




LEGEND	
	RIGHT OF WAY REQUIRED
	SIDEWALK
	RAISED MEDIAN

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 4/3/2014

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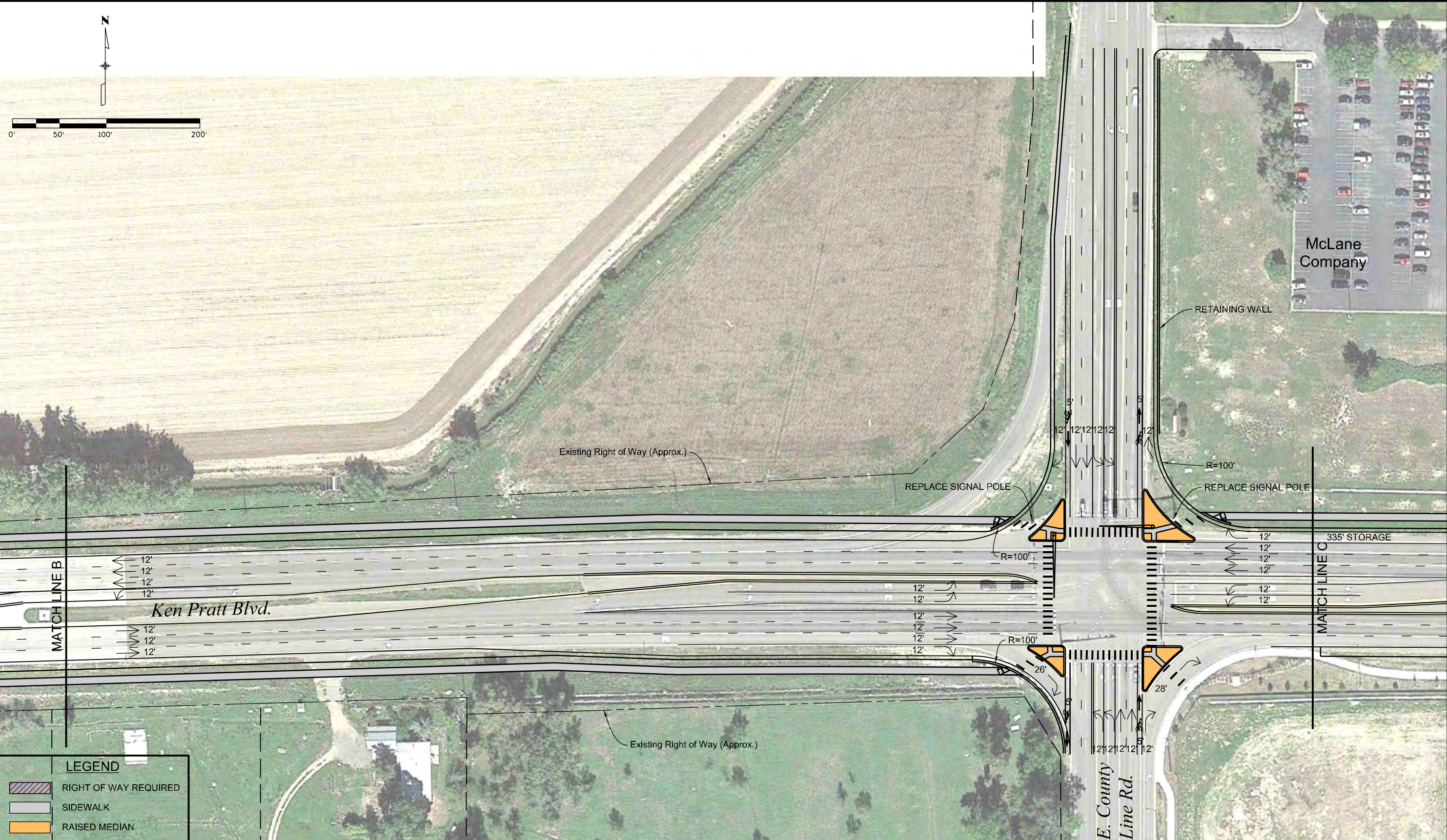
PREPARED FOR:
 CITY OF LONGMONT
 385 KIMBARK STREET
 LONGMONT, COLORADO 80501
 (303) 651-8323
 CONTACT: Bob Ball



As Constructed
No Revisions:
Revised:
Void:

KEN PRATT BLVD. & COUNTY LINE RD. SOUTH LEG			
Designer:	SDB	Structure Numbers	
Detailer:	CLJ		
Sheet Subset:	PLAN	Subset Sheets:	2 OF 4

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




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LEGEND	
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Print Date: 4/3/2014
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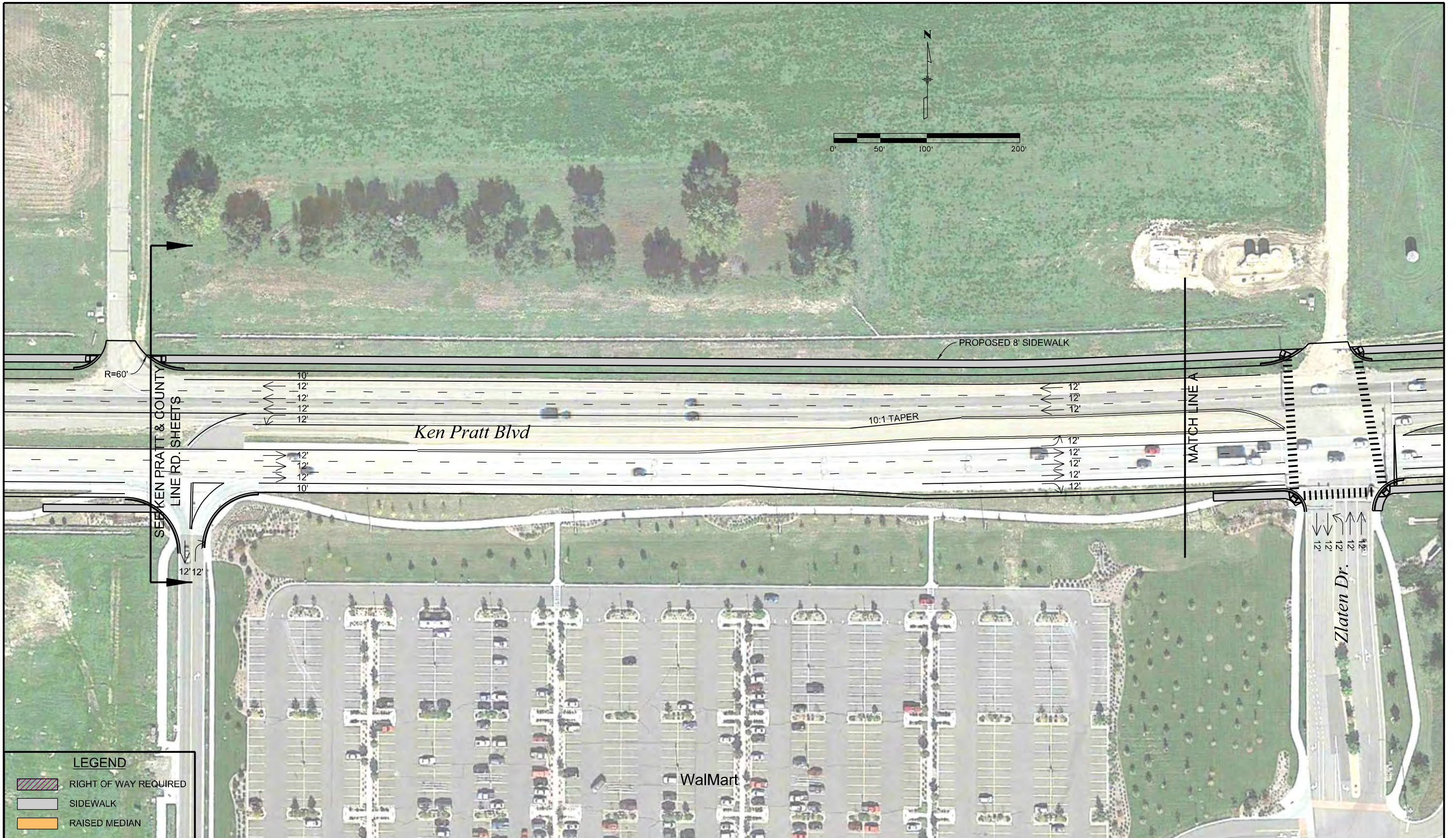


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LEGEND	
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	RAISED MEDIAN

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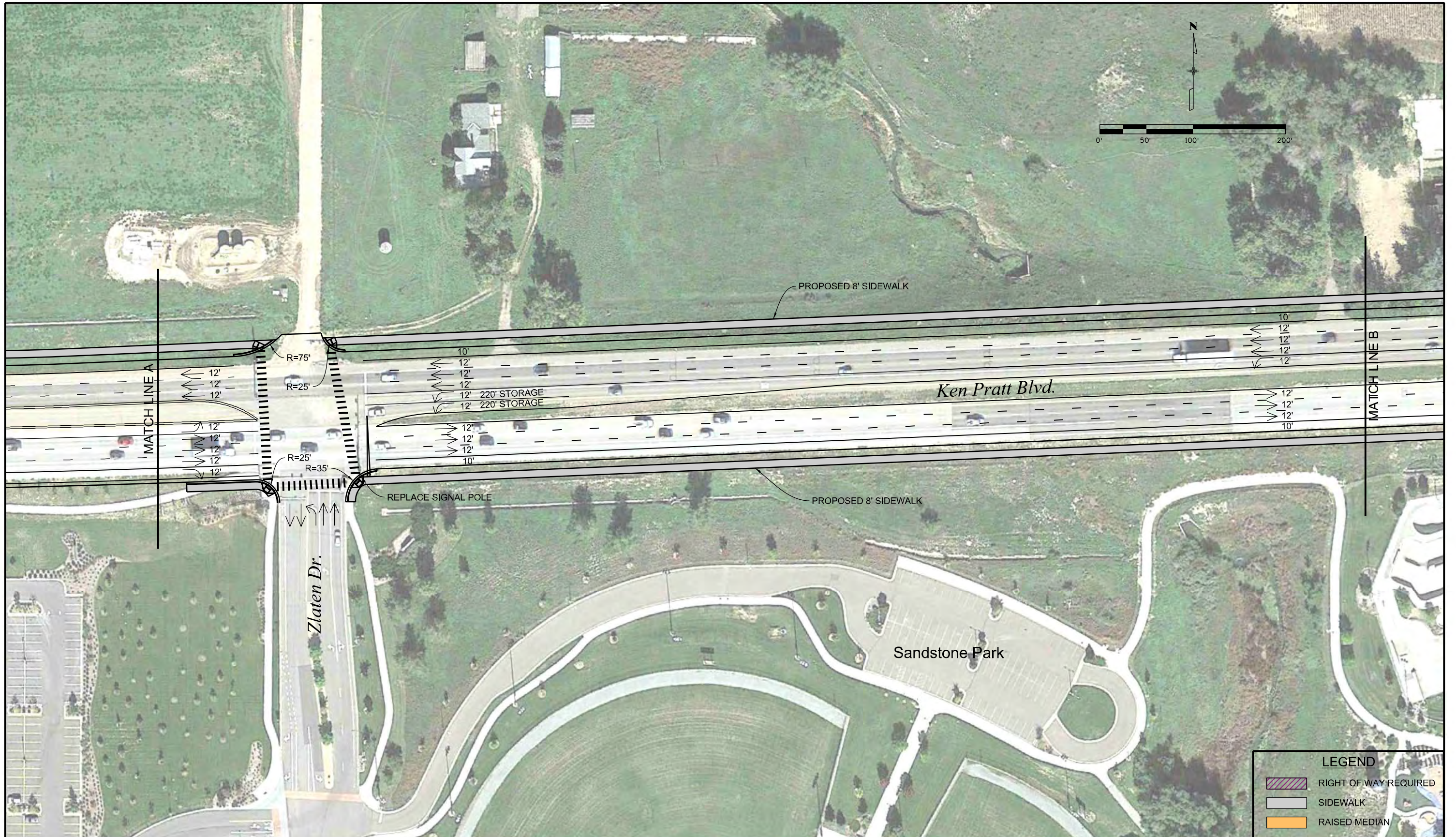


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KEN PRATT BLVD. & ZLATEN INTERSECTION			
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Detailer: CLJ			
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LEGEND	
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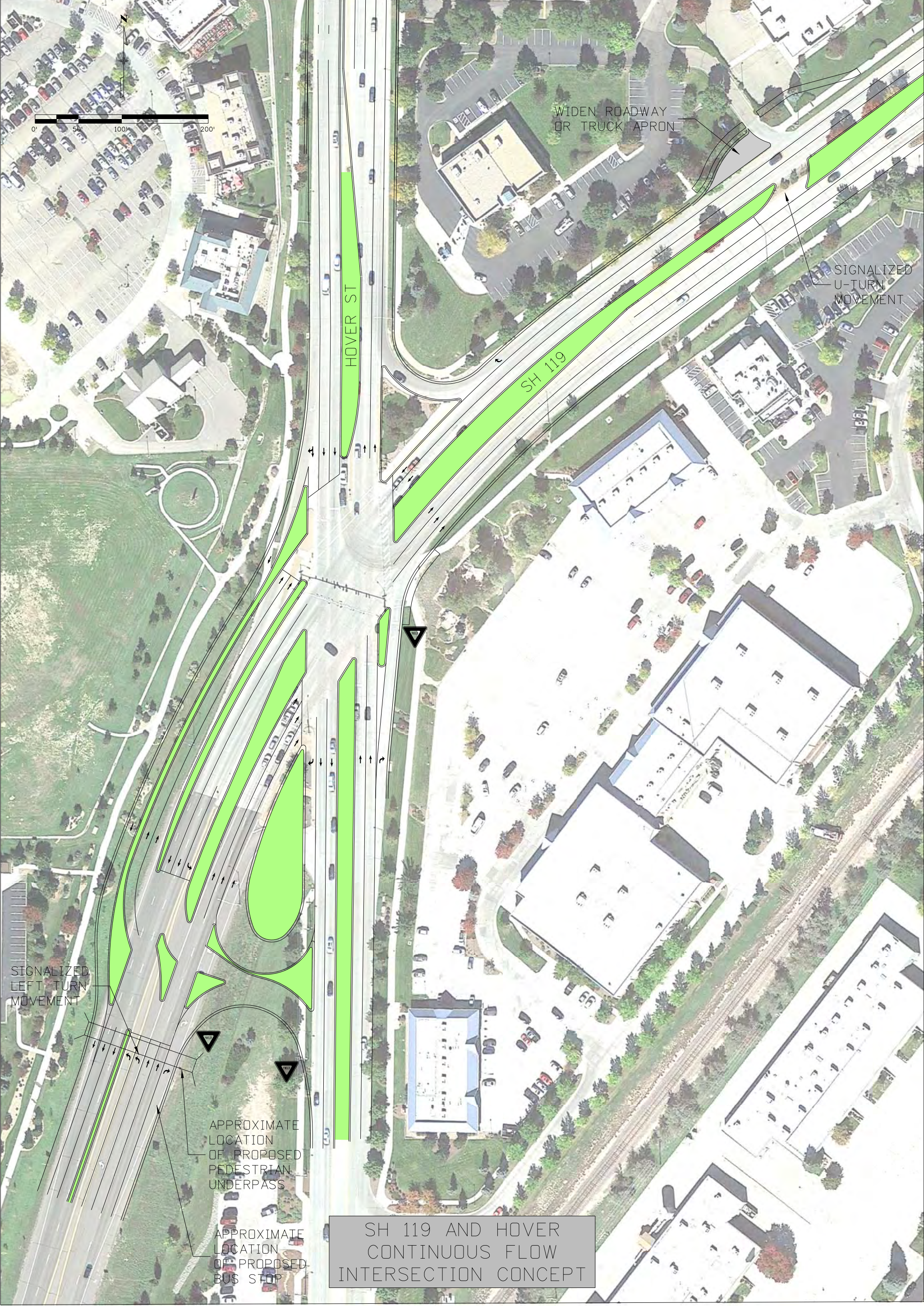
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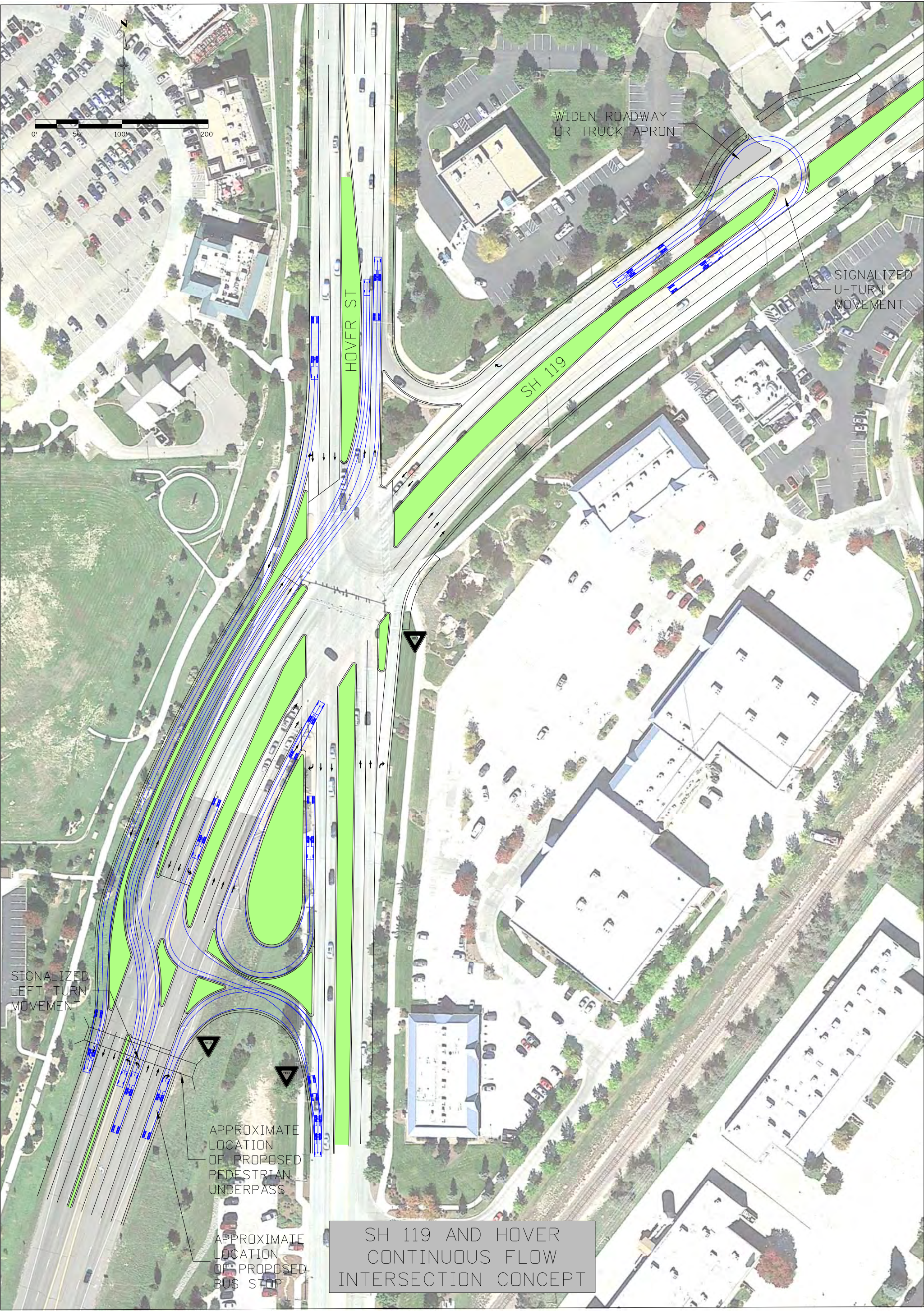


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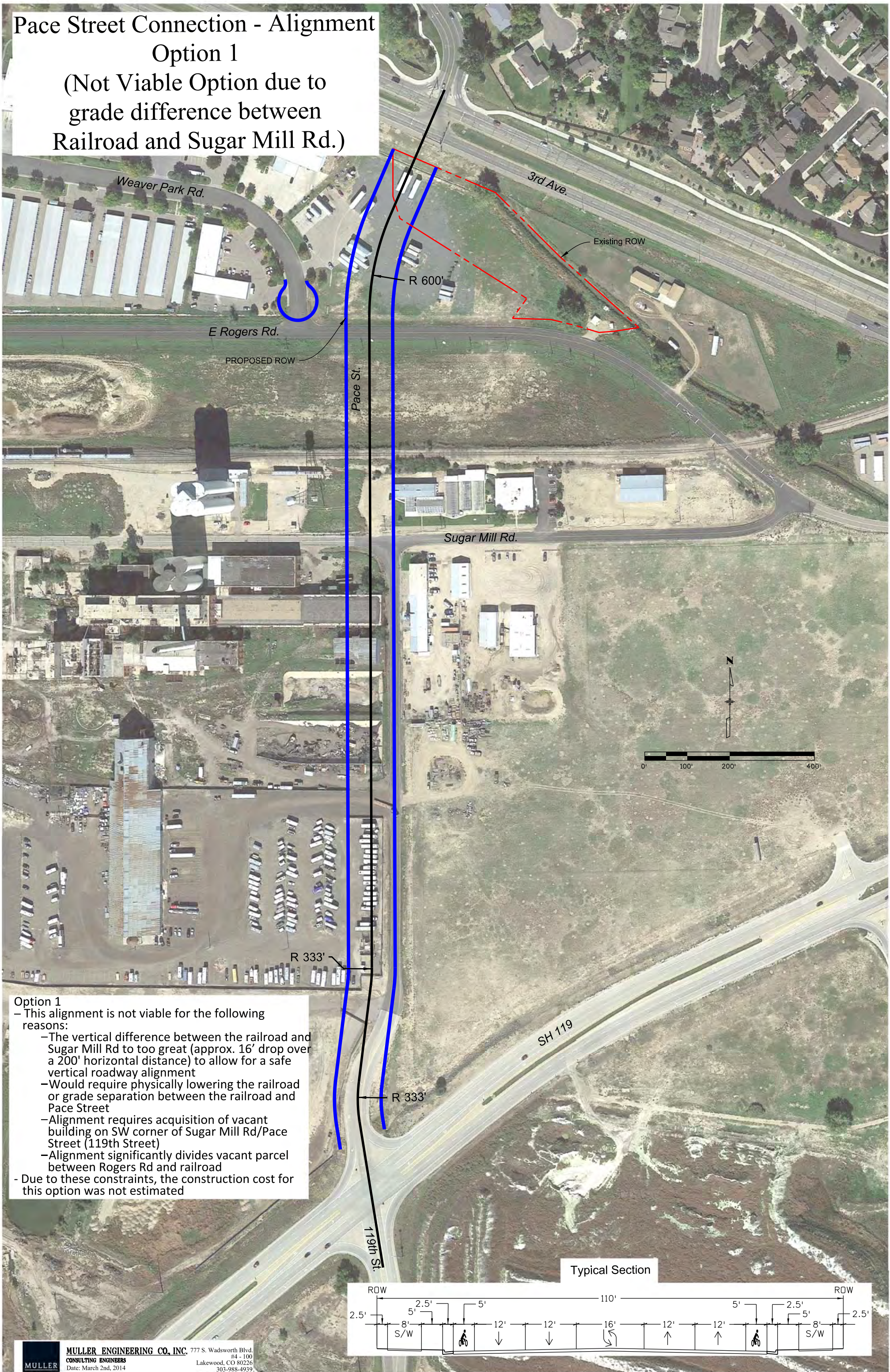
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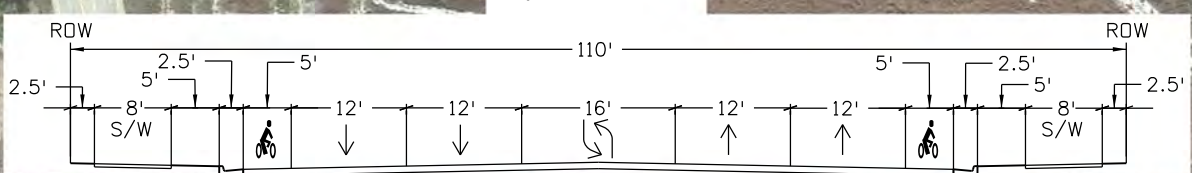


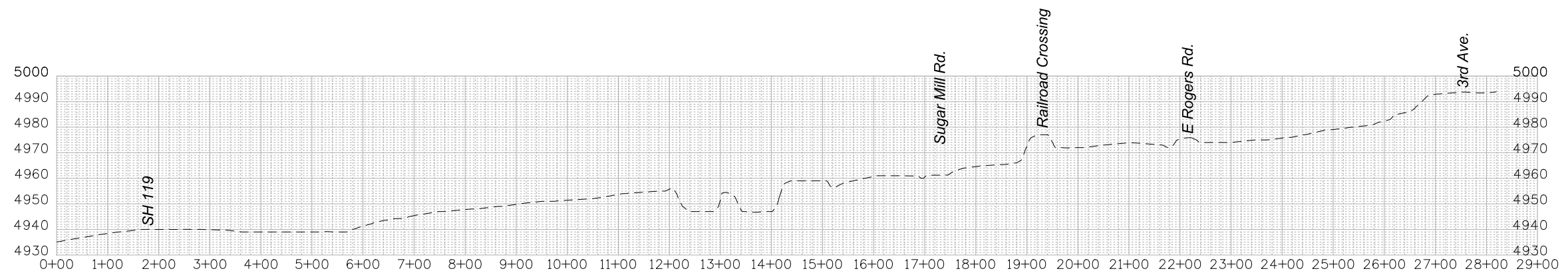
Pace Street Connection - Alignment Option 1
 (Not Viable Option due to grade difference between Railroad and Sugar Mill Rd.)



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

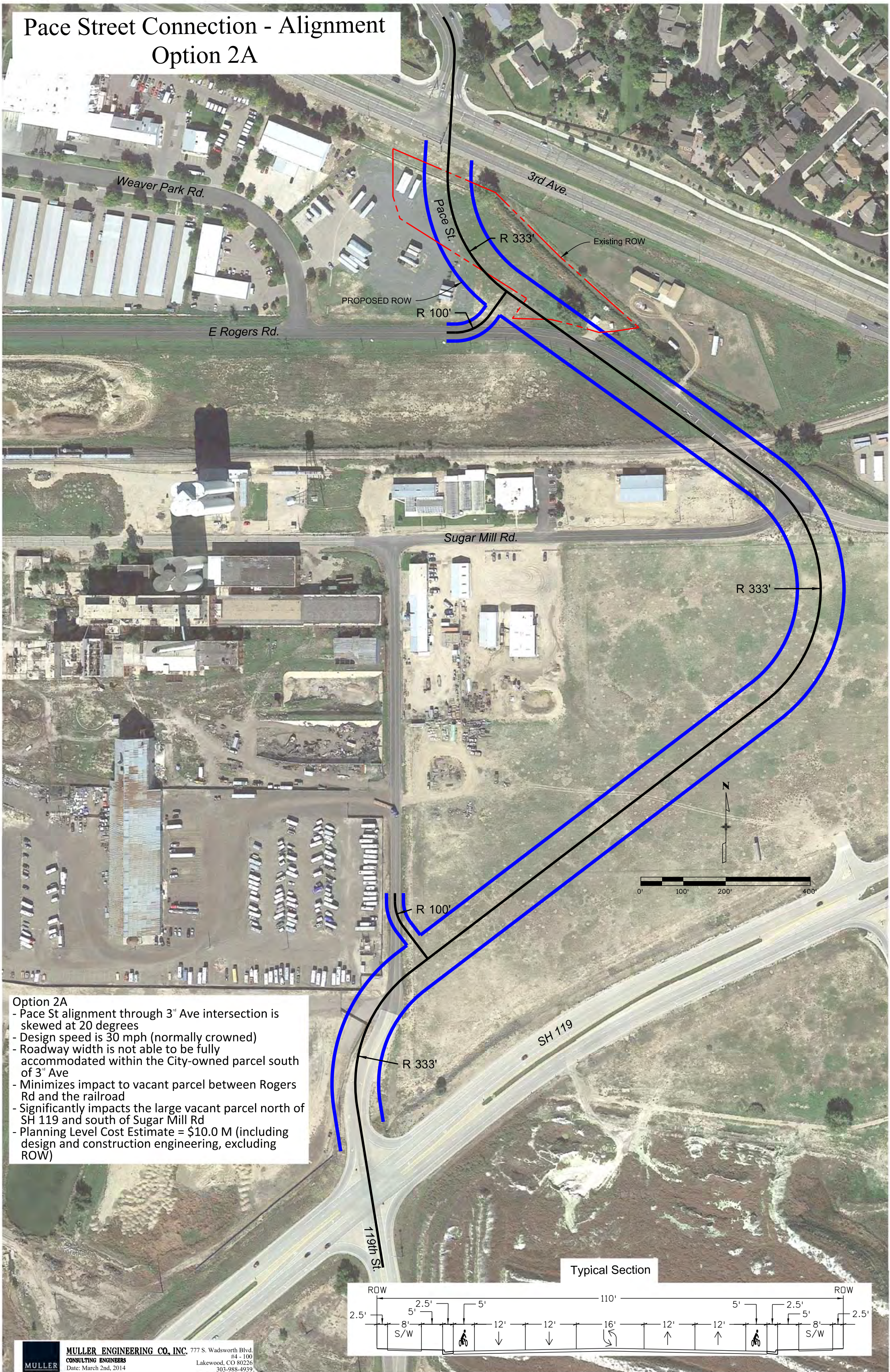
Typical Section





Pace Street Connection -
Option 1

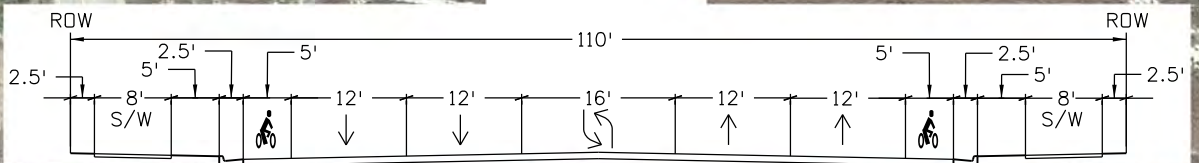
Pace Street Connection - Alignment Option 2A

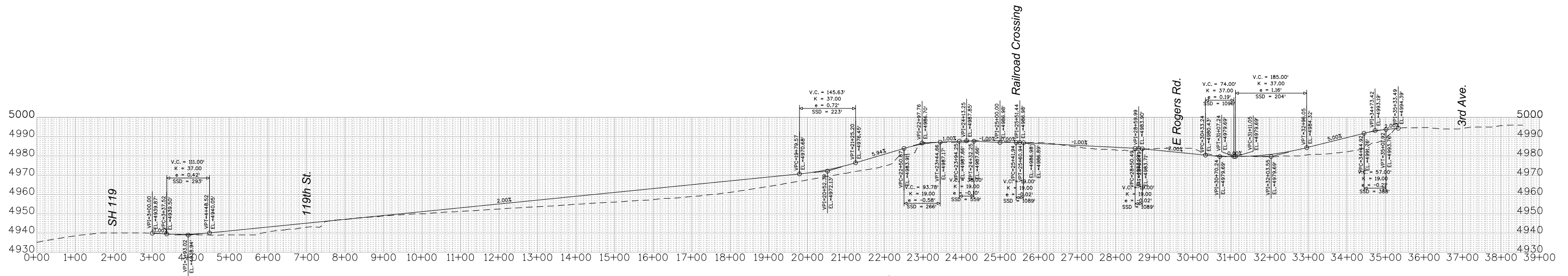


Option 2A

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

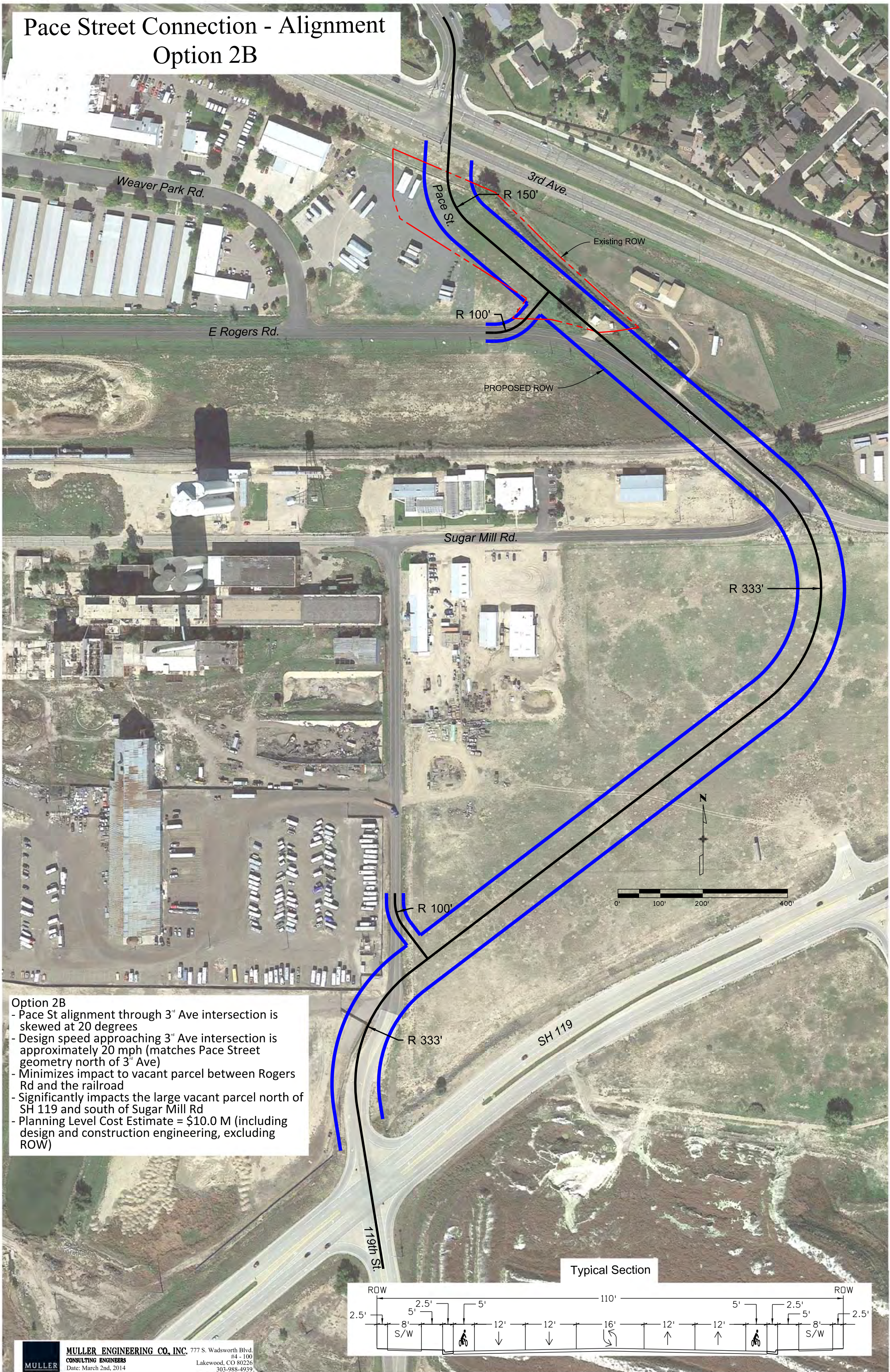
Typical Section





Pace Street Connection -
Option 2A

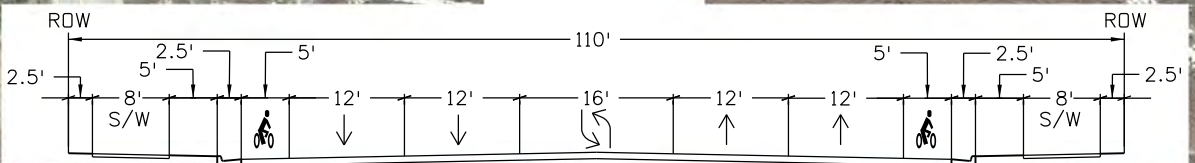
Pace Street Connection - Alignment Option 2B

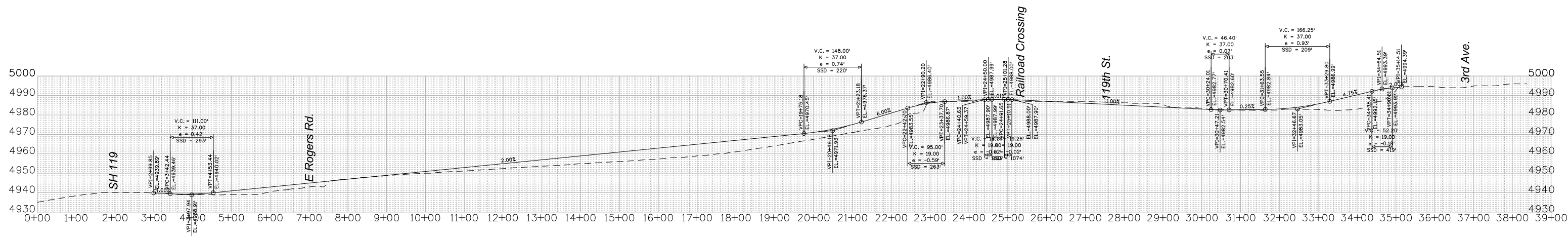


Option 2B

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

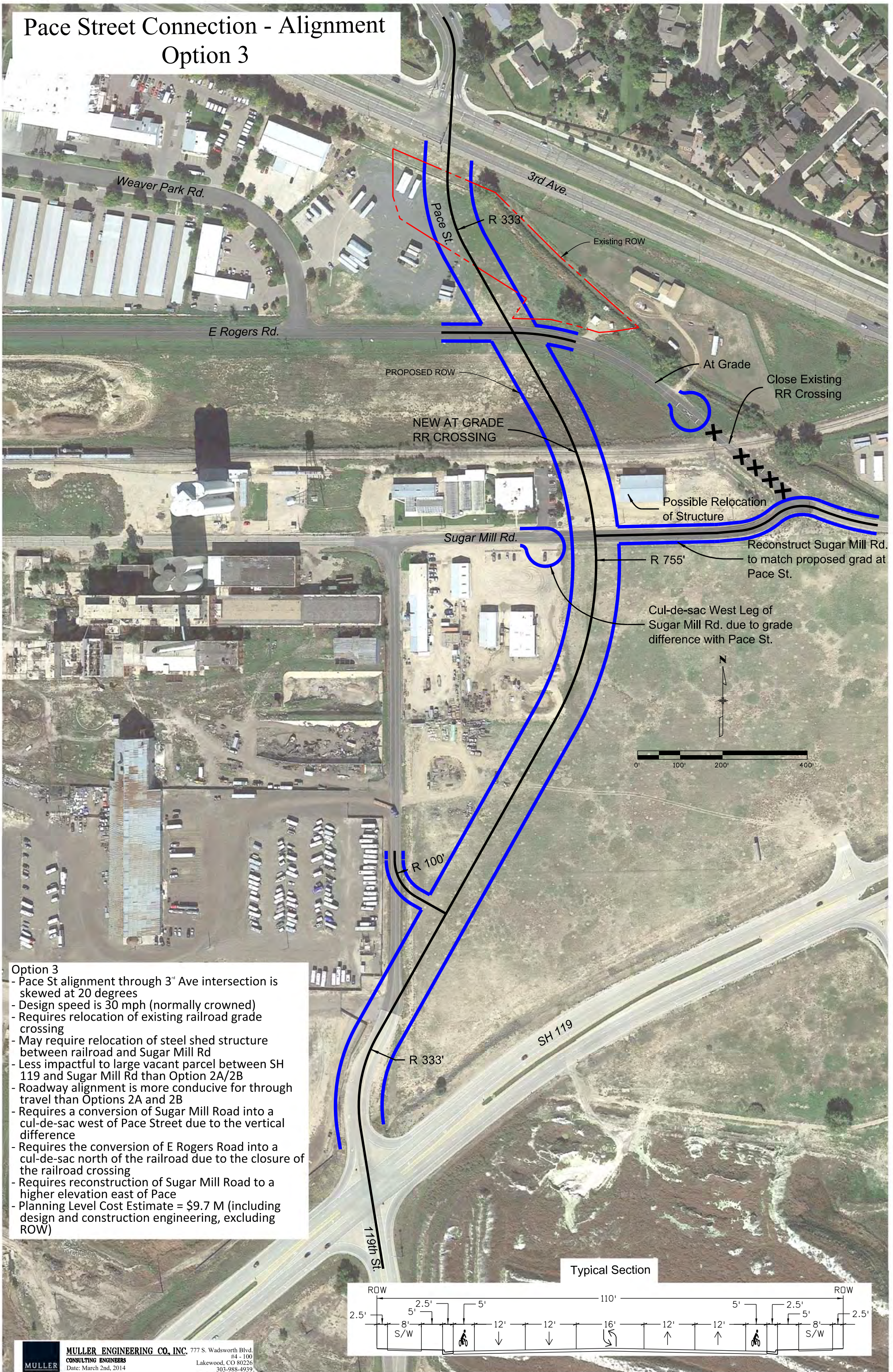
Typical Section





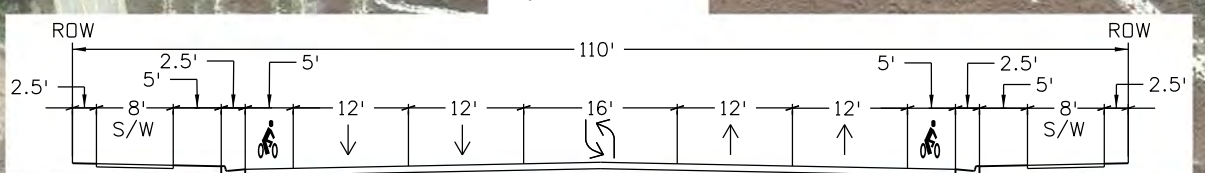
Pace Street Connection -
Option 2B

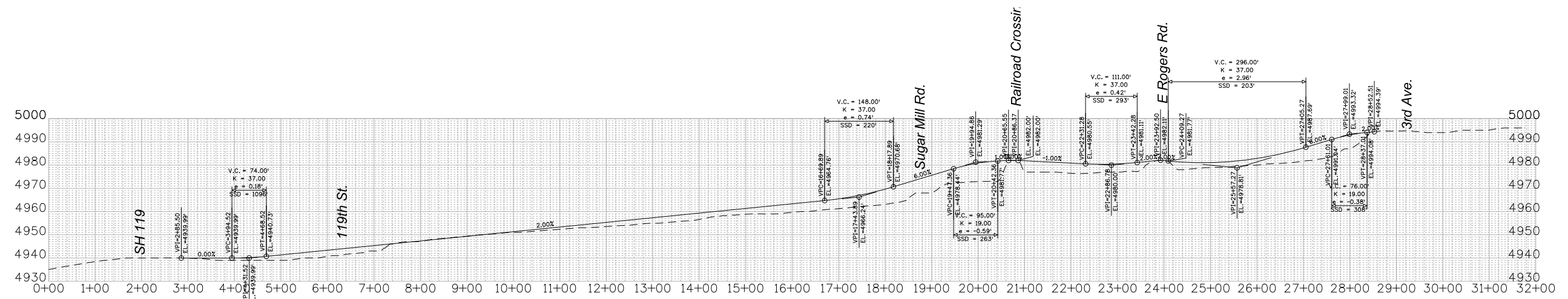
Pace Street Connection - Alignment Option 3



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

Typical Section





Pace Street Connection -
Option 3