ton	20	$ 75.00	$ 1,500.00
403-34701	Hot Bituminous Pavement (Grading SX)(75)	Ton	2300	$ 30.00	$ 69,000.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
411-03345	Asphalt Cement (PG 76-28)	Ton	150	$ 240.00	$ 36,000.00
411-10255	Emulsified Asphalt (Slow Setting)	Gal.	320	$ 1.50	$ 480.00
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	2000	$ 1.20	$ 2,400.00
420-00130	Geotextile (Separator) (Class A)	SY	500	$ 3.00	$ 1,500.00
514-01040	Bikeway Rail (Steel)	LF	120	$ 90.00	$ 10,800.00
601-03030	Concrete Class D (Box Culvert)	CY	150	$ 360.00	$ 54,000.00
601-03050	Concrete Class D (Wall)	CY	80	$ 340.00	$ 27,200.00
602-00000	Reinforcing Steel	LB	30500	$ 1.00	$ 30,500.00
603-01185	18 Inch Reinforced Concrete Pipe (CIP)	LF	60	$ 40.00	$ 2,400.00
614-xxxxx	Permanent Signing	LS	1	$ 3,000.00	$ 3,000.00
622-00270	Bollard	Each	2	$ 400.00	$ 800.00
625-00000	Construction Surveying	LS	1	$ 10,000.00	$ 10,000.00
626-00000	Mobilization	LS	1	$ 25,000.00	$ 25,000.00
630-00000	Construction Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
					$ -
Subtotal					$ 467,504.00
Plus 15 % for Engineering and Contingencies					$ 70,125.60
Total					$ 537,629.60

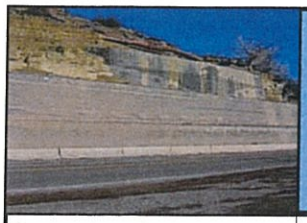


Engineer's Preliminary Cost Estimate No. 3
Bike Pedestrian Trail Separated From US 6 Located on Upper Bench - Alternate 1 or 2, Option 1 Roadway Segment 2 (Davis Point)

Prepared By:	J. Patton
Date:	4/20/2005
Location:	Town of Silt to Coal Ridge High School
County:	Garfield
Description of Work:	8-ft Bituminous Bike Pedestrian Trail; Additional MSE Wall and Block Facing Required
Sheet No.	One of One

Segment Length (Feet) - 625.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
203-00060	Embankment Material (Complete in Place)	CY	1070	$ 8.00	$ 8,560.00
203-00595	Rock Scaling	SY	100	$ 15.00	$ 1,500.00
203-01550	Dozing	Hour	20	$ 125.00	$ 2,500.00
206-00000	Structure Excavation	CY	300	$ 10.00	$ 3,000.00
206-00100	Structural Backfill (Class 1)	CY	240	$ 20.00	$ 4,800.00
206-00360	Mechanical Reinforcement of Soil	CY	750	$ 15.00	$ 11,250.00
210-00040	Reset Water Line	LS	1	$ 6,500.00	$ 6,500.00
304-06000	Aggregate Base Course (Class 6)	Ton	185	$ 15.00	$ 2,775.00
403-34701	Hot Bituminous Pavement (75)	Ton	129	$ 24.00	$ 3,096.00
411-03352	Asphalt Cement (PG 58-28)	Ton	8	$ 200.00	$ 1,600.00
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	255	$ 1.20	$ 306.00
504-04410	Block Facing	SF	4500	$ 15.00	$ 67,500.00
601-03020	Concrete Class D (Miscellaneous)	CY	10	$ 320.00	$ 3,200.00
602-00000	Reinforcing Steel	Lb.	300	$ 0.60	$ 180.00
607-53160	Fence Chain Link (60 Inch)	Lin. Ft.	500	$ 30.00	$ 15,000.00
608-10010	Sidewalk Drain	Each	4	$ 900.00	$ 3,600.00
626-00000	Mobilization	LS	1	$ 20,000.00	$ 20,000.00
	Subtotal				$ 155,367.00
	Plus 20 % for Engineering and Contingencies				$ 31,073.40
	Total				$ 186,440.40



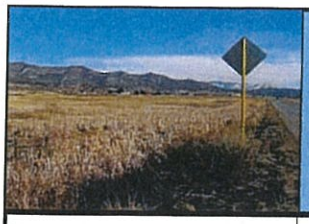
Engineer's Preliminary Cost Estimate No. 4
Silt Bike Pedestrian Trail Adjacent to US 6
Alternates 1, 2 or 3, Option 2, Roadway Segment 2 (Davis Point)

Prepared By:	J. Patton
Date:	2/21/2005
Location:	Town of Silt to Coal Ridge High School
County:	Garfield
Description of Work:	6-foot Concrete Bike Pedestrian Trail; Additional MSE Wall and Block Facing Required
Sheet No.	One of One

Segment Length (Feet) - 625.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
202-00220	Removal of Asphalt Mat	SY	550	$ 6.00	$ 3,300.00
202-00810	Removal of Ground Sign	Each	2	$ 100.00	$ 200.00
202-01140	Removal of Guard Rail Type 4	LF	500	$ 20.00	$ 10,000.00
203-00010	Unclassified Excavation (Complete in Place)	CY	760	$ 6.00	$ 4,560.00
205-01597	Potholing	Hour	4	$ 400.00	$ 1,600.00
206-00000	Structure Excavation	CY	100	$ 10.00	$ 1,000.00
206-00100	Structure Backfill (Class 1)	CY	80	$ 20.00	$ 1,600.00
206-00360	Mechanical Reinforcement of Soil	CY	200	$ 15.00	$ 3,000.00
304-01000	Aggregate Base Course (Class 1)	Ton	415	$ 26.00	$ 10,790.00
304-06000	Aggregate Base Course (Class 6)	Ton	300	$ 15.00	$ 4,500.00
403-00720	Hot Bituminous Pavement (Patching)(Asphalt)	Ton	20	$ 75.00	$ 1,500.00
403-34701	Hot Bituminous Pavement (Grading SX)(75)	Ton	540	$ 30.00	$ 16,200.00
411-03345	Asphalt Cement (PG 76-28)	Ton	35	$ 240.00	$ 8,400.00
411-10255	Emulsified Asphalt (Slow Setting)	Gal.	155	$ 1.50	$ 232.50
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	230	$ 1.20	$ 276.00
504-04410	Block Facing	SF	500	$ 15.00	$ 7,500.00
603-50018	18 Inch Plastic Pipe	LF	300	$ 40.00	$ 12,000.00
604-19005	Inlet Type R L 5 (5 Foot)	Each	2	$ 1,500.00	$ 3,000.00
608-00000	Concrete Sidewalk	SY	400	$ 30.00	$ 12,000.00
608-00010	Concrete Curb Ramp	SY	10	$ 60.00	$ 600.00
608-10010	Sidewalk Drain	Each	4	$ 900.00	$ 3,600.00
609-21020	Curb and Gutter Type 2 (Section II-B)	LF	600	$ 14.00	$ 8,400.00
614-xxxxx	Permanent Signing	LS	1	$ 1,500.00	$ 1,500.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
625-00000	Construction Surveying	LS	1	$ 6,000.00	$ 6,000.00
626-00000	Mobilization	LS	1	$ 20,000.00	$ 20,000.00
627-00002	Thermoplastic Pavement Marking	SF	100	$ 2.00	$ 200.00
627-00005	Epoxy Pavement Marking	Gal.	20	$ 50.00	$ 1,000.00
	Subtotal				$ 142,958.50
	Plus 15 % for Engineering and Contingencies				$ 21,443.78
	Total				$ 164,402.28



Engineer's Preliminary Cost Estimate No. 5A
Silt Bike Pedestrian Trail Separated from US 6 on North Side
Alternate 1A, Roadway Segment 3 (Davis Point to Coal Ridge HS)
Note: Alternate 1A is for bituminous trail with additional stabilization across wetlands areas.

Prepared By:	J. Patton		
Date:	4/20/2005		
Location:	Town of Silt to Coal Ridge High School		
County:	Garfield		
Description of Work:	10-ft Bituminous Bike Pedestrian Trail; Davis Point (Segment 2) to Coal Ridge High School		
Sheet No.	One of Two	**Segment Length (Feet) -**	2925.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
201-00000	Clearing and Grubbing	LS	1	$ 13,000.00	$ 13,000.00
202-00150	Removal of Wall	Each	4	$ 800.00	$ 3,200.00
202-00220	Removal of Asphalt Mat	SY	10	$ 6.00	$ 60.00
203-00061	Embankment Material (Complete in Place)	CY	6500	$ 6.00	$ 39,000.00
203-00100	Muck Excavation	CY	1850	$ 10.00	$ 18,500.00
203-01100	Proof Rolling	Hour	30	$ 100.00	$ 3,000.00
205-01597	Potholing	Hour	10	$ 400.00	$ 4,000.00
206-00000	Structure Excavation	CY	120	$ 10.00	$ 1,200.00
206-00100	Structure Backfill (Class 1)	CY	70	$ 20.00	$ 1,400.00
206-01000	Bed Course Material	CY	10	$ 40.00	$ 400.00
208-00010	Erosion Log	Each	30	$ 9.00	$ 270.00
208-00200	Erosion Control Supervisor	LS	1	$ 3,000.00	$ 3,000.00
210-00090	Reset Delineator	Each	6	$ 20.00	$ 120.00
210-00810	Reset Ground Sign	Each	4	$ 150.00	$ 600.00
212-00006	Seeding (Native)	Acre	2	$ 500.00	$ 1,000.00
213-00004	Mulching (Weed Free Straw)	Acre	2	$ 300.00	$ 600.00
213-00061	Mulch Tackifier	Lb	30	$ 8.00	$ 240.00
304-03005	Aggregate Base Course (Class 3)	CY	1850	$ 35.00	$ 64,750.00
304-06000	Aggregate Base Course (Class 6)	Ton	820	$ 15.00	$ 12,300.00
403-34701	Hot Bituminous Pavement (Grading SX)(75)	Ton	590	$ 30.00	$ 17,700.00
411-03345	Asphalt Cement (PG 76-28)	Ton	37	$ 240.00	$ 8,880.00
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	1150	$ 1.20	$ 1,380.00
420-00130	Geotextile (Separator) (Class A)	SY	7600	$ 3.00	$ 22,800.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
514-01040	Bikeway Rail (Steel)	LF	40	$ 90.00	$ 3,600.00
601-03030	Concrete Class D (Box Culvert)	CY	40	$ 360.00	$ 14,400.00
601-03050	Concrete Class D (Wall)	CY	20	$ 340.00	$ 6,800.00
602-00000	Reinforcing Steel	LB	8300	$ 1.00	$ 8,300.00
603-01185	18 Inch Reinforced Concrete Pipe (CIP)	LF	140	$ 40.00	$ 5,600.00
614-xxxxx	Permanent Signing	LS	1	$ 2,000.00	$ 2,000.00
622-00270	Bollard	Each	4	$ 400.00	$ 1,600.00
625-00000	Construction Surveying	LS	1	$ 10,000.00	$ 10,000.00
626-00000	Mobilization	LS	1	$ 20,000.00	$ 20,000.00
630-00000	Construction Traffic Control	LS	1	$ 4,500.00	$ 4,500.00
					$ -
Subtotal					$ 294,200.00
Plus 20 % for Engineering and Contingencies					$ 58,840.00
Total					$ 353,040.00

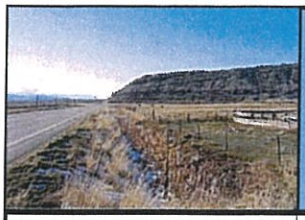
Engineer's Preliminary Cost Estimate No. 5B
Silt Bike Pedestrian Trail Separated from US 6 on North Side
Alternate 1B, Roadway Segment 3 (Davis Point to Coal Ridge HS)
Note: Alternate 1B is for trail on boardwalk across wetlands areas.

Prepared By:	J. Patton		
Date:	4/20/2005		
Location:	Town of Silt to Coal Ridge High School		
County:	Garfield		
Description of Work:	10-ft Bituminous Bike Pedestrian Trail; Davis Point (Segment 2) to Coal Ridge High School		
Sheet No.	One of Two	**Segment Length (Feet) -**	2925.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
201-00000	Clearing and Grubbing	LS	1	$ 5,000.00	$ 5,000.00
202-00150	Removal of Wall	Each	4	$ 800.00	$ 3,200.00
202-00220	Removal of Asphalt Mat	SY	10	$ 6.00	$ 60.00
203-00061	Embankment Material (Complete in Place)	CY	1200	$ 6.00	$ 7,200.00
205-01597	Potholing	Hour	10	$ 400.00	$ 4,000.00
206-00000	Structure Excavation	CY	80	$ 10.00	$ 800.00
206-00100	Structure Backfill (Class 1)	CY	40	$ 20.00	$ 800.00
206-01000	Bed Course Material	CY	10	$ 40.00	$ 400.00
208-00010	Erosion Log	Each	15	$ 9.00	$ 135.00
208-00200	Erosion Control Supervisor	LS	1	$ 3,000.00	$ 3,000.00
210-00090	Reset Delineator	Each	6	$ 20.00	$ 120.00
210-00810	Reset Ground Sign	Each	4	$ 150.00	$ 600.00
212-00006	Seeding (Native)	Acre	1	$ 500.00	$ 500.00
213-00004	Mulching (Weed Free Straw)	Acre	1	$ 300.00	$ 300.00
213-00061	Mulch Tackifier	Lb	15	$ 8.00	$ 120.00
304-06000	Aggregate Base Course (Class 6)	Ton	135	$ 15.00	$ 2,025.00
403-34701	Hot Bituminous Pavement (Grading SX)(75)	Ton	100	$ 30.00	$ 3,000.00
411-03345	Asphalt Cement (PG 76-28)	Ton	6	$ 240.00	$ 1,440.00
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	115	$ 1.20	$ 138.00
514-01040	Bikeway Rail (Steel)	LF	40	$ 90.00	$ 3,600.00
601-03030	Concrete Class D (Box Culvert)	CY	40	$ 360.00	$ 14,400.00
601-03050	Concrete Class D (Wall)	CY	20	$ 340.00	$ 6,800.00
602-00000	Reinforcing Steel	LB	8300	$ 1.00	$ 8,300.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
603-01185	18 Inch Reinforced Concrete Pipe (CIP)	LF	40	$ 40.00	$ 1,600.00
608-xxxxx	Boardwalk (10-Foot)(15-Foot Helical Piers)①	LF	2425	$ 275.00	$ 666,875.00
614-xxxxx	Permanent Signing	LS	1	$ 2,000.00	$ 2,000.00
622-00270	Bollard	Each	4	$ 400.00	$ 1,600.00
625-00000	Construction Surveying	LS	1	$ 10,000.00	$ 10,000.00
626-00000	Mobilization	LS	1	$ 20,000.00	$ 20,000.00
630-00000	Construction Traffic Control	LS	1	$ 15,000.00	$ 15,000.00
	Subtotal				$ 783,013.00
	Plus 20 % for Engineering and Contingencies				$ 156,602.60
	Total				$ 939,615.60

① Price per foot is based upon an estimated cost for 3,000 Lin. Ft. prepared by William Swigert, PE SE with Schmueser, Gordon and Meyer Inc.

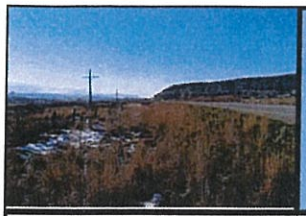


Engineer's Preliminary Cost Estimate No. 6
Silt Bike Pedestrian Trail Along North Shoulder US 6
Alternate 2, Roadway Segment 3 (Davis Point to Coal Ridge HS)

Prepared By:	J. Patton		
Date:	2/21/2005		
Location:	Town of Silt to Coal Ridge High School		
County:	Garfield		
Description of Work:	8-ft Bituminous Shoulder US 6; Davis Point (Segment 2) to Coal Ridge High School		
Sheet No.	One of Two	**Segment Length (Feet) -**	2925.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
201-00000	Clearing and Grubbing	LS	1	$ 12,000.00	$ 12,000.00
202-00150	Removal of Wall	Each	4	$ 800.00	$ 3,200.00
202-00220	Removal of Asphalt Mat	SY	20	$ 6.00	$ 120.00
203-00010	Unclassified Excavation (Complete in Place)	CY	3000	$ 6.00	$ 18,000.00
203-00100	Muck Excavation	CY	1000	$ 10.00	$ 10,000.00
203-01100	Proof Rolling	Hour	30	$ 100.00	$ 3,000.00
205-01597	Potholing	Hour	20	$ 400.00	$ 8,000.00
206-00000	Structure Excavation	CY	100	$ 10.00	$ 1,000.00
206-00100	Structure Backfill (Class 1)	CY	60	$ 20.00	$ 1,200.00
206-01000	Bed Course Material	CY	10	$ 40.00	$ 400.00
208-00010	Erosion Log	Each	30	$ 9.00	$ 270.00
208-00200	Erosion Control Supervisor	LS	1	$ 4,000.00	$ 4,000.00
210-00090	Reset Delineator	Each	8	$ 20.00	$ 160.00
210-00810	Reset Ground Sign	Each	6	$ 150.00	$ 900.00
212-00006	Seeding (Native)	Acre	1.5	$ 500.00	$ 750.00
213-00004	Mulching (Weed Free Straw)	Acre	1.5	$ 300.00	$ 450.00
213-00061	Mulch Tackifier	Lb	23	$ 8.00	$ 184.00
304-01000	Aggregate Base Course (Class 1)	Ton	1500	$ 26.00	$ 39,000.00
304-03005	Aggregate Base Course (Class 3)	CY	1000	$ 35.00	$ 35,000.00
304-06000	Aggregate Base Course (Class 6)	Ton	800	$ 15.00	$ 12,000.00
403-00720	Hot Bituminous Pavement (Patching)(Asphalt)	Ton	30	$ 75.00	$ 2,250.00
403-34701	Hot Bituminous Pavement (Grading SX)(75)	Ton	1180	$ 30.00	$ 35,400.00
411-03345	Asphalt Cement (PG 76-28)	Ton	75	$ 240.00	$ 18,000.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
411-10255	Emulsified Asphalt (Slow Setting)	Gal.	165	$ 1.50	$ 247.50
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	1025	$ 1.20	$ 1,230.00
420-00130	Geotextile (Separator) (Class A)	SY	1000	$ 3.00	$ 3,000.00
514-01040	Bikeway Rail (Steel)	LF	40	$ 90.00	$ 3,600.00
601-03030	Concrete Class D (Box Culvert)	CY	28	$ 360.00	$ 10,080.00
601-03050	Concrete Class D (Wall)	CY	14	$ 340.00	$ 4,760.00
602-00000	Reinforcing Steel	LB	5600	$ 1.00	$ 5,600.00
603-01185	18 Inch Reinforced Concrete Pipe (CIP)	LF	80	$ 40.00	$ 3,200.00
603-10180	18 Inch Corrugated Steel Pipe	LF	20	$ 40.00	$ 800.00
603-10240	24 Inch Corrugated Steel Pipe	LF	24	$ 50.00	$ 1,200.00
603-10360	36 Inch Corrugated Steel Pipe	LF	40	$ 80.00	$ 3,200.00
614-xxxxx	Permanent Signing	LS	1	$ 3,500.00	$ 3,500.00
622-00270	Bollard	Each	2	$ 400.00	$ 800.00
625-00000	Construction Surveying	LS	1	$ 12,000.00	$ 12,000.00
626-00000	Mobilization	LS	1	$ 25,000.00	$ 25,000.00
630-00000	Construction Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
					$ -
Subtotal					$ 288,501.50
Plus 15 % for Engineering and Contingencies					$ 43,275.23
Total					$ 331,776.73



Engineer's Preliminary Cost Estimate No. 7
Silt Bike Pedestrian Trail Along Both Sides of US 6
Alternate 3, Roadway Segment 3 (Davis Point to Coal Ridge HS)

Prepared By:	J. Patton		
Date:	2/21/2005		
Location:	Town of Silt to Coal Ridge High School		
County:	Garfield		
Description of Work:	6-ft Bituminous Shoulders US 6 for directional biking; Davis Point (Segment 2) to Coal Ridge High School		
Sheet No.	One of Two	**Segment Length (Feet) -**	2925.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
201-00000	Clearing and Grubbing	LS	1	$ 15,000.00	$ 15,000.00
202-00150	Removal of Wall	Each	8	$ 800.00	$ 6,400.00
202-00220	Removal of Asphalt Mat	SY	20	$ 6.00	$ 120.00
203-00010	Unclassified Excavation (Complete in Place)	CY	5600	$ 6.00	$ 33,600.00
203-00100	Muck Excavation	CY	1500	$ 10.00	$ 15,000.00
203-01100	Proof Rolling	Hour	40	$ 100.00	$ 4,000.00
205-01597	Potholing	Hour	40	$ 400.00	$ 16,000.00
206-00000	Structure Excavation	CY	200	$ 10.00	$ 2,000.00
206-00100	Structure Backfill (Class 1)	CY	120	$ 20.00	$ 2,400.00
206-01000	Bed Course Material	CY	20	$ 40.00	$ 800.00
208-00010	Erosion Log	Each	40	$ 9.00	$ 360.00
208-00200	Erosion Control Supervisor	LS	1	$ 5,000.00	$ 5,000.00
210-00090	Reset Delineator	Each	16	$ 20.00	$ 320.00
210-00810	Reset Ground Sign	Each	12	$ 150.00	$ 1,800.00
212-00006	Seeding (Native)	Acre	2	$ 500.00	$ 1,000.00
213-00004	Mulching (Weed Free Straw)	Acre	2	$ 300.00	$ 600.00
213-00061	Mulch Tackifier	Lb	30	$ 8.00	$ 240.00
304-01000	Aggregate Base Course (Class 1)	Ton	2435	$ 26.00	$ 63,310.00
304-03005	Aggregate Base Course (Class 3)	CY	1500	$ 35.00	$ 52,500.00
304-06000	Aggregate Base Course (Class 6)	Ton	1260	$ 15.00	$ 18,900.00
403-00720	Hot Bituminous Pavement (Patching)(Asphalt)	Ton	30	$ 75.00	$ 2,250.00
403-34701	Hot Bituminous Pavement (Grading SX)(75)	Ton	1890	$ 30.00	$ 56,700.00
411-03345	Asphalt Cement (PG 76-28)	Ton	120	$ 240.00	$ 28,800.00

CDOT Item No.	Bid Item Description	Unit	Quantity	Unit Price	Item Cost
411-10255	Emulsified Asphalt (Slow Setting)	Gal.	260	$ 1.50	$ 390.00
411-21020	Liquid Asphaltic Material (MC-70)	Gal.	1660	$ 1.20	$ 1,992.00
420-00130	Geotextile (Separator) (Class A)	SY	1500	$ 3.00	$ 4,500.00
514-01040	Bikeway Rail (Steel)	LF	80	$ 90.00	$ 7,200.00
601-03030	Concrete Class D (Box Culvert)	CY	60	$ 360.00	$ 21,600.00
601-03050	Concrete Class D (Wall)	CY	30	$ 340.00	$ 10,200.00
602-00000	Reinforcing Steel	LB	11200	$ 1.00	$ 11,200.00
603-01185	18 Inch Reinforced Concrete Pipe (CIP)	LF	80	$ 40.00	$ 3,200.00
603-10180	18 Inch Corrugated Steel Pipe	LF	40	$ 40.00	$ 1,600.00
603-10240	24 Inch Corrugated Steel Pipe	LF	50	$ 50.00	$ 2,500.00
603-10360	36 Inch Corrugated Steel Pipe	LF	80	$ 80.00	$ 6,400.00
614-xxxxx	Permanent Signing	LS	1	$ 4,000.00	$ 4,000.00
622-00270	Bollard	Each	2	$ 400.00	$ 800.00
625-00000	Construction Surveying	LS	1	$ 12,000.00	$ 12,000.00
626-00000	Mobilization	LS	1	$ 25,000.00	$ 25,000.00
630-00000	Construction Traffic Control	LS	1	$ 5,000.00	$ 5,000.00
					$ -
Subtotal					$ 444,682.00
Plus 15 % for Engineering and Contingencies					$ 66,702.30
Total					$ 511,384.30

TOWN OF NEW CASTLE, COLORADO
ORDINANCE NO. 1, SERIES 2021

AN ORDINANCE OF THE NEW CASTLE TOWN COUNCIL ADDING SECTIONS 1.16.050 TO 1.16.070 OF CHAPTER 1.16 TO TITLE 1 OF THE NEW CASTLE MUNICIPAL CODE PERTAINING TO ELECTIONS.

WHEREAS, the Town of New Castle is a home rule municipality existing pursuant to the laws of the Colorado Constitution, the Colorado Revised Statutes and the Town's Home Rule Charter;

WHEREAS, various efforts have been made to enact valid campaign financing and disclosure regulations and reforms at all levels of government; and

WHEREAS, §1-45-116, C.R.S., of the Colorado Fair Campaign Practices Act ("FCPA"), states, in pertinent part: "Any home rule county or municipality may adopt ordinances or charter provisions with respect to its local elections that are more stringent than any of the provisions contained in this act;" and

WHEREAS, under the Colorado Constitution, the SOS is obligated to hear FCPA violations when a municipality has not adopted its own campaign finance ordinance. *See* Colo. Const. Art. XXVIII, § 9(2)(a); and

WHEREAS, the FCPA provides, in pertinent part, that "any complaint arising out of a municipal campaign finance matter. . . must be *exclusively* filed with the clerk of the applicable municipality." C.R.S. § 1-45-111.7(9)(b). However, the FCPA is silent as to what the Clerk is supposed to do after filing of such a complaint; and

WHEREAS, the Town currently does not have any procedures in place for processing municipal campaign finance complaints once they are received, and the attached ordinance establishes such procedures; and

WHEREAS, the Town of New Castle wishes to adopt a process for receiving and responding to third-party complaints alleging violations of the municipal campaign finance rules; and

WHEREAS, by adopting such rules, the Town does not acknowledge or admit the constitutionality of C.R.S. § 1-45-111.7(9)(b) and reserves the right to forward all complaints alleging a violation of municipal campaign finance rules to the secretary of state as provided by the Colorado Constitution Art. XXVIII Sec. 9; and

WHEREAS, the Town of New Castle finds that this Ordinance furthers and is necessary for the promotion of public health, safety and welfare.

NOW, THERFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF NEW CASTLE, COLORADO the following:

Section 1. Recitals Incorporated. The above and foregoing recitals are incorporated herein by reference and adopted as findings and determinations of the Town Council.

Section 2. Addition of Sections 1.16.050 to 1.16.070 of Chapter 1.16 to Title 1 of the Town of New Castle Municipal Code. Sections 1.16.050 to 1.16.070 of Chapter 1.16 are added to Title 1, "General Provisions," of the New Castle Municipal Code to read in their entirety as follows:

1.16.050 VIOLATIONS AND COMPLAINTS

(a) Any candidate or registered elector of the Town ("complainant") who has reason to believe there has been a violation of municipal campaign finance rules as set forth in the Colorado's Fair Campaign Practices Act ("FCPA"), C.R.S.§ 1-45-101 *et seq.*, Article XXVIII of the Colorado constitution ("Article XXVIII"), or other rule promulgated by the Colorado Secretary of State ("Rules") concerning campaign and political finance may file a written complaint ("complaint") with the Town Clerk no later than 60 days after the alleged violation(s) has occurred. The complaint shall include:

(1) The name, address and signature of the complainant;

(2) The name and address of each person alleged to have committed a violation; and

(3) The details of the violation with citations to the election code section(s) or provision(s) allegedly violated.

(b) If the Town Clerk receives a written complaint pursuant to Subsection (c), below, alleging a campaign violation, the Town Clerk shall:

(1) Provide the person believed to have committed the violation with a copy of the written complaint.

(2) Allow ten (10) business days for correction of the violation or submission of written statements explaining the reason that support a conclusion that a violation was not committed.

(3) If the Town Clerk receives a written complaint that is not corrected or otherwise remedied as provided in Section 1.16.050(b)(2) herein, the Town Clerk shall refer the matter to the Town Attorney to review whether, under the circumstances and in

accordance with this Chapter, a complaint in the Municipal Court should be filed with regard to the alleged violation.

(c) Within ten (10) days of receipt of a complaint referred by the Town Clerk, the Town Attorney shall respond indicating whether he or she intends to file a civil or criminal action. If the Town Attorney indicates in the affirmative and files suit within thirty (30) days thereafter, no other action may be brought unless the action brought by the Town Attorney is dismissed without prejudice.

(d) In the event any person residing within the Town shall bring a civil action for injunction or to otherwise enforce this Chapter and such person shall prevail in such action, then he or she shall be awarded a reasonable attorney's fee and costs of the action to be paid by the defendant.

1.16.060 CRIMINAL PENALTIES.

(a) Any person who knowingly violates any provision of the FCPA, Article XXVIII, or the Rules is guilty of a misdemeanor and shall be punished by a fine not exceeding three hundred dollars ($300.00) or imprisonment for a period of not more than ninety (90) days or both such fine and imprisonment.

(b) Any candidate who knowingly violates any provision of the FCPA, Article XXVIII, or the Rules shall, in addition to any other penalties provided for herein, be denied his or her right to take oath for the office to which he or she was elected unless he or she has already taken said oath, in which event, the office shall be deemed vacant and shall be filled as otherwise provided by law.

1.16.070 CIVIL PENALTIES.

(a) Any person who violates any of the reporting provisions of the FCPA, Article XXVIII, or the Rules shall be liable in any civil action initiated by the Town Attorney or by a person residing within the Town for an amount not more than the amount or value not properly reported.

(b) Notwithstanding the provisions of Subsection 1.16.060(a), any person who makes or receives a contribution or expenditure in violation of the FCPA, Article XXVIII, or the Rules is liable in a civil action initiated by the Town Attorney or by a person residing within the Town for an amount up to five hundred dollars ($500.00) or three (3) times the amount of the unlawful contribution or expenditure, whichever is greater.

(c) In determining the amount of liability under Subsections 1.16.070(a) and (b), the Court may take into account the seriousness of the violation and the culpability of the defendants. If a judgment is entered against a defendant or defendants in an action under the sections noted above, the plaintiffs, other than the Town, shall receive fifty percent (50%) of the amount recovered. The remaining fifty percent (50%) shall be deposited in the treasury of the Town. In an action initiated by the Town Attorney, the entire amount recovered shall be paid into the treasury of the Town.

Section 3. **Severability**. If any provision of this Ordinance, or the application of such provision to any person or circumstance, is for any reason held to be invalid, such invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable. The Town Council hereby declares that it would have passed this Ordinance and each provision thereof, even though any one of the provisions might be declared unconstitutional or invalid. As used in this Section, the term "provision" means and includes any part, division, subdivision, section, subsection, sentence, clause or phrase; the term "application" means and includes an application of an ordinance or any part thereof, whether considered or construed alone or together with another ordinance or ordinances, or part thereof, of the Town.

Section 4. **Effective Date**. This Ordinance shall take effect April 1, 2021.

Section 5. **Safety Clause**. The Town Council hereby finds, determines and declares that this Ordinance is promulgated under the general police power of the Town of New Castle, that it is promulgated for the health, safety and welfare of the public, and that this Ordinance is necessary for the preservation of health and safety and for the protection of public convenience and welfare. The Town Council further determines that the Ordinance bears a rational relation to the proper legislative object sought to be obtained.

Section 6. **No Existing Violation Affected**. Nothing in this Ordinance shall be construed to release, extinguish, alter, modify, or change in whole or in part any penalty, liability or right or affect any audit, suit, or proceeding pending in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing which may have been incurred or obtained under any ordinance or provision hereby repealed or amended by this Ordinance. Any such ordinance or provision thereof so amended, repealed, or superseded by this Ordinance shall be treated and held as remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings and prosecutions, for the enforcement of such penalty, liability, or right, and for the purpose of sustaining any judgment, decree or order which can or may be rendered, entered, or made in such actions, suits or proceedings, or prosecutions imposing, inflicting, or declaring such penalty or liability or enforcing such right, and shall be treated and held as remaining in force for the purpose of sustaining any and all proceedings, actions, hearings, and appeals pending before any court or administrative tribunal.

Section 7. **Publication**. The Town Clerk is ordered to publish this Ordinance in accordance with Article IV of the Town of New Castle Home Rule Charter.

INTRODUCED on March 2, 2021 at which time copies were available to the Council and to those persons in attendance at the meeting, read by title, passed on first reading, and ordered published in full and posted in at least two public places within the Town as required by the Charter.

Mayor

ATTEST:

Town Clerk

INTRODUCED a second time at a regular meeting of the Council of the Town of New Castle, Colorado on March 16, 2021 read by title and number, passed with amendments, approved, and ordered published as required by the Charter.

Mayor

ATTEST:

Town Clerk

DR 8400 (07/24/19)
COLORADO DEPARTMENT OF REVENUE
Liquor Enforcement Division
Submit to Local Licensing Authority

HONG'S GARDEN CHINESE RESTAURANT
635 S FEDERAL BLVD
Denver CO 80219-2933

Fees Due	
Renewal Fee	Waived due to 20B-001
Storage Permit $100 X _____	$
Sidewalk Service Area $75.00	$
Additional Optional Premise Hotel & Restaurant $100 X _____	Waived due to 20B-001
Related Facility - Campus Liquor Complex $160.00 per facility	Waived due to 20B-001
Amount Due/Paid	$

Make check payable to: Colorado Department of Revenue. The State may convert your check to a one-time electronic banking transaction. Your bank account may be debited as early as the same day received by the State. If converted, your check will not be returned. If your check is rejected due to insufficient or uncollected funds, the Department may collect the payment amount directly from your banking account electronically.

Retail Liquor or Fermented Malt Beverage License Renewal Application

Please verify & update all information below **Return to city or county licensing authority by due date**

Licensee Name	Doing Business As Name (DBA)			
HONG NHI A	HONG'S GARDEN CHINESE RESTAURANT			
Liquor License #	**License Type**	**Sales Tax License #**	**Expiration Date**	**Due Date**
26-40418-0000	Hotel & Restaurant (city)	26404180000	04/17/2021	03/03/2021
Business Address		**County**		**Phone Number**
820 CASTLE VALLEY BLVD STE 106 New Castle CO 81647-9480		Garfield		9709843298
Mailing Address		**Email**		
635 S FEDERAL BLVD Denver CO 80219-2933				
Operating Manager	**Date of Birth**	**Home Address**		**Phone Number**
NHI HONG A	08/25/78	820 Castle Valley Blvd # 106 New Castle CO 81647		970-984-3298

1. Do you have legal possession of the premises at the street address above? (Yes) No
   Are the premises owned or rented? Owned Rented* *If rented, expiration date of lease 2025

2. Are you renewing a storage permit, additional optional premises, sidewalk service area, or related facility? If yes, please see the table in upper right hand corner and include all fees due. Yes (No)

3a. Since the date of filing of the last application, has the applicant, including its manager, partners, officer, directors, stockholders, members (LLC), managing members (LLC), or any other person with a 10% or greater financial interest in the applicant, been found in final order of a tax agency to be delinquent in the payment of any state or local taxes, penalties, or interest related to a business? Yes (No)

3b. Since the date of filing of the last application, has the applicant, including its manager, partners, officer, directors, stockholders, members (LLC), managing members (LLC), or any other person with a 10% or greater financial interest in the applicant failed to pay any fees or surcharges imposed pursuant to section 44-3-503, C.R.S.? Yes (No)

4. Since the date of filing of the last application, has there been any change in financial interest (new notes, loans, owners, etc.) or organizational structure (addition or deletion of officers, directors, managing members or general partners)? If yes, explain in detail and attach a listing of all liquor businesses in which these new lenders, owners (other than licensed financial institutions), officers, directors, managing members, or general partners are materially interested. Yes (No)

5. Since the date of filing of the last application, has the applicant or any of its agents, owners, managers, partners or lenders (other than licensed financial institutions) been convicted of a crime? If yes, attach a detailed explanation. Yes (No)

6. Since the date of filing of the last application, has the applicant or any of its agents, owners, managers, partners or lenders (other than licensed financial institutions) been denied an alcohol beverage license, had an alcohol beverage license suspended or revoked, or had interest in any entity that had an alcohol beverage license denied, suspended or revoked? If yes, attach a detailed explanation. Yes (No)

7. Does the applicant or any of its agents, owners, managers, partners or lenders (other than licensed financial institutions) have a direct or indirect interest in any other Colorado liquor license, including loans to or from any licensee or interest in a loan to any licensee? If yes, attach a detailed explanation. Yes (No)

DR 8400 (07/24/19)
COLORADO DEPARTMENT OF REVENUE
Liquor Enforcement Division

Affirmation & Consent
I declare under penalty of perjury in the second degree that this application and all attachments are true, correct and complete to the best of my knowledge.

Type or Print Name of Applicant/Authorized Agent of Business	Title
HONG A NHI	Owner/Manager
Signature	**Date**
T Nhi Hong.	

Report & Approval of City or County Licensing Authority
The foregoing application has been examined and the premises, business conducted and character of the applicant are satisfactory, and we do hereby report that such license, if granted, will comply with the provisions of Title 44, Articles 4 and 3, C.R.S., and Liquor Rules.
Therefore this application is approved.

Local Licensing Authority For		Date
Signature	**Title**	**Attest**