



APPENDIX – April 2017

YMPO
2018-2041

Regional Transportation Plan

MOVING THE YUMA REGION FORWARD



Kimley»Horn

Prepared by Kimley-Horn and Associates, Inc.
in association with Wilson & Company, Inc. and Gordley Design Group, Inc.

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Appendix A – Regional Transportation Plan Project Summary Sheets and Cost Estimates 1

- Project YU-04: Giss Parkway / 8th Street Safety Improvements..... 2
- Project YU-25: 24th Street Safety Improvements, 4th Avenue to Avenue 3E 5
- Project YU-27: Pacific Avenue/24th Street Intersection Improvement 7
- Project YU-36: Airport Loop Safety Improvements, 4th Avenue Extension to County 14th..10
- Project YU-37: Avenue 3E/40th Street Safety Improvements13
- Project YU-10: Corridor Safety Studies (8th Street, Avenue B, 16th Street, Avenue 3E, 4th Avenue).....16
- Project YU-11: Avenue B/16th Street Safety Improvements18
- Project YU-26: 24th Street Widening, 1st Avenue to Arizona Avenue 21
- Project YU-22: Avenue B/24th Street Safety Improvements 24
- Project YU-21: 24th Street Widening, Avenue C to Avenue B 27
- Project FH-14: 40th Street Paving, Avenue 8E to Avenue 10E 30
- Project YU-15: 16th Street Widening, 3rd Avenue to Maple Avenue 33
- Project YU-14: 4th Avenue Safety Improvements, 1st Street to 32nd Street 36
- Project YU-28: Catalina Drive/1st Avenue Safety Improvements 39
- Project YU-44: Catalina Drive/8th Avenue Safety Improvements41
- Project YU-02: Road Safety Assessments (3rd Street, 8th Street, 16th Street, 1st Avenue, 4th Avenue) 43
- Project YU-08: 8th Street Safety Improvements, Avenue C to 1st Avenue 45
- Project FH-07: 28th Street/Avenue 9E Safety Improvements 47
- Project YU-23: 24th Street Widening, Avenue C to 45th Avenue 50
- Project YU-24: 24th Street Safety Improvements, Avenue C to 4th Avenue 53
- Project YU-38: 24th Street Paving, 45th Avenue to Avenue D..... 55
- Project YU-39: Avenue 9E RR crossing (Underpass), 24th Street to 28th Street..... 58
- Project YU-40: Avenue 3 1/2 E Paving, Avenue 3E/24th Street to 40th Street61
- Project YU-29: 32nd Street Widening, Avenue B to 32nd Street connection 64
- Project FH-23: 28th Street/Avenue 10E Safety Improvements 67
- Project YU-07: Avenue C/8th Street Safety Improvements 70
- Project YU-31: 32nd Street Safety Improvements, 4th Avenue to Avenue 9E 73
- Project YU-17: 16th Street Safety Improvements, Alamo Drive to Engler Avenue 75
- Project YU-41: 32nd Street Widening, Avenue B to Avenue D 78
- Project M-12: 40th Street Widening, Avenue 3E to Avenue 3 1/2 E 81
- Project FH-21: Co. 14th Street Paving Dirt Road, Avenue 7E to Avenue 10E 84
- Project M-9: Gila Ridge Road Widening, Pacific Avenue to Avenue 3E 87
- Project SL-09: Co. 18th Street Paving Dirt Road, Avenue 3E to Avenue A 90
- Project SO-02: Co. 15th Street Paving Dirt Road, Avenue G to Avenue F..... 93
- Project SL-08: Avenue B Widening, County 15th Street to SR 195..... 95
- Project FH-15: Co. 12th Street Widening, Fortuna Road to Avenue 12E 98
- Project FH-17: County 12th Street Road Extension, Foothills Boulevard to Avenue 15E.. 101
- Project FH-09: 24th Street Paving Dirt Road, Universe Avenue to Camino del Sol 104
- Project FH-19: Foothills Boulevard Widening, County 13th Street. to County 14th Street...107

Project FH-08: Fortuna Road Widening, US 95 to 28th Street 110

Project YU-03: Avenue B Safety Improvements, 1st Street to 5th Street 113

Project FH-22: County 14th Street Paving Dirt Road, Avenue 10E to Avenue 13E..... 115

Project FH-10: 24th Street Paving Dirt Road, Camino del Sol to Foothills Boulevard..... 118

Project FH-18: Co. 13th Street Paving Dirt Road, Fortuna Road to Hunter Avenue 121

Project FH-20: Avenue 15E Widening, S. Frontage Road to County 14th Street..... 124

Project FH-24: Martinez Lake Road overlay, US 95 to MP 4.3 127

Project YU-42: County 14th Street Overlay, Avenue A to Avenue D 129

Project YU-43: North I-8 Frontage Road, Avenue 10E to 11 E..... 131

Project FH-30: Pacific Avenue Widening 134

Project FH-31: Foothills Blvd and Overlay 137

Appendix B – List of Reserve Projects 139

 City of Yuma 141

 ADOT Southwest District 141

 Yuma County 141

 City of San Luis 141

 City of Somerton 141

 Town of Wellton 142

 Cocopah Indian Tribe..... 142

Appendix C – RTP 2018-2041 Social Pinpoint Comment Summary 143

**Appendix D – YMPO Transportation Improvement Program:
Project Nomination Form 151**

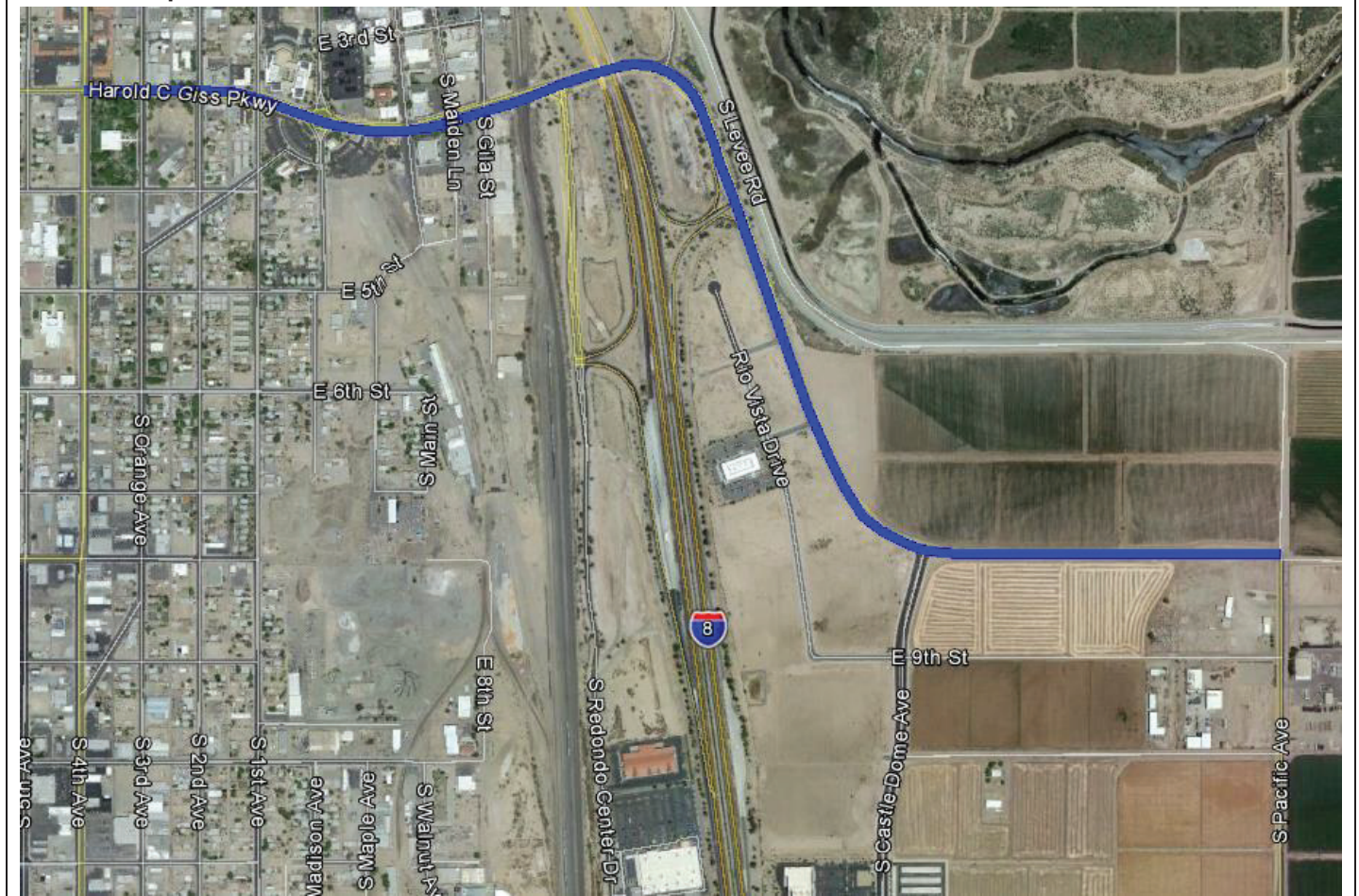
Appendix E – YMPO Travel Demand Model Documentation 161

Appendix A – Regional Transportation Plan Project Summary Sheets and Cost Estimates

YMPO 2018-2041 RTP Project Information Sheet
Project YU-04
Giss Parkway / 8th Street Safety Improvements

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Giss Parkway / 8th Street Safety Improvements | | | | |
| Project Location | 4 th Avenue to Pacific Avenue/12 th Street | | | | |
| Project Length (miles) | 2 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$5.2M | | | | |
| Factored Cost over RTP Period | \$5.2M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | <p>This project includes the following components:</p> <ul style="list-style-type: none"> • Giss Parkway / 1st Avenue intersection Improvements – roundabout • Widen 8th Street from 2 to 4 lanes between Pacific Avenue and existing 4-lane section | | | | |

Location Map



COST ESTIMATE

Project Description: Giss Parkway/8th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|----------|---------------|--------------------------------|
| 3.8 | Project Length (Miles) | | 20,064 | Project Length (Feet) |
| 28 | Existing Pavement Width (FEET) | 0.9 mile | 4,752 | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 0.9 mile | 4,752 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 14,784 | \$ 5.00 | \$ 73,920 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,500.00 | \$ 1,500 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 31,680 | \$ 8.00 | \$ 253,440 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 6,160 | \$ 45.00 | \$ 277,200 |
| 4040125 | FOG COAT | TON | 10.6 | \$ 600.00 | \$ 6,336 |
| 4040163 | BLOTTER MATERIAL | TON | 31.7 | \$ 40.00 | \$ 1,267 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 8,791 | \$ 90.00 | \$ 791,208 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 7330620 | RELOCATE TRAFFIC SIGNALS | L.SUM | 1 | \$ 90,000.00 | \$ 90,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 3.5 | \$ 3,500.00 | \$ 12,250 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 40,000.00 | \$ 40,000 |
| 9240055 | MISCELLANEOUS WORK (ROADSIDE DITCH) | L.SUM | 1 | \$ 45,000.00 | \$ 45,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| 9240061 | MISCELLANEOUS WORK (CULDESAC IMPROVEMENTS) | L.SUM | 1 | \$ 175,000.00 | \$ 175,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,083,121 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 520,780 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,603,901 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 156,234 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 104,156 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 130,195 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 52,078 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 182,273 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 3,228,837 |

COST ESTIMATE

Project Description: Giss Parkway/8th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|------------|--|----------|-------|---------------|--------------------------------|
| 3.8 | Project Length (Miles) | | | 20,064 | Project Length (Feet) |
| 28 | Existing Pavement Width (FEET) | 0.9 mile | 4,752 | | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 0.9 mile | 4,752 | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|-----------------------------------|--|--------|---|------------|---------------------|
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 258,307 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 3,487,144 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 523,072 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 174,357 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 34,871 |
| | NON-BID SUBTOTAL | | | \$ 732,300 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 4,219,444 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 4,219,444 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 759,500 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 4,978,944 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-25
24th Street Safety Improvements

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 24th Street Safety Improvements | | | | |
| Project Location | 4th Avenue to Avenue 3E | | | | |
| Project Length (miles) | 2.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$2M | | | | |
| Factored Cost over RTP Period | \$2.3M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to 24th Street from 4th Avenue to Avenue 3E. Per RSA, this project includes street lighting, curve protection, chevron installation, cross walk enhancements, and sidewalk improvements. | | | | |

Location Map



COST ESTIMATE

Project Description: 24th Street Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

2.5 Project Length (Miles)

13,200 Project Length (Feet)

28 Existing Pavement Width (FEET)

13,200 Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

13,200 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

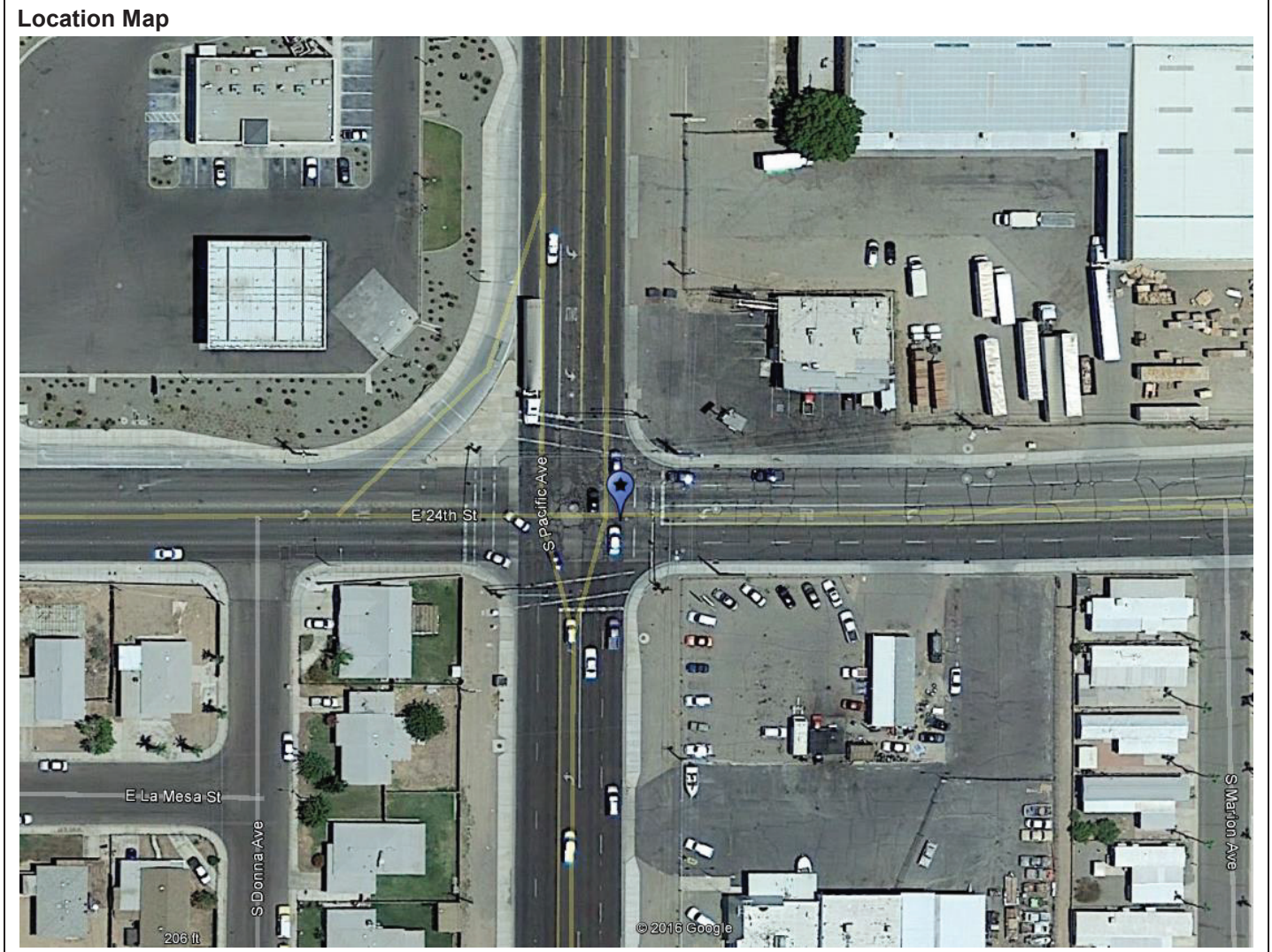
Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|--------|---------------|---------------------|
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9080243 | CONCRETE SIDEWALK IMPROVEMENTS | SQ.FT. | 26,400 | \$ 6.00 | \$ 158,400 |
| 9240062 | MISCELLANEOUS WORK (SPEED LIMIT STUDY) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| 9240063 | MISCELLANEOUS WORK (SAFETY IMPROVEMENTS) | L.SUM | 1 | \$ 350,000.00 | \$ 350,000 |
| ROADWAY SUBTOTAL | | | | | \$ 833,400 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 208,350 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,041,750 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 62,505 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 41,670 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 52,088 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 20,835 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 72,923 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,291,771 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 103,342 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,395,113 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 209,267 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 69,756 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 13,951 |
| | NON-BID SUBTOTAL | | | \$ 292,974 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,688,087 |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,688,087 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 303,856 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,991,943 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-27
Pacific Avenue/24th Street Intersection Improvement

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Pacific Avenue/24th Street Intersection Improvement | | | | |
| Project Location | Pacific Avenue/24th Street | | | | |
| Project Length (miles) | - | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$2M | | | | |
| Factored Cost over RTP Period | \$2M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to the Pacific Avenue / 24th Street intersection. The safety improvements include additional turn lanes, two traffic signal pole relocations, and right-of-way acquisition. | | | | |



COST ESTIMATE

Project Description: Pacific Ave./24th St. Intersection Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

- 0 Project Length (Miles)
- 0 Existing Pavement Width (FEET)
- 0 Segment 1 Pavement Width (FEET)
- Segment 2 Pavement Width (FEET)
- Segment 3 Pavement Width (FEET)
- Segment 4 Pavement Width (FEET)

- 0 Project Length (Feet)
- Existing Length (Feet)
- Segment 1 Length (Feet)
- Segment 2 Length (Feet)
- Segment 3 Length (Feet)
- Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|-------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 2020020 | REMOVAL OF CONCRETE CURB | L.FT. | 1,200 | \$ 5.00 | \$ 6,000 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 7,000 | \$ 4.00 | \$ 28,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 150 | \$ 7.00 | \$ 1,050 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 2,000 | \$ 8.00 | \$ 16,000 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 389 | \$ 45.00 | \$ 17,500 |
| 4040125 | FOG COAT | TON | 0.7 | \$ 600.00 | \$ 400 |
| 4040163 | BLOTTER MATERIAL | TON | 2.0 | \$ 40.00 | \$ 80 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 555 | \$ 90.00 | \$ 49,950 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 8,000.00 | \$ 8,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 75,000.00 | \$ 75,000 |
| 7330620 | RELOCATE TRAFFIC SIGNALS | L.SUM | 1 | \$ 90,000.00 | \$ 90,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 1,500 | \$ 28.00 | \$ 42,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 7,000 | \$ 7.00 | \$ 49,000 |
| 9080300 | CONCRETE SIDEWALK RAMP | EACH | 3 | \$ 3,000.00 | \$ 9,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 40,000.00 | \$ 40,000 |
| 9240063 | MISCELLANEOUS WORK (SAFETY IMPROVEMENTS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| ROADWAY SUBTOTAL | | | | | \$ 697,730 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 174,433 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 872,163 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 52,330 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 34,887 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 43,608 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 17,443 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 61,051 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,081,482 |

COST ESTIMATE

Project Description: Pacific Ave./24th St. Intersection Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

- 0 Project Length (Miles)
- 0 Existing Pavement Width (FEET)
- 0 Segment 1 Pavement Width (FEET)
- Segment 2 Pavement Width (FEET)
- Segment 3 Pavement Width (FEET)
- Segment 4 Pavement Width (FEET)

- 0 Project Length (Feet)
- Existing Length (Feet)
- Segment 1 Length (Feet)
- Segment 2 Length (Feet)
- Segment 3 Length (Feet)
- Segment 4 Length (Feet)

| | | | | | |
|-----------------------------------|--|--------|---|------------|---------------------|
| | | | | | |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 86,519 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,168,001 |
| | | | | | |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 175,200 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 58,400 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 11,680 |
| | NON-BID SUBTOTAL | | | \$ 245,280 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,413,281 |
| | | | | | |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,413,281 |
| | | | | | |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 254,391 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 100,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 150,000 |
| TOTAL PROJECT COST | | | | | \$ 1,917,672 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-36
Airport Loop Safety Improvements

| | | | | | |
|--------------------------------------|---|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Airport Loop Safety Improvements | | | | |
| Project Location | 4th Avenue Extension to County 14th | | | | |
| Project Length (miles) | 1 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$3M | | | | |
| Factored Cost over RTP Period | \$3.4M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to Airport Loop from 4th Avenue Extension to County 14th Street. The project includes shoulder improvements, intersection improvements at Avenue A and paving improvements. | | | | |

Location Map



COST ESTIMATE

Project Description: Airport Loop Safety Imp

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

1.5 Project Length (Miles)

7,920 Project Length (Feet)

24 Existing Pavement Width (FEET)

5,280 Existing Length (Feet)

36 Segment 1 Pavement Width (FEET)

5,280 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|--------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 14,080 | \$ 7.00 | \$ 98,560 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 21,120 | \$ 8.00 | \$ 168,960 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 4,107 | \$ 45.00 | \$ 184,800 |
| 4040125 | FOG COAT | TON | 7.0 | \$ 600.00 | \$ 4,224 |
| 4040163 | BLOTTER MATERIAL | TON | 21.1 | \$ 40.00 | \$ 845 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 5,861 | \$ 90.00 | \$ 527,472 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 4.0 | \$ 3,500.00 | \$ 14,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,114,611 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 278,653 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,393,264 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 83,596 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 55,731 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 69,663 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 27,865 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 97,528 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,727,647 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 138,212 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,865,859 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 279,879 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 93,293 |

COST ESTIMATE

Project Description: Airport Loop Safety Imp

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

1.5 **Project Length (Miles)**

7,920 **Project Length (Feet)**

24 **Existing Pavement Width (FEET)**

5,280 **Existing Length (Feet)**

36 **Segment 1 Pavement Width (FEET)**

5,280 **Segment 1 Length (Feet)**

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

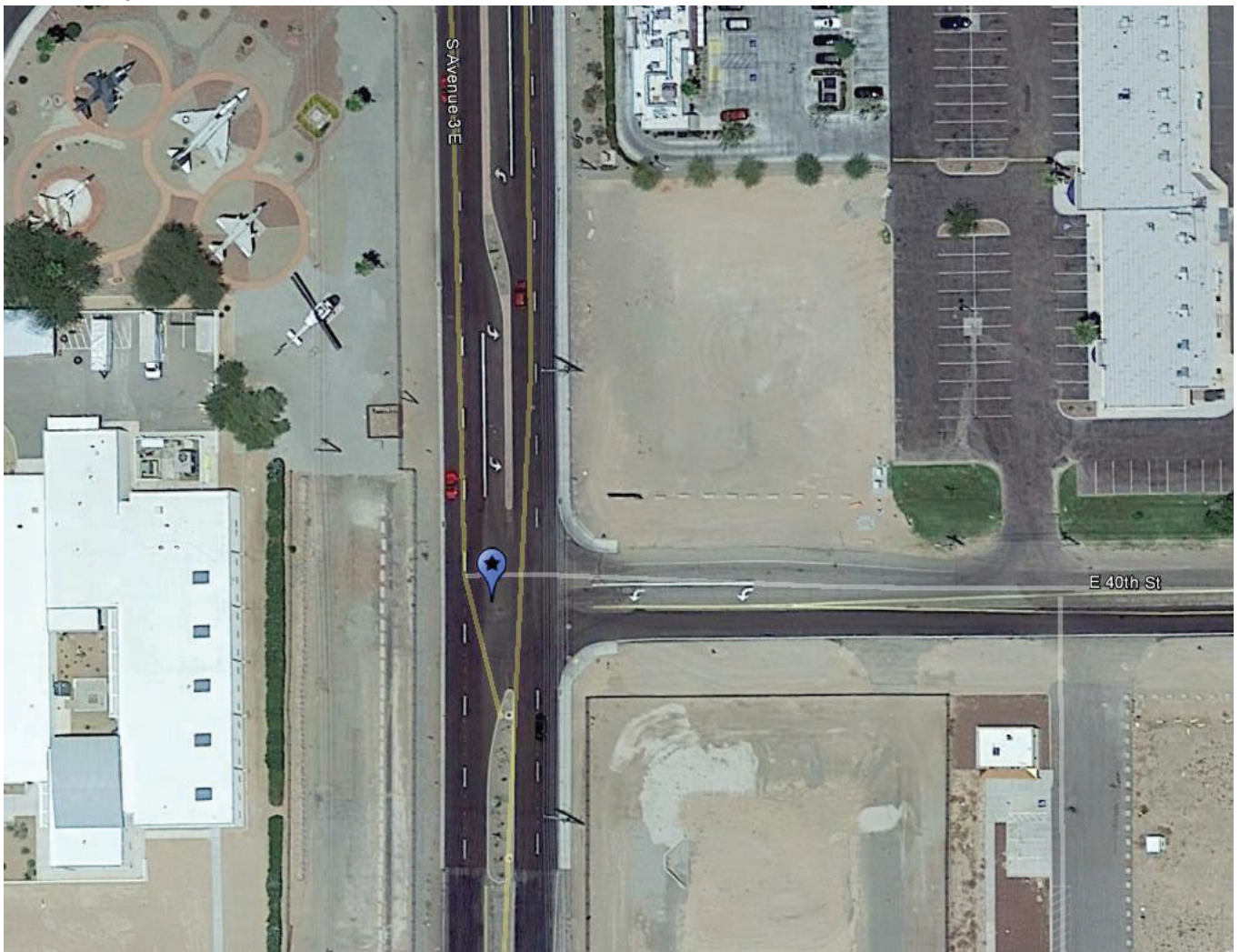
Segment 4 Length (Feet)

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 18,659 |
| | NON-BID SUBTOTAL | | | \$ 391,831 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 2,257,690 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 2,257,690 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 406,384 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 100,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 150,000 |
| TOTAL PROJECT COST | | | | | \$ 2,914,074 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-37
Avenue 3E/40th Street Safety Improvements

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Avenue 3E/40th Street Safety Improvements | | | | |
| Project Location | Avenue 3E/40th Street | | | | |
| Project Length (miles) | - | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$2M | | | | |
| Factored Cost over RTP Period | \$2M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to Avenue 3E/40th Street intersection. Project includes evaluating the need for a traffic signal, and addition of turn lanes, lighting, and sidewalk improvements. | | | | |

Location Map



COST ESTIMATE

Project Description: Avenue 3E/40th St Safety Imp

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0 Project Length (Miles)

0 Project Length (Feet)

0 Existing Pavement Width (FEET)

Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|-------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 2020020 | REMOVAL OF CONCRETE CURB | L.FT. | 150 | \$ 5.00 | \$ 750 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 900 | \$ 4.00 | \$ 3,600 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 1,300 | \$ 7.00 | \$ 9,100 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 1,600 | \$ 8.00 | \$ 12,800 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 311 | \$ 45.00 | \$ 14,000 |
| 4040125 | FOG COAT | TON | 0.5 | \$ 600.00 | \$ 320 |
| 4040163 | BLOTTER MATERIAL | TON | 1.6 | \$ 40.00 | \$ 64 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 444 | \$ 90.00 | \$ 39,960 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7330621 | TRAFFIC SIGNALS | L.SUM | 1 | \$ 150,000.00 | \$ 150,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 900 | \$ 28.00 | \$ 25,200 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 5,000 | \$ 7.00 | \$ 35,000 |
| 9080300 | CONCRETE SIDEWALK RAMP | EACH | 2 | \$ 3,000.00 | \$ 6,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 40,000.00 | \$ 40,000 |
| 9240063 | MISCELLANEOUS WORK (SAFETY IMPROVEMENTS) | L.SUM | 1 | \$ 300,000.00 | \$ 300,000 |
| ROADWAY SUBTOTAL | | | | | \$ 826,544 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 206,636 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,033,180 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 61,991 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 41,327 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 51,659 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 20,664 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 72,323 |

COST ESTIMATE

Project Description: Avenue 3E/40th St Safety Imp

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

- 0 Project Length (Miles)
- 0 Existing Pavement Width (FEET)
- 0 Segment 1 Pavement Width (FEET)
- Segment 2 Pavement Width (FEET)
- Segment 3 Pavement Width (FEET)
- Segment 4 Pavement Width (FEET)

- 0 Project Length (Feet)
- Existing Length (Feet)
- Segment 1 Length (Feet)
- Segment 2 Length (Feet)
- Segment 3 Length (Feet)
- Segment 4 Length (Feet)

| | | | | | |
|------------------------------------|--|--------|---|------------|---------------------|
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,281,144 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 102,492 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,383,636 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 207,545 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 69,182 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 13,836 |
| | NON-BID SUBTOTAL | | | \$ 290,563 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,674,199 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,674,199 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 301,356 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,975,555 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-10
Corridor Safety Studies

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Corridor Safety Studies | | | | |
| Project Location | 8th Street, Avenue B, 16th Street, Avenue 3E, 4th Avenue | | | | |
| Project Length (miles) | - | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$0.5M | | | | |
| Factored Cost over RTP Period | \$0.5M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide a safety study for 8th Street, Avenue B, 16th Street, Avenue 3E, and 4th Avenue corridors. | | | | |

COST ESTIMATE

Project Description: Corridor Safety Studies

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

Project Length (Miles)

0 Project Length (Feet)

Existing Pavement Width (FEET)

Existing Length (Feet)

Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

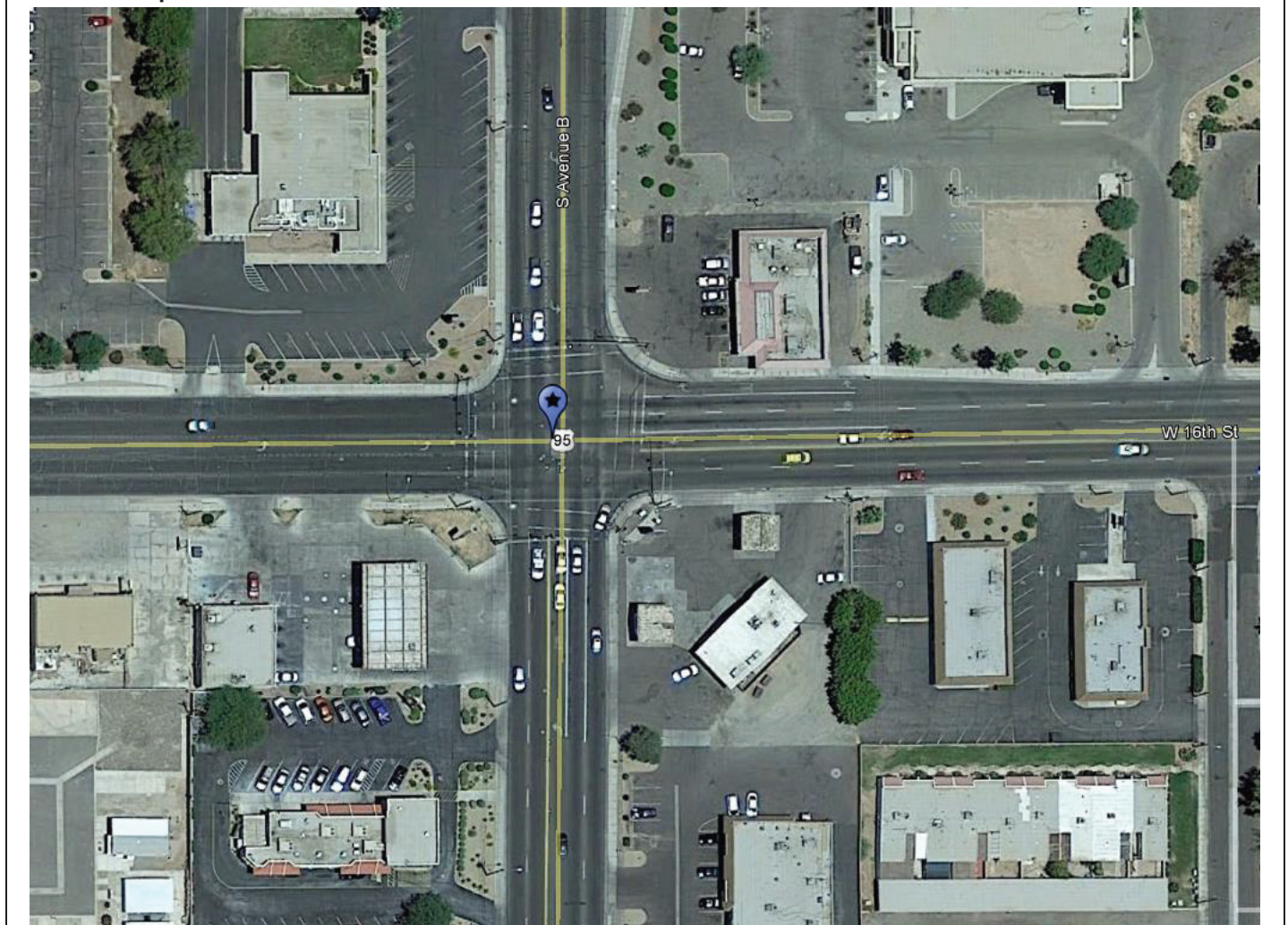
Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|---------------|-------------------|
| 9240122 | MISCELLANEOUS WORK (SAFETY STUDY) | EACH | 4 | \$ 125,000.00 | \$ 500,000 |
| ROADWAY SUBTOTAL | | | | | \$ 500,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MISC WORK | | | | | \$ 500,000 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 0% | \$ - |
| | EROSION CONTROL | L.SUM | 1 | 0% | \$ - |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 0% | \$ - |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 0% | \$ - |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 500,000 |
| | MOBILIZATION | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 500,000 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 0% | \$ - |
| | CONTINGENCIES | L.SUM | 1 | 0% | \$ - |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 0% | \$ - |
| | NON-BID SUBTOTAL | | | \$ - | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 500,000 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 500,000 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 0% | \$ - |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 500,000 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-11
Avenue B/16th Street Safety Improvements

| | | | | | |
|--------------------------------------|---|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Avenue B/16th Street Safety Improvements | | | | |
| Project Location | Avenue B/16th Street | | | | |
| Project Length (miles) | - | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$4M | | | | |
| Factored Cost over RTP Period | \$4.4M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to Avenue B/16th Street intersection. The project includes construction of dual left turn lanes eastbound and westbound, and construction of right turn lanes on three approaches, and right of way acquisition to the north. | | | | |

Location Map



COST ESTIMATE

Project Description: Avenue B/16th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0 Project Length (Miles)

0 Project Length (Feet)

0 Existing Pavement Width (FEET)

Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020020 | REMOVAL OF CONCRETE CURB | L.FT. | 4,000 | \$ 5.00 | \$ 20,000 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 20,000 | \$ 4.00 | \$ 80,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 13,000 | \$ 7.00 | \$ 91,000 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 18,000 | \$ 8.00 | \$ 144,000 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 3,500 | \$ 45.00 | \$ 157,500 |
| 4040125 | FOG COAT | TON | 6.0 | \$ 600.00 | \$ 3,600 |
| 4040163 | BLOTTER MATERIAL | TON | 18.0 | \$ 40.00 | \$ 720 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 4,995 | \$ 90.00 | \$ 449,550 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 13,000.00 | \$ 13,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 75,000.00 | \$ 75,000 |
| 7330620 | RELOCATE TRAFFIC SIGNALS | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 4,000 | \$ 28.00 | \$ 112,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 20,000 | \$ 7.00 | \$ 140,000 |
| 9080300 | CONCRETE SIDEWALK RAMP | EACH | 4 | \$ 3,000.00 | \$ 12,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,592,120 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 398,030 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,990,150 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 119,409 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 79,606 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 99,508 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 39,803 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 139,311 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 2,467,787 |

COST ESTIMATE

Project Description: Avenue B/16th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

- 0 Project Length (Miles)
- 0 Existing Pavement Width (FEET)
- 0 Segment 1 Pavement Width (FEET)
- Segment 2 Pavement Width (FEET)
- Segment 3 Pavement Width (FEET)
- Segment 4 Pavement Width (FEET)

- 0 Project Length (Feet)
- Existing Length (Feet)
- Segment 1 Length (Feet)
- Segment 2 Length (Feet)
- Segment 3 Length (Feet)
- Segment 4 Length (Feet)

| | | | | | |
|-----------------------------------|--|--------|---|------------|---------------------|
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 197,423 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 2,665,210 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 399,782 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 133,261 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 26,652 |
| | NON-BID SUBTOTAL | | | \$ 559,695 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 3,224,905 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 3,224,905 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 580,483 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 100,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 150,000 |
| TOTAL PROJECT COST | | | | | \$ 4,055,388 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-26
24th Street Widening

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 24th Street Widening | | | | |
| Project Location | 1st Avenue to Arizona Avenue | | | | |
| Project Length (miles) | 0.25 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$9M | | | | |
| Factored Cost over RTP Period | \$10.7M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen 24th Street from four to six lanes from 1st Avenue to Arizona Avenue | | | | |

Location Map



COST ESTIMATE

Project Description: 24th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.25 Project Length (Miles)
 48 Existing Pavement Width (FEET)
 72 Segment 1 Pavement Width (FEET)
 Segment 2 Pavement Width (FEET)
 Segment 3 Pavement Width (FEET)
 Segment 4 Pavement Width (FEET)

1,320 Project Length (Feet)
 1,320 Existing Length (Feet)
 1,320 Segment 1 Length (Feet)
 Segment 2 Length (Feet)
 Segment 3 Length (Feet)
 Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 2020020 | REMOVAL OF CONCRETE CURB | L.FT. | 3,000 | \$ 5.00 | \$ 15,000 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 16,000 | \$ 4.00 | \$ 64,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 7,040 | \$ 7.00 | \$ 49,280 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,500.00 | \$ 1,500 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 10,560 | \$ 8.00 | \$ 84,480 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 2,053 | \$ 45.00 | \$ 92,400 |
| 4040125 | FOG COAT | TON | 3.5 | \$ 600.00 | \$ 2,112 |
| 4040163 | BLOTTER MATERIAL | TON | 10.6 | \$ 40.00 | \$ 422 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 2,930 | \$ 90.00 | \$ 263,736 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 12,000.00 | \$ 12,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 7330620 | RELOCATE TRAFFIC SIGNALS | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 75,000.00 | \$ 75,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 1.0 | \$ 3,500.00 | \$ 3,500 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 3,000 | \$ 28.00 | \$ 84,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 16,000 | \$ 7.00 | \$ 112,000 |
| 9080300 | CONCRETE SIDEWALK RAMP | EACH | 16 | \$ 3,000.00 | \$ 48,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 250,000.00 | \$ 250,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,853,430 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 463,358 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,316,788 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 139,007 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 92,672 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 115,839 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 46,336 |

COST ESTIMATE

Project Description: 24th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.25 **Project Length (Miles)**

1,320 **Project Length (Feet)**

48 **Existing Pavement Width (FEET)**

1,320 **Existing Length (Feet)**

72 **Segment 1 Pavement Width (FEET)**

1,320 **Segment 1 Length (Feet)**

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

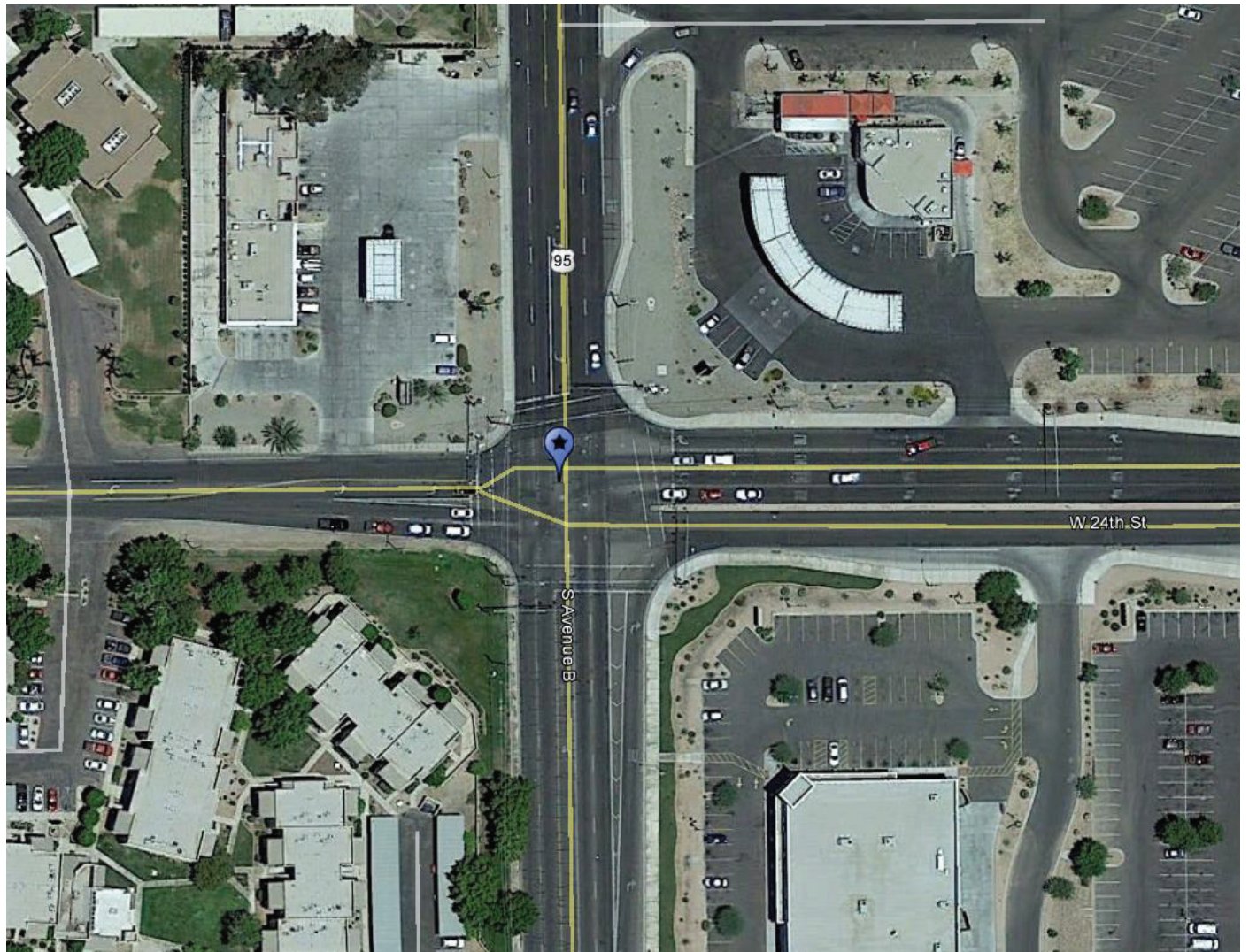
Segment 4 Length (Feet)

| | | | | | |
|------------------------------------|--|--------|---|------------|---------------------|
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 162,175 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 2,872,817 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 229,825 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 3,102,642 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 465,396 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 155,132 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 31,026 |
| | NON-BID SUBTOTAL | | | \$ 651,554 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 3,754,196 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 3,754,196 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 675,755 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 800,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 3,750,000 |
| TOTAL PROJECT COST | | | | | \$ 8,979,951 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-22
Avenue B/24th Street Safety Improvements

| | | | | | |
|--------------------------------------|---|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Avenue B/24th Street Safety Improvements | | | | |
| Project Location | Avenue B/24th Street | | | | |
| Project Length (miles) | - | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$3.3M | | | | |
| Factored Cost over RTP Period | \$3.9M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | <ul style="list-style-type: none"> This project will provide safety improvements to Avenue B/24th Street intersection. The safety improvements include two right turn, one through left turn lanes, and traffic signal upgrades. | | | | |

Location Map



COST ESTIMATE

Project Description: Avenue B/24th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0 Project Length (Miles)

0 Project Length (Feet)

0 Existing Pavement Width (FEET)

Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|--------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020020 | REMOVAL OF CONCRETE CURB | L.FT. | 3,000 | \$ 5.00 | \$ 15,000 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 15,000 | \$ 4.00 | \$ 60,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 10,000 | \$ 7.00 | \$ 70,000 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 13,000 | \$ 8.00 | \$ 104,000 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 2,528 | \$ 45.00 | \$ 113,750 |
| 4040125 | FOG COAT | TON | 4.3 | \$ 600.00 | \$ 2,600 |
| 4040163 | BLOTTER MATERIAL | TON | 13.0 | \$ 40.00 | \$ 520 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 3,608 | \$ 90.00 | \$ 324,675 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7330620 | RELOCATE TRAFFIC SIGNALS | L.SUM | 1 | \$ 90,000.00 | \$ 90,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 3,000 | \$ 28.00 | \$ 84,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 15,000 | \$ 7.00 | \$ 105,000 |
| 9080300 | CONCRETE SIDEWALK RAMP | EACH | 4 | \$ 3,000.00 | \$ 12,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,193,295 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 298,324 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,491,619 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 89,497 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 59,665 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 74,581 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 29,832 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 104,413 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,849,607 |

COST ESTIMATE

Project Description: Avenue B/24th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

- 0 Project Length (Miles)
- 0 Existing Pavement Width (FEET)
- 0 Segment 1 Pavement Width (FEET)
- Segment 2 Pavement Width (FEET)
- Segment 3 Pavement Width (FEET)
- Segment 4 Pavement Width (FEET)

- 0 Project Length (Feet)
- Existing Length (Feet)
- Segment 1 Length (Feet)
- Segment 2 Length (Feet)
- Segment 3 Length (Feet)
- Segment 4 Length (Feet)

| | | | | | |
|-----------------------------------|--|--------|---|------------|---------------------|
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 147,969 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,997,576 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 299,636 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 99,879 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 19,976 |
| | NON-BID SUBTOTAL | | | \$ 419,491 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 2,417,067 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 2,417,067 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 435,072 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 100,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 350,000 |
| TOTAL PROJECT COST | | | | | \$ 3,302,139 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-21
24th Street Widening

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 24th Street Widening | | | | |
| Project Location | Avenue C to Avenue B | | | | |
| Project Length (miles) | 1.0 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$5.0M | | | | |
| Factored Cost over RTP Period | \$5.8M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen 24th Street from two to four lanes from Avenue C to Avenue B | | | | |

Location Map



COST ESTIMATE

Project Description: 24th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | |
|----|---------------------------------|-------|-------------------------|
| 1 | Project Length (Miles) | 5,280 | Project Length (Feet) |
| 24 | Existing Pavement Width (FEET) | 5,280 | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 5,280 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 14,080 | \$ 7.00 | \$ 98,560 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 35,200 | \$ 8.00 | \$ 281,600 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 6,844 | \$ 45.00 | \$ 308,000 |
| 4040125 | FOG COAT | TON | 11.7 | \$ 600.00 | \$ 7,040 |
| 4040163 | BLOTTER MATERIAL | TON | 35.2 | \$ 40.00 | \$ 1,408 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 9,768 | \$ 90.00 | \$ 879,120 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 22,000.00 | \$ 22,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 4.0 | \$ 3,500.00 | \$ 14,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 250,000.00 | \$ 250,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,992,478 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 498,120 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,490,598 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 149,436 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 99,624 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 124,530 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 49,812 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 174,342 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 3,088,342 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 247,067 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 3,335,409 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 500,311 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 166,770 |

COST ESTIMATE

Project Description: 24th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

1 Project Length (Miles)

5,280 Project Length (Feet)

24 Existing Pavement Width (FEET)

5,280 Existing Length (Feet)

60 Segment 1 Pavement Width (FEET)

5,280 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 33,354 |
| | NON-BID SUBTOTAL | | | \$ 700,435 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 4,035,844 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 4,035,844 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 726,452 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 100,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 150,000 |
| TOTAL PROJECT COST | | | | | \$ 5,012,296 |

COST ESTIMATE

Project Description: 40th St Paving

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

2 **Project Length (Miles)**

10,560 **Project Length (Feet)**

0 **Existing Pavement Width (FEET)**

0 **Existing Length (Feet)**

36 **Segment 1 Pavement Width (FEET)**

10,560 **Segment 1 Length (Feet)**

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 42,240 | \$ 8.00 | \$ 337,920 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 8,213 | \$ 45.00 | \$ 369,600 |
| 4040125 | FOG COAT | TON | 14.1 | \$ 600.00 | \$ 8,448 |
| 4040163 | BLOTTER MATERIAL | TON | 42.2 | \$ 40.00 | \$ 1,690 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 11,722 | \$ 90.00 | \$ 1,054,944 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 12,000.00 | \$ 12,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 300,000.00 | \$ 300,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 7.5 | \$ 3,500.00 | \$ 26,250 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 2,500 | \$ 28.00 | \$ 70,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 15,000 | \$ 7.00 | \$ 105,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 60,000.00 | \$ 60,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 400,000.00 | \$ 400,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,932,852 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 733,213 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 3,666,065 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 219,964 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 146,643 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 183,303 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 73,321 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 256,625 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 4,545,921 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 363,674 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 4,909,595 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 736,439 |

COST ESTIMATE

Project Description: 40th St Paving

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

2 **Project Length (Miles)**

10,560 **Project Length (Feet)**

0 **Existing Pavement Width (FEET)**

0 **Existing Length (Feet)**

36 **Segment 1 Pavement Width (FEET)**

10,560 **Segment 1 Length (Feet)**

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| | | | | | |
|--------------------------------|--|--------|---|--------------|---------------------|
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 245,480 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 49,096 |
| | NON-BID SUBTOTAL | | | \$ 1,031,015 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 5,940,610 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 5,940,610 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 1,069,310 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 7,009,920 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-15
16th Street Widening

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 16th Street Widening | | | | |
| Project Location | 3rd Avenue to Maple Avenue | | | | |
| Project Length (miles) | 0.25 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$1.4M (\$2.4M) | | | | |
| Factored Cost over RTP Period | \$1.4M (\$2.4M) | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen 16th Street from four to six lanes from 3rd Avenue to Maple Avenue | | | | |

Location Map



COST ESTIMATE

Project Description: 16th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | |
|------------|---|--------------|--------------------------------|
| 0.2 | Project Length (Miles) | 1,056 | Project Length (Feet) |
| 4 | Existing Sawcut Width (FEET) | 1,056 | Existing Length (Feet) |
| 24 | Segment 1 Pavement Widening Width (FEET) | 1,056 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 2,500.00 | \$ 2,500 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 2020020 | REMOVAL OF CONCRETE CURB | L.FT. | 2,200 | \$ 5.00 | \$ 11,000 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 13,000 | \$ 4.00 | \$ 52,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 469 | \$ 7.00 | \$ 3,285 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,500.00 | \$ 1,500 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 2,816 | \$ 8.00 | \$ 22,528 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 548 | \$ 45.00 | \$ 24,640 |
| 4040125 | FOG COAT | TON | 0.9 | \$ 600.00 | \$ 563 |
| 4040163 | BLOTTER MATERIAL | TON | 2.8 | \$ 40.00 | \$ 113 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 781 | \$ 90.00 | \$ 70,330 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 2,500.00 | \$ 2,500 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 7330620 | RELOCATE TRAFFIC SIGNALS | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 1.0 | \$ 3,500.00 | \$ 3,500 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 2,200 | \$ 28.00 | \$ 61,600 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 13,000 | \$ 7.00 | \$ 91,000 |
| 9080300 | CONCRETE SIDEWALK RAMP | EACH | 8 | \$ 3,000.00 | \$ 24,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 240,000.00 | \$ 240,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 967,059 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 241,765 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,208,824 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 72,529 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 48,353 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 60,441 |

COST ESTIMATE

Project Description: 16th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.2 Project Length (Miles)

1,056 Project Length (Feet)

4 Existing Sawcut Width (FEET)

1,056 Existing Length (Feet)

24 Segment 1 Pavement Widening Width (FEET)

1,056 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

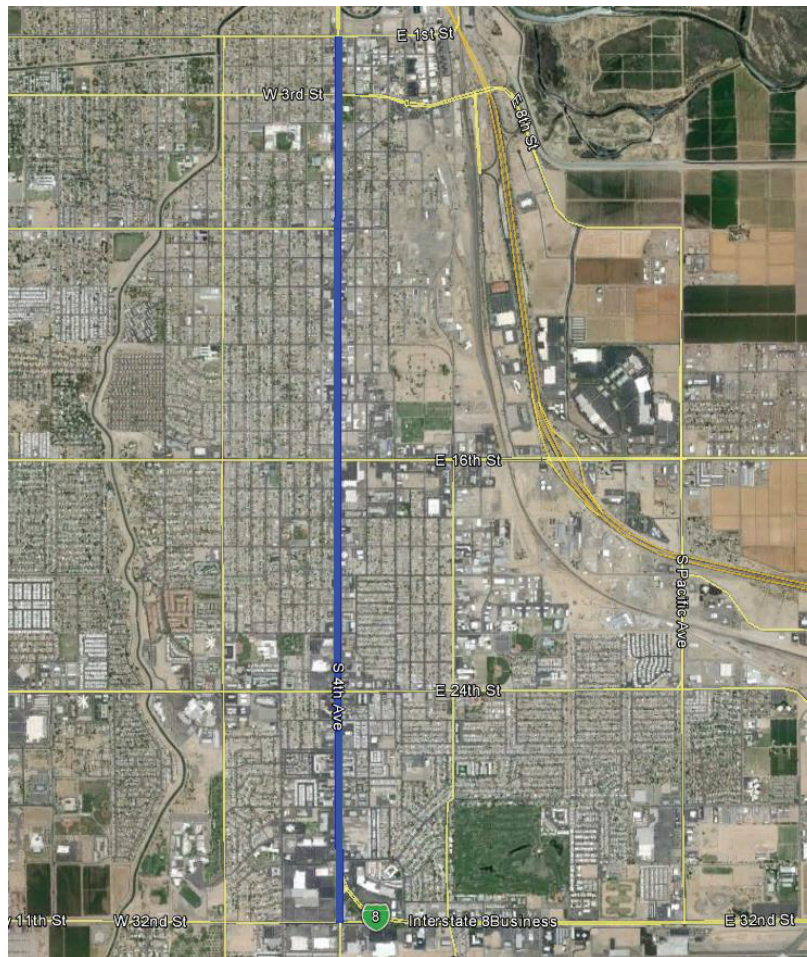
Segment 4 Length (Feet)

| | | | | | |
|------------------------------------|--|--------|---|------------|---------------------|
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 24,176 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 84,618 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,498,941 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 119,915 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,618,856 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 242,828 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 80,943 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 16,189 |
| | NON-BID SUBTOTAL | | | \$ 339,960 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,958,816 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,958,816 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 352,587 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 100,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 2,411,403 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-14
4th Avenue Safety Improvements

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 4th Avenue Safety Improvements | | | | |
| Project Location | 1st Street to 32nd Street | | | | |
| Project Length (miles) | 4 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$2.9M | | | | |
| Factored Cost over RTP Period | \$2.9M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to 4th Avenue from 1st Street to 32nd Street. This project includes traffic signal upgrades, a HAWK signal at 4th Avenue and 13th Street, pork chop medians at 4th Avenue and 13th Street, and LED lighting from 1st Street to 14th Street. | | | | |

Location Map



COST ESTIMATE

Project Description: 4th Ave Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

4 **Project Length (Miles)**

21,120 **Project Length (Feet)**

0 **Existing Pavement Width (FEET)**

0 **Existing Length (Feet)**

0 **Segment 1 Pavement Width (FEET)**

0 **Segment 1 Length (Feet)**

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-------|---------------|---------------------|
| 7330622 | TRAFFIC SIGNAL UPGRADES | L.SUM | 1 | \$ 600,000.00 | \$ 600,000 |
| 7330623 | HAWK SIGNAL | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| 7360301 | LED ROADWAY LIGHTING UPGRADE | L.SUM | 1 | \$ 150,000.00 | \$ 150,000 |
| 9080045 | CONCRETE CURB (SINGLE) | L.FT. | 500 | \$ 22.00 | \$ 11,000 |
| 9210016 | MEDIAN PAVING (DECORATIVE PAVEMENT) | SQ.YD. | 1,500 | \$ 9.00 | \$ 13,500 |
| 9240063 | MISCELLANEOUS WORK (SAFETY IMPROVEMENTS) | L.SUM | 1 | \$ 350,000.00 | \$ 350,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,224,500 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 306,125 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,530,625 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 91,838 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 61,225 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 76,531 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 30,613 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 107,144 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,897,976 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 151,838 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 2,049,814 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 307,472 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 102,491 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 20,498 |
| | NON-BID SUBTOTAL | | | \$ 430,461 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 2,480,275 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 2,480,275 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 446,450 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |

COST ESTIMATE

Project Description: 4th Ave Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

4 Project Length (Miles)

21,120 Project Length (Feet)

0 Existing Pavement Width (FEET)

0 Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

0 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

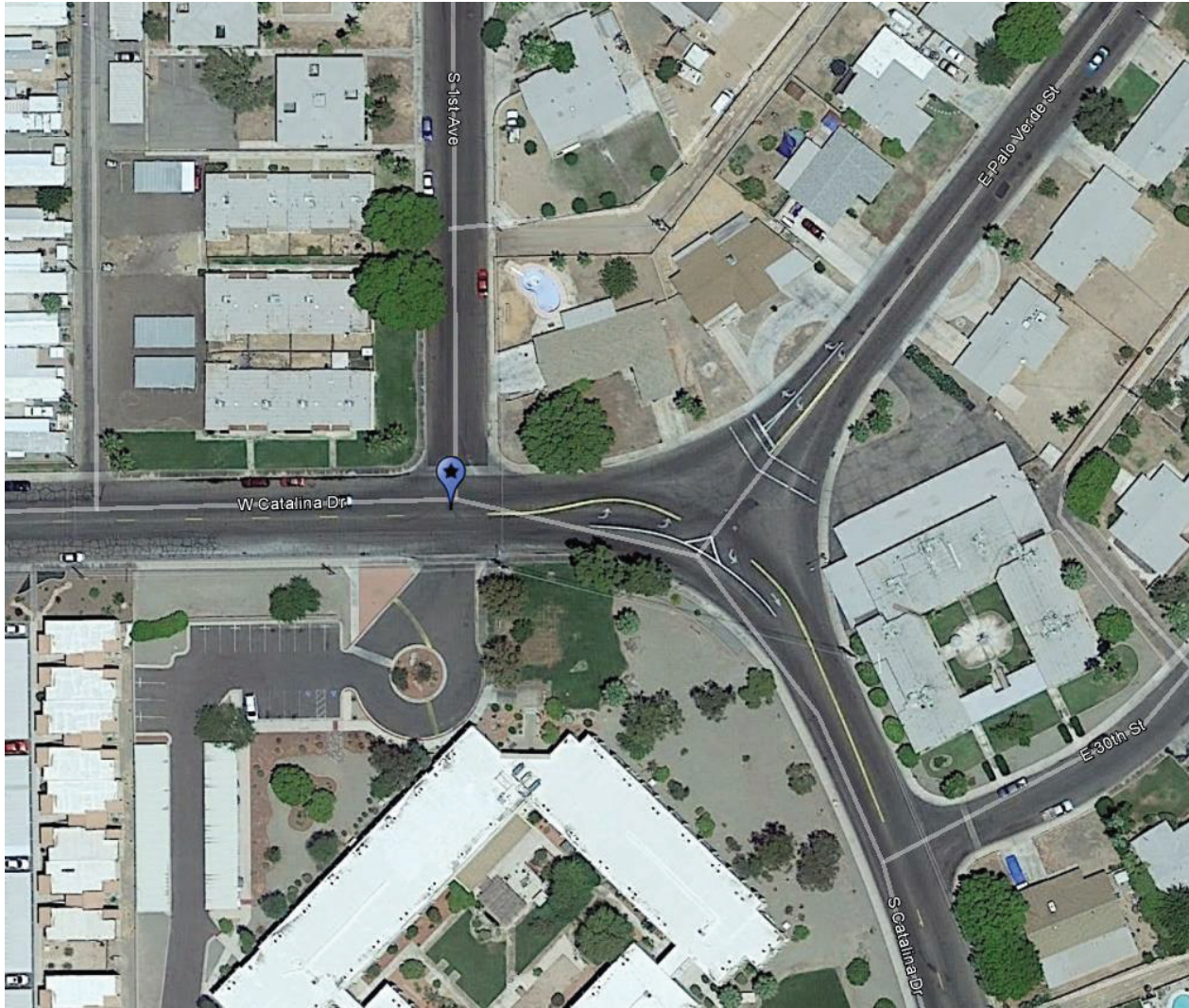
Segment 4 Length (Feet)

| | |
|---------------------------|---------------------|
| TOTAL PROJECT COST | \$ 2,926,725 |
|---------------------------|---------------------|

YMPO 2018-2041 RTP Project Information Sheet
Project YU-28
Catalina Drive/1st Avenue Safety Improvements

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Catalina Drive/1st Avenue Safety Improvements | | | | |
| Project Location | Catalina Drive/1st Avenue | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$0.25M | | | | |
| Factored Cost over RTP Period | \$0.25M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide drainage improvements and lighting at the Catalina Drive/1st Avenue intersection | | | | |

Location Map



COST ESTIMATE

Project Description: Catalina Dr/1st Avenue Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 Project Length (Miles)

2,640 Project Length (Feet)

0 Existing Pavement Width (FEET)

0 Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

0 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

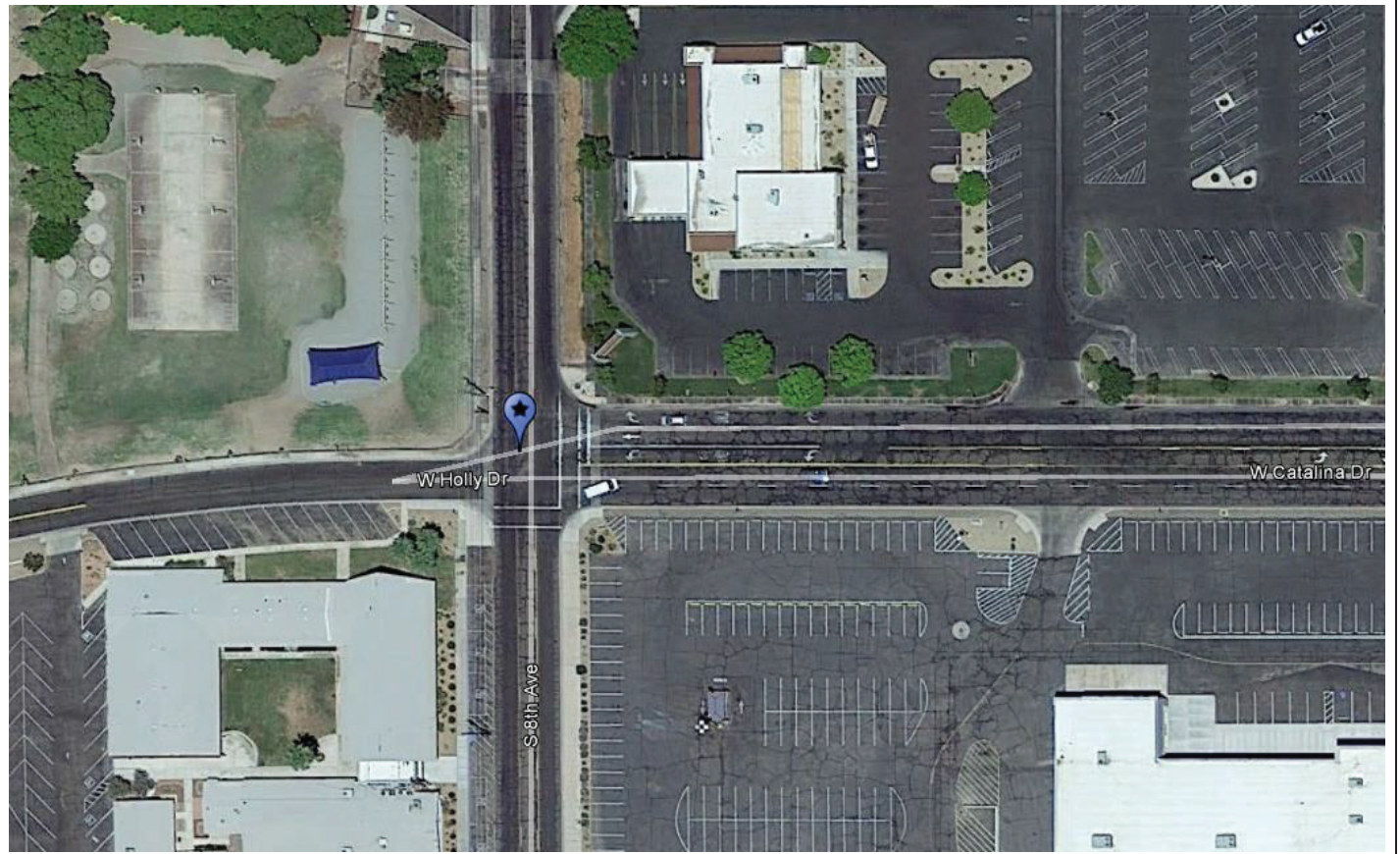
Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|--------------|-------------------|
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 70,000.00 | \$ 70,000 |
| 9240064 | MISCELLANEOUS WORK (DRAINAGE IMPROVEMENTS) | L.SUM | 1 | \$ 35,000.00 | \$ 35,000 |
| ROADWAY SUBTOTAL | | | | | \$ 105,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 26,250 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 131,250 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 7,875 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 5,250 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 6,563 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 2,625 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 9,188 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 162,751 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 13,020 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 175,771 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 26,366 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 8,789 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 1,758 |
| | NON-BID SUBTOTAL | | | \$ 36,913 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 212,684 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 212,684 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 38,283 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 250,967 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-44
Catalina Drive/8th Avenue Safety Improvements

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Catalina Drive/8th Avenue Safety Improvements | | | | |
| Project Location | Catalina Drive/8th Street | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$0.4M | | | | |
| Factored Cost over RTP Period | \$0.4M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will evaluate the need for a roundabout or a traffic signal at the Catalina Drive/8th Street intersection. | | | | |

Location Map



COST ESTIMATE

Project Description: Catalina Dr/8th Avenue Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 Project Length (Miles)

2,640 Project Length (Feet)

Existing Pavement Width (FEET)

Existing Length (Feet)

Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|---------------|-------------------|
| 9240131 | MISCELLANEOUS WORK (ROUNDBOUT OR TRAFFIC SIGNAL STUDY) | EACH | 1 | \$ 400,000.00 | \$ 400,000 |
| ROADWAY SUBTOTAL | | | | | \$ 400,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MISC WORK | | | | | \$ 400,000 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 0% | \$ - |
| | EROSION CONTROL | L.SUM | 1 | 0% | \$ - |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 0% | \$ - |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 0% | \$ - |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 400,000 |
| | MOBILIZATION | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 400,000 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 0% | \$ - |
| | CONTINGENCIES | L.SUM | 1 | 0% | \$ - |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 0% | \$ - |
| | NON-BID SUBTOTAL | | | \$ - | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 400,000 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 400,000 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 0% | \$ - |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 400,000 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-02
Road Safety Assessments

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Road Safety Assessments | | | | |
| Project Location | 3rd Street, 8th Street, 16th Street, 1st Avenue, 4th Avenue | | | | |
| Project Length (miles) | - miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$0.9M | | | | |
| Factored Cost over RTP Period | \$0.9M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide Road Safety Assessments to 3rd Street, 8th Street, 16th Street, 1st Avenue, and 4th Avenue corridors | | | | |

COST ESTIMATE

Project Description: Road Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 Project Length (Miles)

2,640 Project Length (Feet)

Existing Pavement Width (FEET)

Existing Length (Feet)

Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|---------------|-------------------|
| 9240133 | MISCELLANEOUS WORK (ROAD SAFETY ASSESSMENT) | EACH | 5 | \$ 180,000.00 | \$ 900,000 |
| ROADWAY SUBTOTAL | | | | | \$ 900,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MISC WORK | | | | | \$ 900,000 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 0% | \$ - |
| | EROSION CONTROL | L.SUM | 1 | 0% | \$ - |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 0% | \$ - |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 0% | \$ - |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 900,000 |
| | MOBILIZATION | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 900,000 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 0% | \$ - |
| | CONTINGENCIES | L.SUM | 1 | 0% | \$ - |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 0% | \$ - |
| | NON-BID SUBTOTAL | | | \$ - | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 900,000 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 900,000 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 0% | \$ - |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 900,000 |

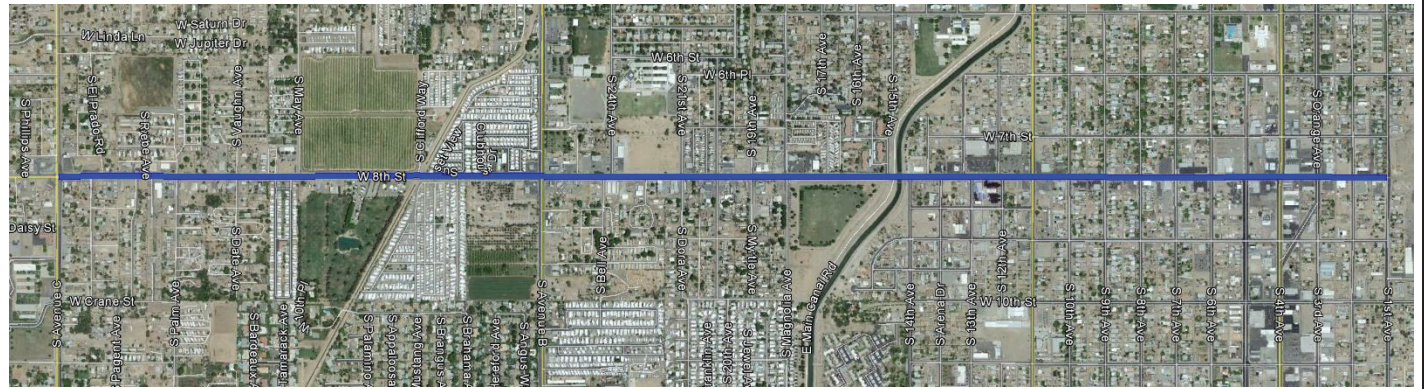
YMPO 2018-2041 RTP Project Information Sheet

Project YU-08

8th Street Safety Improvements

| | | | | | |
|--------------------------------------|---|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 8th Street Safety Improvements | | | | |
| Project Location | Avenue C to 1st Avenue | | | | |
| Project Length (miles) | 2.8 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$1.5M | | | | |
| Factored Cost over RTP Period | \$2.1M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to 8th Street from Avenue C to 1st Avenue. The improvements include lighting, signal upgrades at Avenue C intersection. | | | | |

Location Map



COST ESTIMATE

Project Description: 8th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

2.8 Project Length (Miles)

14,784 Project Length (Feet)

0 Existing Pavement Width (FEET)

0 Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

0 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

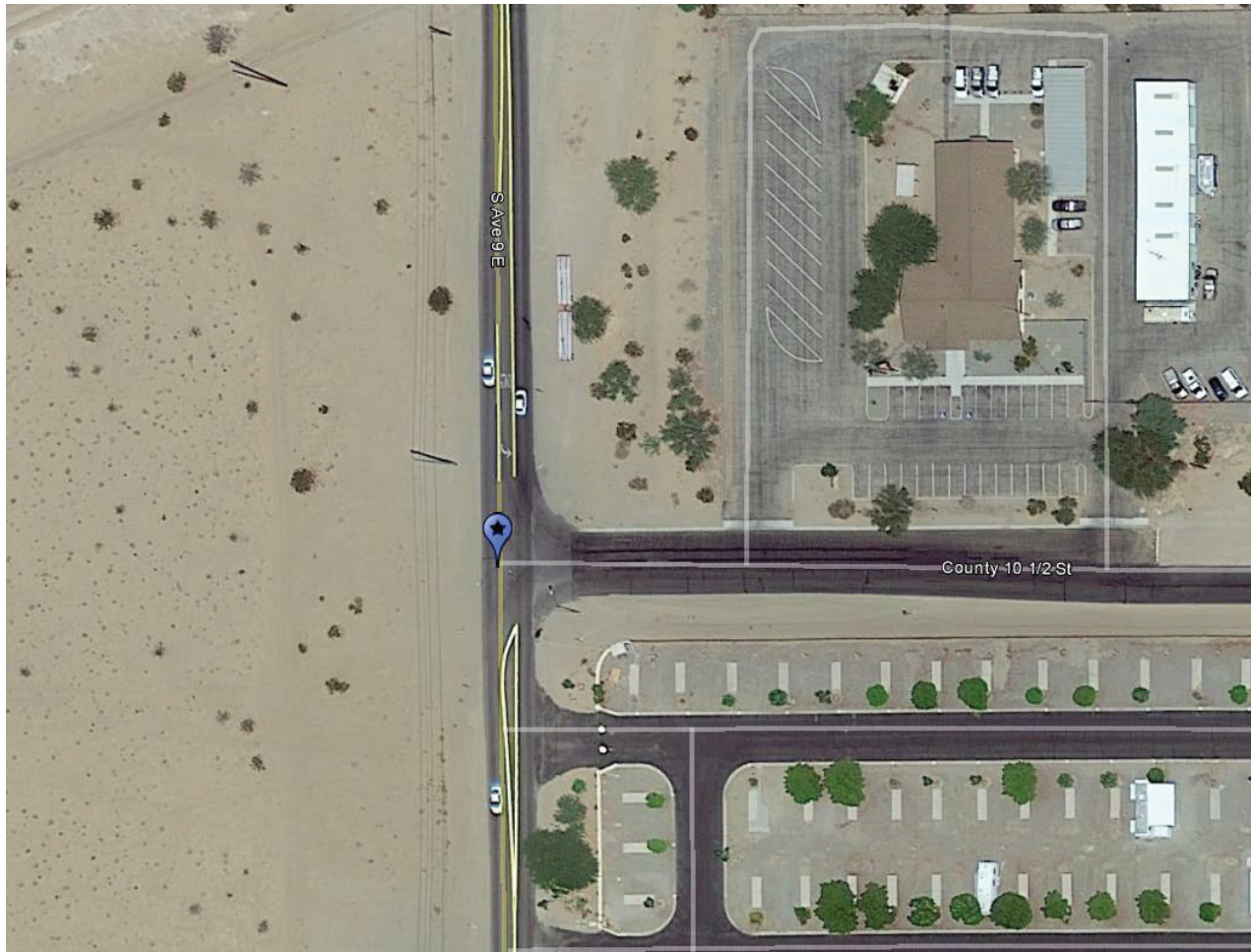
Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|---------------|---------------------|
| 7330622 | TRAFFIC SIGNAL UPGRADES | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 7360302 | ROADWAY LIGHTING UPGRADE | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240063 | MISCELLANEOUS WORK (SAFETY IMPROVEMENTS) | L.SUM | 1 | \$ 350,000.00 | \$ 350,000 |
| ROADWAY SUBTOTAL | | | | | \$ 630,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 157,500 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 787,500 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 47,250 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 31,500 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 39,375 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 15,750 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 55,125 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 976,500 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 78,120 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,054,620 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 158,193 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 52,731 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 10,546 |
| | NON-BID SUBTOTAL | | | \$ 221,470 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,276,090 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,276,090 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 229,696 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,505,786 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-07
28th Street/Avenue 9E Safety Improvements

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 28th Street/Avenue 9E Safety Improvements | | | | |
| Project Location | 28th Street/Avenue 9E | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$0.35M | | | | |
| Factored Cost over RTP Period | \$0.5M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to 28th Street/Avenue 9E intersection. This project includes widening 28th Street, possibly a roundabout at this location. | | | | |

Location Map



COST ESTIMATE

Project Description: 28th St./Avenue 9E Safety Improvement

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | |
|------------|---|--------------|--------------------------------|
| 0.5 | Project Length (Miles) | 2,640 | Project Length (Feet) |
| 2 | Existing Pavement Sawcut Width (FEET) | 1,000 | Existing Length (Feet) |
| 12 | Segment 1 Shoulder Pavement Width (FEET) | 1,000 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|-------|------------------|-------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 2,500.00 | \$ 2,500 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 222 | \$ 7.00 | \$ 1,556 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 1,333 | \$ 8.00 | \$ 10,667 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 259 | \$ 45.00 | \$ 11,667 |
| 4040125 | FOG COAT | TON | 0.4 | \$ 600.00 | \$ 267 |
| 4040163 | BLOTTER MATERIAL | TON | 1.3 | \$ 40.00 | \$ 53 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 370 | \$ 90.00 | \$ 33,300 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 1,500.00 | \$ 1,500 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 0.7 | \$ 3,500.00 | \$ 2,450 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 40,000.00 | \$ 40,000 |
| ROADWAY SUBTOTAL | | | | | \$ 109,709 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 27,427 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 137,136 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 8,228 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 5,485 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 6,857 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 2,743 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 9,600 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 170,049 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 13,604 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 183,653 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 27,548 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 9,183 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 1,837 |
| NON-BID SUBTOTAL | | | | \$ 38,568 | \$ - |

COST ESTIMATE

Project Description: 28th St./Avenue 9E Safety Improvement

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | |
|------------|---|--------------|--------------------------------|
| 0.5 | Project Length (Miles) | 2,640 | Project Length (Feet) |
| 2 | Existing Pavement Sawcut Width (FEET) | 1,000 | Existing Length (Feet) |
| 12 | Segment 1 Shoulder Pavement Width (FEET) | 1,000 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| | | | | | |
|--|--------------------------|--------|---|-------|-------------------|
| CONSTRUCTION SUBTOTAL | | | | | \$ 222,221 |
| | | | | | |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 222,221 |
| | | | | | |
| CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | | L.SUM | 1 | 18% | \$ 40,000 |
| ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | | L.SUM | 1 | 0% | \$ - |
| UTILITY RELOCATION | | L.SUM | 1 | | \$ 40,000 |
| RIGHT-OF-WAY | | SQ.FT. | | | \$ 50,000 |
| TOTAL PROJECT COST | | | | | \$ 352,221 |

**YMPO 2018-2041 RTP Project Information Sheet
Project YU-23
24th Street Widening**

| | | | | | |
|--------------------------------------|---|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 24th Street Widening | | | | |
| Project Location | Avenue C to 45th Avenue | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$2M | | | | |
| Factored Cost over RTP Period | \$2.8M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen 24th Street from two to four lanes from Avenue C to 45th Avenue | | | | |

Location Map



COST ESTIMATE

Project Description: 24th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

- 0.5 Project Length (Miles)
- 24 Existing Pavement Width (FEET)
- 48 Segment 1 Pavement Width (FEET)
- Segment 2 Pavement Width (FEET)
- Segment 3 Pavement Width (FEET)
- Segment 4 Pavement Width (FEET)

- 2,640 Project Length (Feet)
- 2,640 Existing Length (Feet)
- 2,640 Segment 1 Length (Feet)
- Segment 2 Length (Feet)
- Segment 3 Length (Feet)
- Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 7,040 | \$ 7.00 | \$ 49,280 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 14,080 | \$ 8.00 | \$ 112,640 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 2,738 | \$ 45.00 | \$ 123,200 |
| 4040125 | FOG COAT | TON | 4.7 | \$ 600.00 | \$ 2,816 |
| 4040163 | BLOTTER MATERIAL | TON | 14.1 | \$ 40.00 | \$ 563 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 3,907 | \$ 90.00 | \$ 351,648 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 1.8 | \$ 3,500.00 | \$ 6,300 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| ROADWAY SUBTOTAL | | | | | \$ 847,197 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 211,799 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,058,996 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 63,540 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 42,360 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 52,950 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 21,180 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 74,130 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,313,156 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 105,052 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,418,208 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 212,731 |

COST ESTIMATE

Project Description: 24th St Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 Project Length (Miles)

2,640 Project Length (Feet)

24 Existing Pavement Width (FEET)

2,640 Existing Length (Feet)

48 Segment 1 Pavement Width (FEET)

2,640 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 70,910 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 14,182 |
| | NON-BID SUBTOTAL | | | \$ 297,823 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,716,031 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,716,031 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 308,886 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 2,024,917 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-24
24th Street Safety Improvements

| | | | | | |
|--------------------------------------|---|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 24th Street Safety Improvements | | | | |
| Project Location | Avenue C to 4th Avenue | | | | |
| Project Length (miles) | 2.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$1.2M | | | | |
| Factored Cost over RTP Period | \$1.7M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to 24th Street from Avenue C to 4th Avenue. The improvements include street lighting and access control improvements. | | | | |

Location Map



COST ESTIMATE

Project Description: 24th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

2.5 Project Length (Miles)
0 Existing Pavement Width (FEET)
0 Segment 1 Pavement Width (FEET)
Segment 2 Pavement Width (FEET)
Segment 3 Pavement Width (FEET)
Segment 4 Pavement Width (FEET)

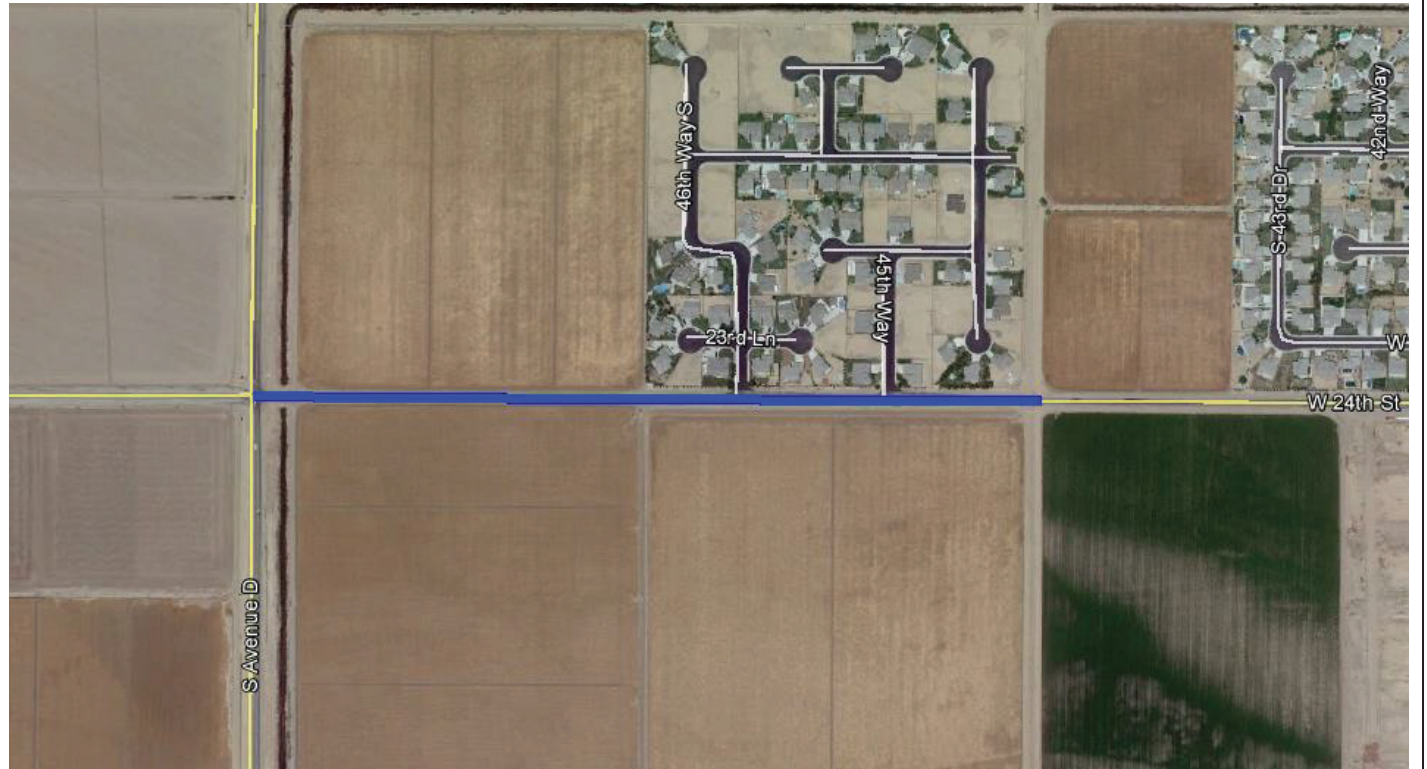
13,200 Project Length (Feet)
0 Existing Length (Feet)
0 Segment 1 Length (Feet)
Segment 2 Length (Feet)
Segment 3 Length (Feet)
Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|---------------|---------------------|
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 360,000.00 | \$ 360,000 |
| 9240065 | MISCELLANEOUS WORK (ACCESS CONTROL IMPROVEMENTS) | L.SUM | 1 | \$ 150,000.00 | \$ 150,000 |
| ROADWAY SUBTOTAL | | | | | \$ 510,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 127,500 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 637,500 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 38,250 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 25,500 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 31,875 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 12,750 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 44,625 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 790,500 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 63,240 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 853,740 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 128,061 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 42,687 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 8,537 |
| | NON-BID SUBTOTAL | | | \$ 179,285 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,033,025 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,033,025 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 185,945 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,218,970 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-38
24th Street Paving

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 24th Street Paving | | | | |
| Project Location | 45th Avenue to Avenue D | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$2M | | | | |
| Factored Cost over RTP Period | \$2.8M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will pave 24th Street from 45th Avenue to Avenue D. | | | | |

Location Map



COST ESTIMATE

Project Description: 24th Street Paving

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|-----------|--------------|--------------------------------|
| 0.5 | Project Length (Miles) | | 2,640 | Project Length (Feet) |
| 30.4 | Existing Pavement Width (FEET) | 0.5 Miles | 2,640 | Existing Length (Feet) |
| 42.4 | Segment 1 Pavement Width (FEET) | 0.5 Miles | 2,640 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 11,000.00 | \$ 11,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 8,917 | \$ 5.00 | \$ 44,587 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 12,437 | \$ 6.00 | \$ 74,624 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 2,418 | \$ 40.00 | \$ 96,735 |
| 4040125 | FOG COAT | TON | 4.1 | \$ 600.00 | \$ 2,487 |
| 4040163 | BLOTTER MATERIAL | TON | 12.4 | \$ 40.00 | \$ 497 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 3,451 | \$ 90.00 | \$ 310,622 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 4,000.00 | \$ 4,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 11,000.00 | \$ 11,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 5.0 | \$ 3,500.00 | \$ 17,500 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1.0 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| ROADWAY SUBTOTAL | | | | | \$ 839,053 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 209,763 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,048,816 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 62,929 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 41,953 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 52,441 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 20,976 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 73,417 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,300,532 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 65,027 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,365,559 |

COST ESTIMATE

Project Description: 24th Street Paving

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

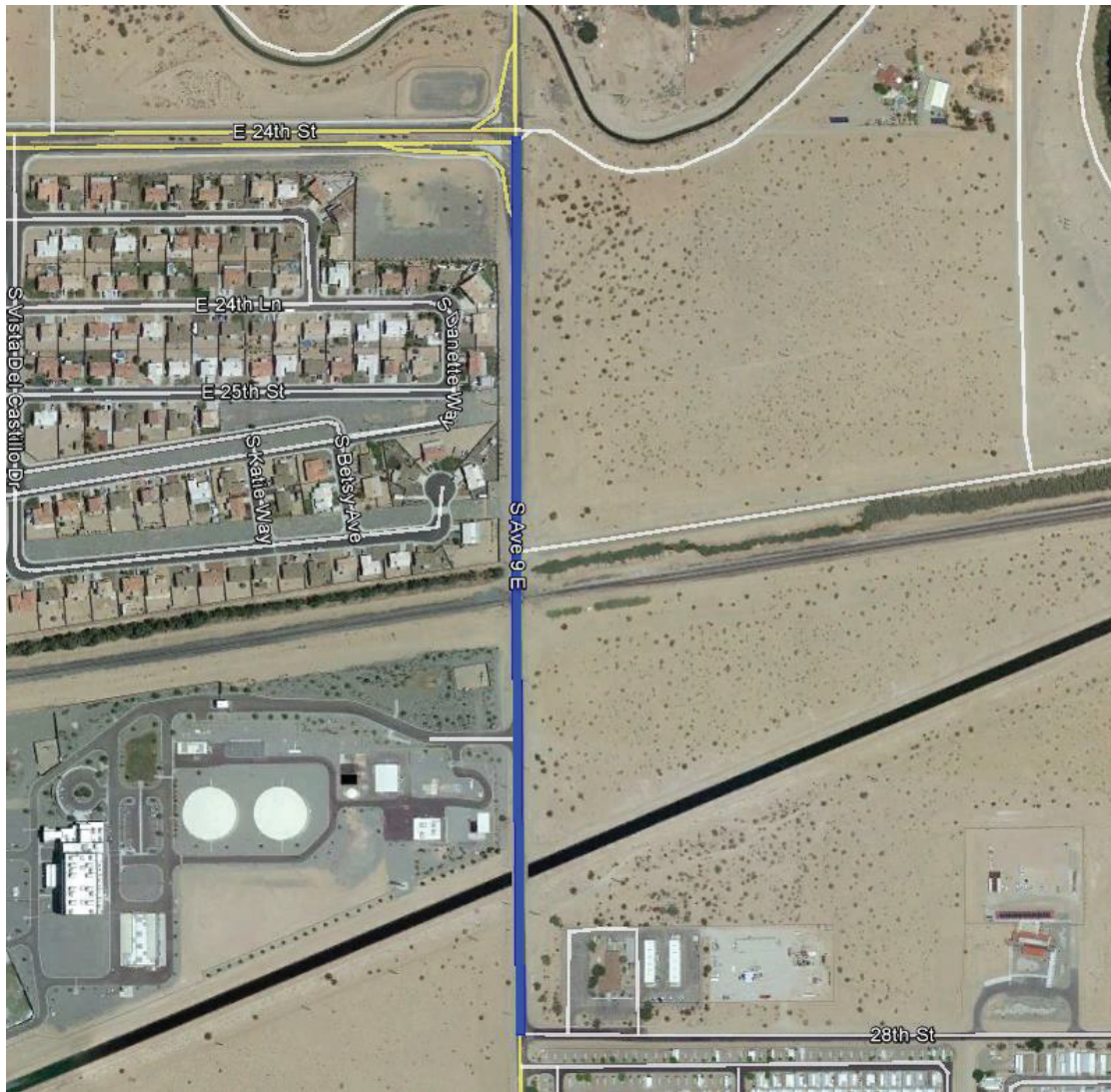
| | | | | |
|------------|--|-----------|--------------|--------------------------------|
| 0.5 | Project Length (Miles) | | 2,640 | Project Length (Feet) |
| 30.4 | Existing Pavement Width (FEET) | 0.5 Miles | 2,640 | Existing Length (Feet) |
| 42.4 | Segment 1 Pavement Width (FEET) | 0.5 Miles | 2,640 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 204,834 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 68,278 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 13,656 |
| | NON-BID SUBTOTAL | | | \$ 286,768 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,652,327 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,652,327 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 297,419 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | % | \$ 20,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 50,000 |
| TOTAL PROJECT COST | | | | | \$ 2,019,746 |

**YMPO 2018-2041 RTP Project Information Sheet
Project YU-39
Avenue 9E RR crossing (Underpass)**

| | | | | | |
|--------------------------------------|--|---|---|---|------------------------------------|
| Project Name | Avenue 9E RR crossing (Underpass) | | | | |
| Project Location | 24th Street to 28th Street | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$12.5M (\$17.4M) | | | | |
| Factored Cost over RTP Period | \$23.8M (\$33.2M) | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will construct an underpass for Avenue 9E Railroad crossing | | | | |

Location Map



COST ESTIMATE

Project Description: Avenue 9E RR crossing (underpass)

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 Project Length (Miles)

2,640 Project Length (Feet)

26 Existing Pavement Width (FEET)

2,640 Existing Length (Feet)

40 Segment 1 Pavement Width (FEET)

2,640 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|-----------------|----------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 7,627 | \$ 7.00 | \$ 53,387 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 11,733 | \$ 8.00 | \$ 93,867 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 2,281 | \$ 45.00 | \$ 102,667 |
| 4040125 | FOG COAT | TON | 3.9 | \$ 600.00 | \$ 2,347 |
| 4040163 | BLOTTER MATERIAL | TON | 11.7 | \$ 40.00 | \$ 469 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 3,256 | \$ 90.00 | \$ 293,040 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 1.8 | \$ 3,500.00 | \$ 6,300 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| | EXCAVATION | CU.YD. | 20,000 | \$ 30.00 | \$ 600,000 |
| | RETAINING WALL | SQ.FT. | 25,000 | \$ 40.00 | \$ 1,000,000 |
| | RAILROAD CONSTRUCTION (TEMP SHIFT) | L.SUM | 1 | \$ 1,500,000.00 | \$ 1,500,000 |
| | CBC SUMP | L.SUM | 1 | \$ 350,000.00 | \$ 350,000 |
| | PUMP STATION | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| | BRIDGE (RAILROAD UNDERPASS) | L.SUM | 1 | \$ 3,000,000.00 | \$ 3,000,000 |
| ROADWAY SUBTOTAL | | | | | \$ 7,171,826 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 1,792,957 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 8,964,783 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 537,887 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 358,591 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 448,239 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 179,296 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 627,535 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 11,116,331 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 889,306 |

COST ESTIMATE

Project Description: Avenue 9E RR crossing (underpass)

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 **Project Length (Miles)**

2,640 **Project Length (Feet)**

26 **Existing Pavement Width (FEET)**

2,640 **Existing Length (Feet)**

40 **Segment 1 Pavement Width (FEET)**

2,640 **Segment 1 Length (Feet)**

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| | | | | | |
|-----------------------------------|--|--------|---|--------------|----------------------|
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 12,005,637 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 1,800,846 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 600,282 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 120,056 |
| | NON-BID SUBTOTAL | | | \$ 2,521,184 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 14,526,821 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 14,526,821 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 2,614,828 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 100,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 150,000 |
| TOTAL PROJECT COST | | | | | \$ 17,391,649 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-40
Avenue 3 1/2 E Paving

| | | | | | |
|--------------------------------------|--|---|---|---|------------------------------------|
| Project Name | Avenue 3 1/2 E Paving | | | | |
| Project Location | Avenue 3E/24th Street to 40th Street | | | | |
| Project Length (miles) | 2 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$9M | | | | |
| Factored Cost over RTP Period | \$16.4M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project involves constructing 0.75 miles of new road and widening 1.25 miles of roadway | | | | |

Location Map



COST ESTIMATE

Project Description: Avenue 3 1/2 E Paving

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|----|--|-----------|-------|---------------|--------------------------------|
| 2 | Project Length (Miles) | | | 10,560 | Project Length (Feet) |
| 26 | Existing Pavement Width (FEET) | 1.3 Miles | 6,864 | | Existing Length (Feet) |
| 36 | Segment 1 Pavement Width (FEET) | 0.7 Miles | 3,696 | | Segment 1 Length (Feet) |
| 62 | Segment 2 Pavement Width (FEET) | 1.3 Miles | 6,864 | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 26,000.00 | \$ 26,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020021 | REMOVAL OF CONCRETE CURB AND GUTTER | L.FT. | 300 | \$ 5.50 | \$ 1,650 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 1,000 | \$ 4.00 | \$ 4,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 19,829 | \$ 5.00 | \$ 99,147 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 62,069 | \$ 6.00 | \$ 372,416 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 12,069 | \$ 40.00 | \$ 482,761 |
| 4040125 | FOG COAT | TON | 20.7 | \$ 600.00 | \$ 12,414 |
| 4040163 | BLOTTER MATERIAL | TON | 62.1 | \$ 40.00 | \$ 2,483 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 17,224 | \$ 90.00 | \$ 1,550,182 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 7,500.00 | \$ 7,500 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 7330621 | TRAFFIC SIGNALS | L.SUM | 1 | \$ 40,000.00 | \$ 40,000 |
| 7330622 | TRAFFIC SIGNAL UPGRADES | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 3.0 | \$ 3,500.00 | \$ 10,500 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 200.0 | \$ 28.00 | \$ 5,600 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 500.0 | \$ 7.00 | \$ 3,500 |
| 9080300 | CONCRETE SIDEWALK RAMP (| EACH | 6.0 | \$ 3,000.00 | \$ 18,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 250,000.00 | \$ 250,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 400,000.00 | \$ 400,000 |
| ROADWAY SUBTOTAL | | | | | \$ 3,657,152 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 914,288 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 4,571,440 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 274,286 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 182,858 |

COST ESTIMATE

Project Description: Avenue 3 1/2 E Paving

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|----|--|-----------|-------|---------------|--------------------------------|
| 2 | Project Length (Miles) | | | 10,560 | Project Length (Feet) |
| 26 | Existing Pavement Width (FEET) | 1.3 Miles | 6,864 | | Existing Length (Feet) |
| 36 | Segment 1 Pavement Width (FEET) | 0.7 Miles | 3,696 | | Segment 1 Length (Feet) |
| 62 | Segment 2 Pavement Width (FEET) | 1.3 Miles | 6,864 | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|------------------------------------|--|--------|---|-------|---------------------|
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 228,572 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 91,429 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 320,001 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 5,668,586 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 283,429 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 5,952,015 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 892,802 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 297,601 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 59,520 |
| | NON-BID SUBTOTAL | | | | \$ 1,249,923 |
| CONSTRUCTION SUBTOTAL | | | | | \$ 7,201,938 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 7,201,938 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 1,296,349 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | |
| | UTILITY RELOCATION | L.SUM | | % | \$ 200,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 300,000 |
| TOTAL PROJECT COST | | | | | \$ 8,998,287 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-29
32nd Street Widening

| | | | | | |
|--------------------------------------|---|------------------------------------|---|---|---|
| Project Name | 32nd Street Widening | | | | |
| Project Location | Avenue B to 32nd Street connection | | | | |
| Project Length (miles) | 1.65 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$10.5M | | | | |
| Factored Cost over RTP Period | \$20.7M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input checked="" type="checkbox"/> |
| Project Description | This project will widen 32nd Street from four to six lanes from Avenue B to 32nd Street connection. | | | | |

Location Map



COST ESTIMATE

Project Description: 32nd Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|-----------|--------------|--------------------------------|
| 1.5 | Project Length (Miles) | | 7,920 | Project Length (Feet) |
| 60 | Existing Pavement Width (FEET) | 1.5 Miles | 7,920 | Existing Length (Feet) |
| 84 | Segment 1 Pavement Width (FEET) | 1.5 Miles | 7,920 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|----------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 55,000.00 | \$ 55,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 2020021 | REMOVAL OF CONCRETE CURB AND GUTTER | L.FT. | 13,000 | \$ 5.50 | \$ 71,500 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 60,000 | \$ 4.00 | \$ 240,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 880 | \$ 5.00 | \$ 4,400 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,500.00 | \$ 1,500 |
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 52,800 | \$ 1.50 | \$ 15,514 |
| 2020201 | SAW CUTTING | L.FT. | 16,000 | \$ 1.00 | \$ 2,270 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 22,880 | \$ 6.00 | \$ 137,280 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 4,449 | \$ 40.00 | \$ 177,956 |
| 4040125 | FOG COAT | TON | 7.6 | \$ 600.00 | \$ 4,576 |
| 4040163 | BLOTTER MATERIAL | TON | 22.9 | \$ 40.00 | \$ 915 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 12,210 | \$ 90.00 | \$ 1,098,900 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7330622 | TRAFFIC SIGNAL UPGRADES | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| 7330625 | RELOCATE TRAFFIC SIGNALS(TYPE A) | EACH | 6 | \$ 20,000.00 | \$ 120,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 6.0 | \$ 3,500.00 | \$ 21,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 13,000.0 | \$ 28.00 | \$ 364,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 60,000.0 | \$ 7.00 | \$ 420,000 |
| 9080300 | CONCRETE SIDEWALK RAMP (| EACH | 36.0 | \$ 3,000.00 | \$ 108,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 250,000.00 | \$ 250,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 600,000.00 | \$ 600,000 |
| ROADWAY SUBTOTAL | | | | | \$ 4,168,812 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 1,042,203 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 5,211,015 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 312,661 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 208,441 |

COST ESTIMATE

Project Description: 32nd Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

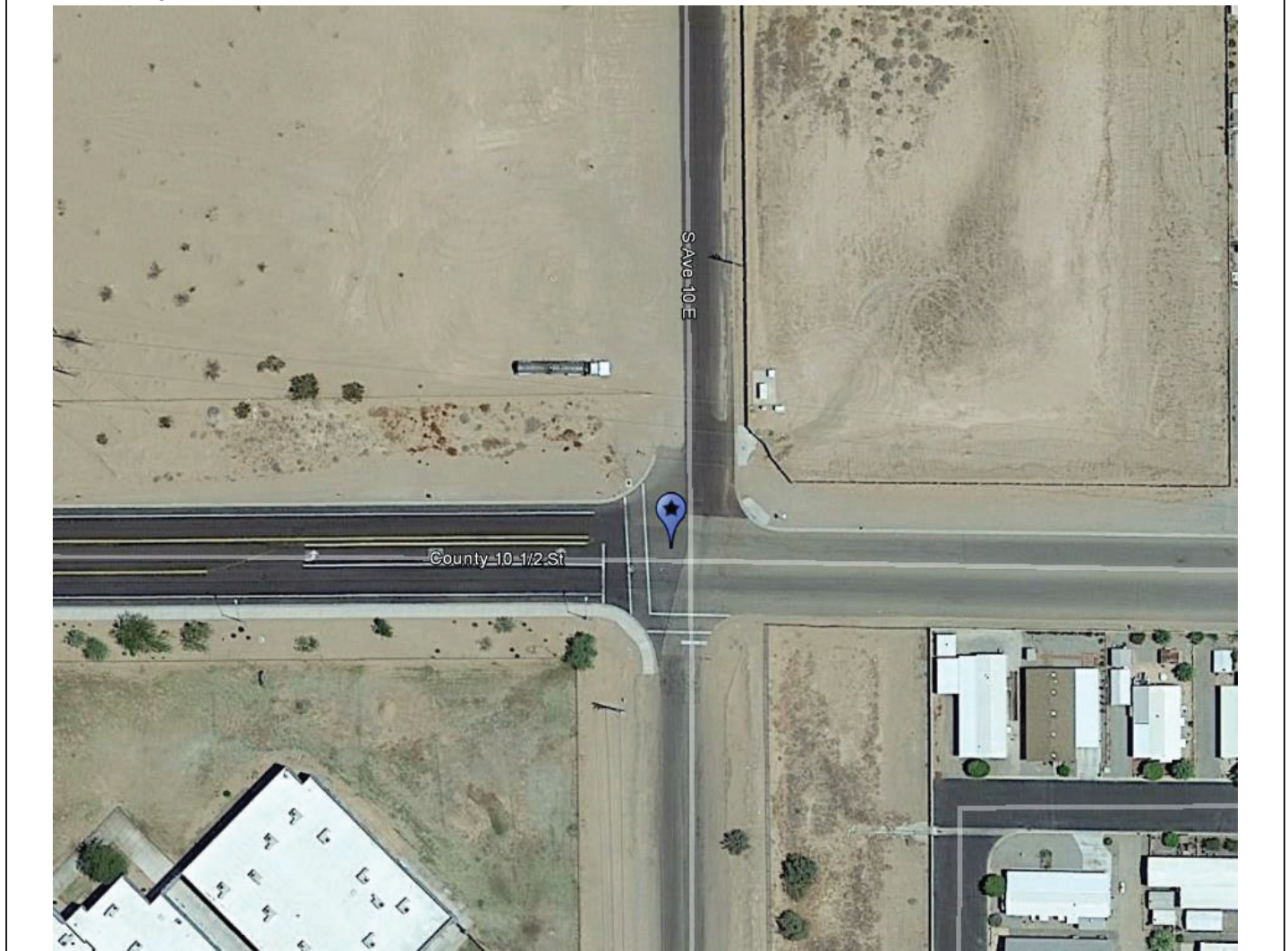
| | | | | | |
|------------|--|-----------|-------|--------------|--------------------------------|
| 1.5 | Project Length (Miles) | | | 7,920 | Project Length (Feet) |
| 60 | Existing Pavement Width (FEET) | 1.5 Miles | 7,920 | | Existing Length (Feet) |
| 84 | Segment 1 Pavement Width (FEET) | 1.5 Miles | 7,920 | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|------------------------------------|--|--------|---|-------|----------------------|
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 260,551 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 104,220 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 364,771 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 6,461,659 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 323,083 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 6,784,742 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 1,017,711 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 339,237 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 67,847 |
| | NON-BID SUBTOTAL | | | | \$ 1,424,795 |
| CONSTRUCTION SUBTOTAL | | | | | \$ 8,209,537 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 8,209,537 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 1,477,717 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | % | \$ 560,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 250,000 |
| TOTAL PROJECT COST | | | | | \$ 10,497,254 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-23
28th Street/Avenue 10E Safety Improvements

| | | | | | |
|--------------------------------------|--|------------------------------------|---|------------------------------------|------------------------------------|
| Project Name | 28th Street/Avenue 10E Safety Improvements | | | | |
| Project Location | 28th Street/Avenue 10E | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$0.35M | | | | |
| Factored Cost over RTP Period | \$0.6M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to 28th Street/Avenue 10E intersection. Improvements include sidewalks, lighting, asphalt reconstruction, pedestrian enhancements. | | | | |

Location Map



COST ESTIMATE

Project Description: 28th St./Avenue 10E Safety Improvement

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | |
|-----|--|-------|-------------------------|
| 0.5 | Project Length (Miles) | 2,640 | Project Length (Feet) |
| 24 | Existing Pavement Sawcut Width (FEET) | 800 | Existing Length (Feet) |
| 24 | Segment 1 Shoulder Pavement Width (FEET) | 800 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|---------|--------------|-------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2020021 | REMOVAL OF CONCRETE CURB AND GUTTER | L.FT. | 1,000 | \$ 5.50 | \$ 5,500 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 1,000 | \$ 4.00 | \$ 4,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 2,133 | \$ 7.00 | \$ 14,933 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 300.00 | \$ 300 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 2,133 | \$ 8.00 | \$ 17,067 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 415 | \$ 45.00 | \$ 18,667 |
| 4040125 | FOG COAT | TON | 0.7 | \$ 600.00 | \$ 427 |
| 4040163 | BLOTTER MATERIAL | TON | 2.1 | \$ 40.00 | \$ 85 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 592 | \$ 90.00 | \$ 53,280 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 1,200.00 | \$ 1,200 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 1,700.00 | \$ 1,700 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 24,000.00 | \$ 24,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 0.9 | \$ 3,500.00 | \$ 2,975 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 1,000.0 | \$ 28.00 | \$ 28,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 3,000.0 | \$ 7.00 | \$ 21,000 |
| 9080300 | CONCRETE SIDEWALK RAMP (| EACH | 4.0 | \$ 3,000.00 | \$ 12,000 |
| ROADWAY SUBTOTAL | | | | | \$ 151,134 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 37,783 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 188,917 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 11,335 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 7,557 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 9,446 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 3,778 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 13,224 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 234,257 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 18,741 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 252,998 |

COST ESTIMATE

Project Description: 28th St./Avenue 10E Safety Improvement

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

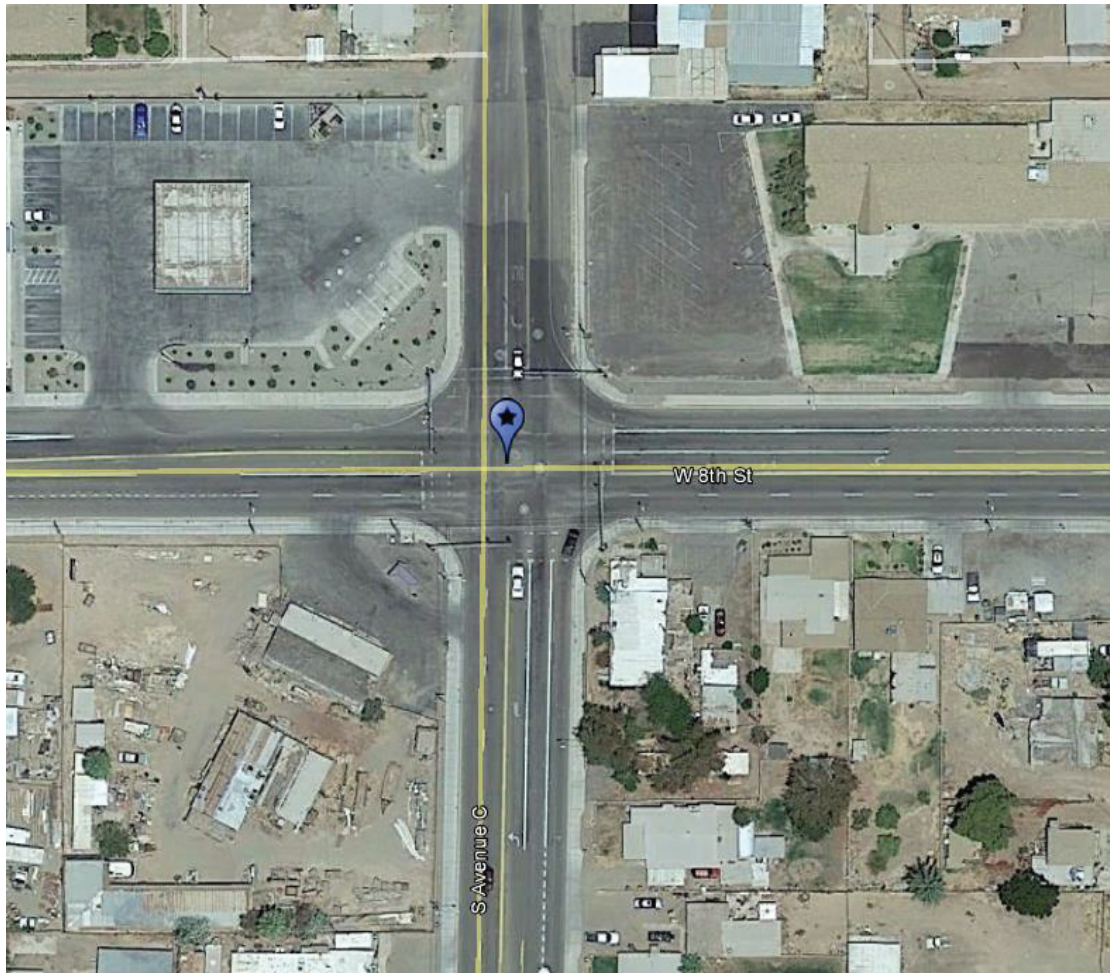
| | | | |
|------------|---|--------------|--------------------------------|
| 0.5 | Project Length (Miles) | 2,640 | Project Length (Feet) |
| 24 | Existing Pavement Sawcut Width (FEET) | 800 | Existing Length (Feet) |
| 24 | Segment 1 Shoulder Pavement Width (FEET) | 800 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|-----------|-------------------|
| | | | | | |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 37,950 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 12,650 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 2,530 |
| | NON-BID SUBTOTAL | | | \$ 53,130 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 306,128 |
| | | | | | |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 306,128 |
| | | | | | |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 55,103 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | |
| | RIGHT-OF-WAY | SQ.FT. | | | |
| TOTAL PROJECT COST | | | | | \$ 361,231 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-07
Avenue C/8th Street Safety Improvements

| | | | | | |
|--------------------------------------|--|------------------------------------|---|---|------------------------------------|
| Project Name | Avenue C/8th Street Safety Improvements | | | | |
| Project Location | Avenue C/8th Street | | | | |
| Project Length (miles) | - | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$2.0M | | | | |
| Factored Cost over RTP Period | \$3.8M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to Avenue C/8th Street intersection. Improvements include adding turn lanes, signal improvements and lighting. | | | | |

Location Map



COST ESTIMATE

Project Description: Avenue C/8th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0 Project Length (Miles)

0 Project Length (Feet)

0 Existing Pavement Width (FEET)

Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|-------|---------------|-------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 2020020 | REMOVAL OF CONCRETE CURB | L.FT. | 1,500 | \$ 5.00 | \$ 7,500 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 7,000 | \$ 4.00 | \$ 28,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 150 | \$ 7.00 | \$ 1,050 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 750.00 | \$ 750 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 2,000 | \$ 8.00 | \$ 16,000 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 389 | \$ 45.00 | \$ 17,500 |
| 4040125 | FOG COAT | TON | 0.7 | \$ 600.00 | \$ 400 |
| 4040163 | BLOTTER MATERIAL | TON | 2.0 | \$ 40.00 | \$ 80 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 555 | \$ 90.00 | \$ 49,950 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7330620 | RELOCATE TRAFFIC SIGNALS | L.SUM | 1 | \$ 90,000.00 | \$ 90,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 75,000.00 | \$ 75,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 1,500 | \$ 28.00 | \$ 42,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 7,000 | \$ 7.00 | \$ 49,000 |
| 9080300 | CONCRETE SIDEWALK RAMP | EACH | 3 | \$ 3,000.00 | \$ 9,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 40,000.00 | \$ 40,000 |
| 9240063 | MISCELLANEOUS WORK (SAFETY IMPROVEMENTS) | L.SUM | 1 | \$ 250,000.00 | \$ 250,000 |
| ROADWAY SUBTOTAL | | | | | \$ 797,230 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 199,308 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 996,538 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 59,792 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 39,862 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 49,827 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 19,931 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 69,758 |

COST ESTIMATE

Project Description: Avenue C/8th St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

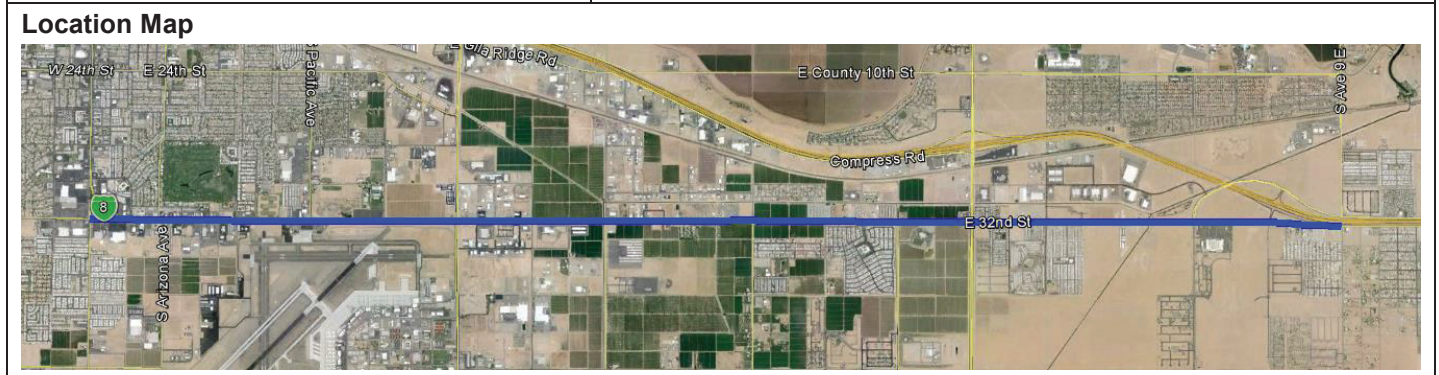
- 0 Project Length (Miles)
- 0 Existing Pavement Width (FEET)
- 0 Segment 1 Pavement Width (FEET)
- Segment 2 Pavement Width (FEET)
- Segment 3 Pavement Width (FEET)
- Segment 4 Pavement Width (FEET)

- 0 Project Length (Feet)
- Existing Length (Feet)
- Segment 1 Length (Feet)
- Segment 2 Length (Feet)
- Segment 3 Length (Feet)
- Segment 4 Length (Feet)

| | | | | | |
|------------------------------------|--|--------|---|-------|---------------------|
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,235,708 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 98,857 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,334,565 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 200,185 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 66,728 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 13,346 |
| | NON-BID SUBTOTAL | | | | \$ 280,259 |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,614,824 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,614,824 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 290,668 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 50,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 75,000 |
| TOTAL PROJECT COST | | | | | \$ 2,030,492 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-31
32nd Street Safety Improvements

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|---|------------------------------------|
| Project Name | 32nd Street Safety Improvements | | | | |
| Project Location | 4th Avenue to Avenue 9E | | | | |
| Project Length (miles) | 8.5 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$1.6M | | | | |
| Factored Cost over RTP Period | \$3.4M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will provide safety improvements to 32nd Street from 4th Avenue to Avenue 9E. This project is to prepare a DCR and safety study for project scoping. | | | | |



COST ESTIMATE

Project Description: 32nd St Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 Project Length (Miles)

2,640 Project Length (Feet)

Existing Pavement Width (FEET)

Existing Length (Feet)

Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|-----------------|---------------------|
| 9240066 | MISCELLANEOUS WORK (DCR AND SAFETY STUDY) | L.SUM | 1 | \$ 1,600,000.00 | \$ 1,600,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,600,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,600,000 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 0% | \$ - |
| | EROSION CONTROL | L.SUM | 1 | 0% | \$ - |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 0% | \$ - |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 0% | \$ - |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,600,000 |
| | MOBILIZATION | L.SUM | 1 | 0% | \$ - |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,600,000 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 0% | \$ - |
| | CONTINGENCIES | L.SUM | 1 | 0% | \$ - |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 0% | \$ - |
| | NON-BID SUBTOTAL | | | \$ - | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,600,000 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,600,000 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 0% | \$ - |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,600,000 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-17
16th Street Safety Improvements

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|---|---|
| Project Name | 16th Street Safety Improvements | | | | |
| Project Location | Alamo Drive to Engler Avenue. | | | | |
| Project Length (miles) | 2.6 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$4.3M | | | | |
| Factored Cost over RTP Period | \$10.2M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input checked="" type="checkbox"/> |
| Project Description | This project will provide safety improvements to 16th Street from Alamo Drive to Engler Avenue. Project includes shoulder improvements, lighting, access control, and evaluation of 16th Street / Engler Avenue traffic control. | | | | |

Location Map



COST ESTIMATE

Project Description: 16th St Safety Improvement

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | |
|------------|---|---------------|--------------------------------|
| 2.6 | Project Length (Miles) | 13,728 | Project Length (Feet) |
| 4 | Existing Shoulder Width (FEET) | 13,728 | Existing Length (Feet) |
| 12 | Segment 1 Shoulder Pavement Width (FEET) | 13,728 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 6,101 | \$ 7.00 | \$ 42,709 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,500.00 | \$ 1,500 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 18,304 | \$ 8.00 | \$ 146,432 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 3,559 | \$ 45.00 | \$ 160,160 |
| 4040125 | FOG COAT | TON | 6.1 | \$ 600.00 | \$ 3,661 |
| 4040163 | BLOTTER MATERIAL | TON | 18.3 | \$ 40.00 | \$ 732 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 5,079 | \$ 90.00 | \$ 457,142 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 7360300 | ROADWAY LIGHTING | L.SUM | 1 | \$ 25,000.00 | \$ 25,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 9.5 | \$ 3,500.00 | \$ 33,250 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 580,000.00 | \$ 580,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 9240134 | MISCELLANEOUS WORK (TRAFFIC SIGNAL STUDY) | EACH | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240065 | MISCELLANEOUS WORK (ACCESS CONTROL IMPROVEMENTS) | L.SUM | 1 | \$ 150,000.00 | \$ 150,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,811,587 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 452,897 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,264,484 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 135,869 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 90,579 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 113,224 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 45,290 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 158,514 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 2,807,960 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 224,637 |

COST ESTIMATE

Project Description: 16th St Safety Improvement

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

2.6 Project Length (Miles)

13,728 Project Length (Feet)

4 Existing Shoulder Width (FEET)

13,728 Existing Length (Feet)

12 Segment 1 Shoulder Pavement Width (FEET)

13,728 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

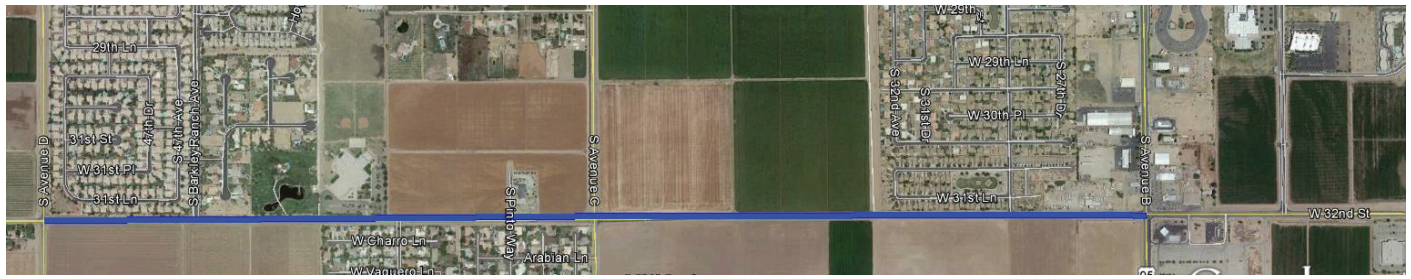
Segment 4 Length (Feet)

| | | | | | |
|-----------------------------------|--|--------|---|------------|---------------------|
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 3,032,597 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 454,890 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 151,630 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 30,326 |
| | NON-BID SUBTOTAL | | | \$ 636,846 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 3,669,443 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 3,669,443 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 660,500 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | 1 | | \$ 25,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 4,354,943 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-41
32nd Street Widening

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|---|---|
| Project Name | 32nd Street Widening | | | | |
| Project Location | Avenue B to Avenue D | | | | |
| Project Length (miles) | 2 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$8M | | | | |
| Factored Cost over RTP Period | \$18.3M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input checked="" type="checkbox"/> |
| Project Description | This project will widen 32nd Street from two to three lanes from Avenue B to Avenue D. | | | | |

Location Map



COST ESTIMATE

Project Description: 32nd Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|----|--|---------|--------|---------------|--------------------------------|
| 2 | Project Length (Miles) | | | 10,560 | Project Length (Feet) |
| 38 | Existing Pavement Width (FEET) | 2 Miles | 10,560 | | Existing Length (Feet) |
| 48 | Segment 1 Pavement Width (FEET) | 1 Miles | 5,280 | | Segment 1 Length (Feet) |
| 50 | Segment 2 Pavement Width (FEET) | 1 Miles | 5,280 | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|---------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 21,000.00 | \$ 21,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 44,587 | \$ 5.00 | \$ 222,933 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,500.00 | \$ 1,500 |
| 2020201 | SAW CUTTING | L.FT. | 1,000 | \$ 1.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 57,493 | \$ 6.00 | \$ 344,960 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 11,179 | \$ 40.00 | \$ 447,170 |
| 4040125 | FOG COAT | TON | 19.2 | \$ 600.00 | \$ 11,499 |
| 4040163 | BLOTTER MATERIAL | TON | 57.5 | \$ 40.00 | \$ 2,300 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 15,954 | \$ 90.00 | \$ 1,435,896 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 25,000.00 | \$ 25,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7330622 | TRAFFIC SIGNAL UPGRADES | L.SUM | 1 | \$ 60,000.00 | \$ 60,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 4.0 | \$ 3,500.00 | \$ 14,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 1,500.0 | \$ 28.00 | \$ 42,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 7,500.0 | \$ 7.00 | \$ 52,500 |
| 9080300 | CONCRETE SIDEWALK RAMP (| EACH | 12.0 | \$ 3,000.00 | \$ 36,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 250,000.00 | \$ 250,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 300,000.00 | \$ 300,000 |
| ROADWAY SUBTOTAL | | | | | \$ 3,462,758 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 865,690 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 4,328,448 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 259,707 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 173,138 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 216,422 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 86,569 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 302,991 |

COST ESTIMATE

Project Description: 32nd Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

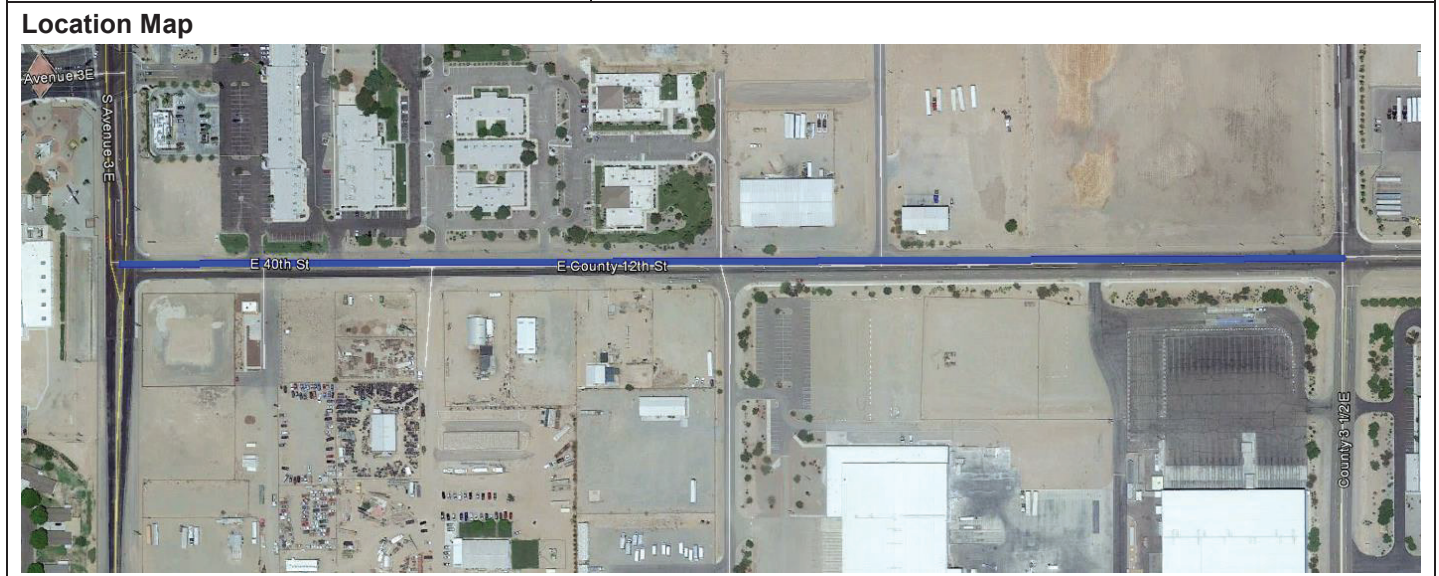
Date: September, 2016

| | | | | | |
|----|--|---------|--------|---------------|--------------------------------|
| 2 | Project Length (Miles) | | | 10,560 | Project Length (Feet) |
| 38 | Existing Pavement Width (FEET) | 2 Miles | 10,560 | | Existing Length (Feet) |
| 48 | Segment 1 Pavement Width (FEET) | 1 Miles | 5,280 | | Segment 1 Length (Feet) |
| 50 | Segment 2 Pavement Width (FEET) | 1 Miles | 5,280 | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|------------------------------------|--|--------|---|-------|---------------------|
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 5,367,275 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 268,364 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 5,635,639 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 845,346 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 281,782 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 56,356 |
| | NON-BID SUBTOTAL | | | | \$ 1,183,484 |
| CONSTRUCTION SUBTOTAL | | | | | \$ 6,819,123 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 6,819,123 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 1,227,442 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 8,046,565 |

YMPO 2018-2041 RTP Project Information Sheet
Project M-12
40th Street Widening

| | | | | | |
|--------------------------------------|---|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | 40th Street Widening | | | | |
| Project Location | Avenue 3E to Avenue 3 1/2 E | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma/Yuma County | | | | |
| Base Cost | \$2.5M | | | | |
| Factored Cost over RTP Period | \$3.6M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen 40 th Street from two/three lanes to four lanes from Avenue 3E to Avenue 3 1/2 E | | | | |



COST ESTIMATE

Project Description: 40th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|-----------|--------------|--------------------------------|
| 0.5 | Project Length (Miles) | | 2,640 | Project Length (Feet) |
| 42 | Existing Pavement Width (FEET) | 0.5 Miles | 2,640 | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 0.5 Miles | 2,640 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | 1 Miles | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|---------|--------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 12,320 | \$ 5.00 | \$ 61,600 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 17,600 | \$ 6.00 | \$ 105,600 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 3,422 | \$ 40.00 | \$ 136,889 |
| 4040125 | FOG COAT | TON | 5.9 | \$ 600.00 | \$ 3,520 |
| 4040163 | BLOTTER MATERIAL | TON | 17.6 | \$ 40.00 | \$ 704 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 4,884 | \$ 90.00 | \$ 439,560 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 2.0 | \$ 3,500.00 | \$ 7,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 500.0 | \$ 28.00 | \$ 14,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 2,500.0 | \$ 7.00 | \$ 17,500 |
| 9080300 | CONCRETE SIDEWALK RAMP (| EACH | 4.0 | \$ 3,000.00 | \$ 12,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,020,373 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 255,093 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,275,466 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 76,528 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 51,019 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 63,773 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 25,509 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 89,283 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,581,578 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 79,079 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,660,657 |

COST ESTIMATE

Project Description: 40th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

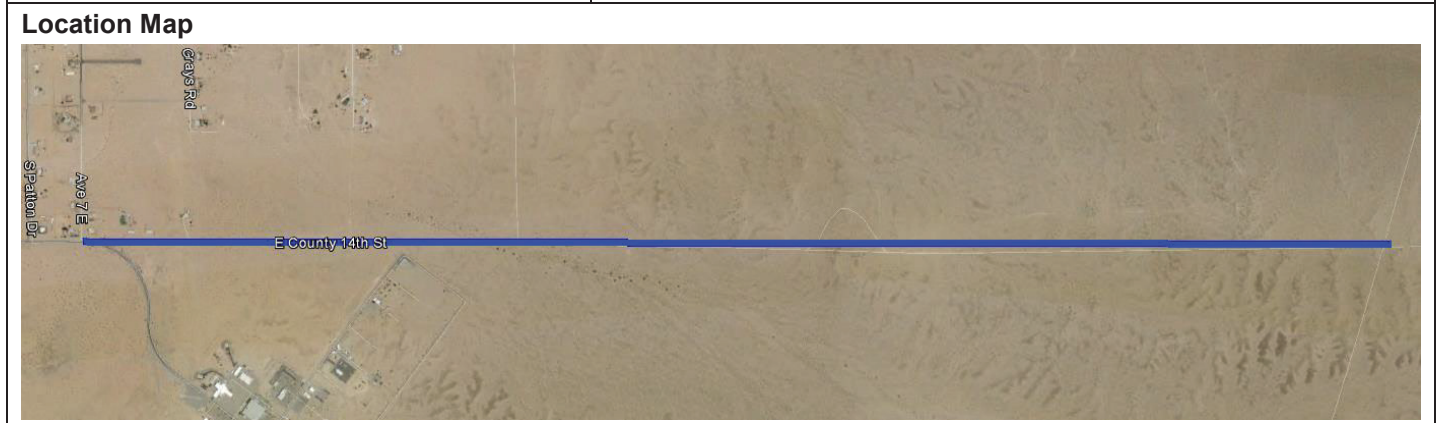
Date: September, 2016

| | | | | |
|------------|---------------------------------|-----------|--------------|------------------------------|
| 0.5 | Project Length (Miles) | | 2,640 | Project Length (Feet) |
| 42 | Existing Pavement Width (FEET) | 0.5 Miles | 2,640 | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 0.5 Miles | 2,640 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | 1 Miles | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--|--|--------|---|-------|---------------------|
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 249,099 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 83,033 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 16,607 |
| | NON-BID SUBTOTAL | | | | \$ 348,739 |
| | CONSTRUCTION SUBTOTAL | | | | \$ 2,009,396 |
| | | | | | |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| | CONSTRUCTION TOTAL COST | | | | \$ 2,009,396 |
| | | | | | |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 361,691 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ 120,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| | TOTAL PROJECT COST | | | | \$ 2,491,087 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-21
Co. 14th Street Paving Dirt Road

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|---|---|
| Project Name | Co. 14th Street. Paving Dirt Road | | | | |
| Project Location | Avenue 7E to Avenue 10E | | | | |
| Project Length (miles) | 3.0 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$6.0M | | | | |
| Factored Cost over RTP Period | \$13.4M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input checked="" type="checkbox"/> |
| Project Description | This project will pave Co. 14th Street from Avenue 7E to Avenue 10E | | | | |



COST ESTIMATE

Project Description: Co. 14th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|-----------|--|---------|--------|---------------|--------------------------------|
| 3 | Project Length (Miles) | | | 15,840 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 15,840 | | Existing Length (Feet) |
| 28 | Segment 1 Pavement Width (FEET) | 1 Miles | 15,840 | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 35,000.00 | \$ 35,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 49,280 | \$ 6.00 | \$ 295,680 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 9,582 | \$ 40.00 | \$ 383,289 |
| 4040125 | FOG COAT | TON | 16.4 | \$ 600.00 | \$ 9,856 |
| 4040163 | BLOTTER MATERIAL | TON | 49.3 | \$ 40.00 | \$ 1,971 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 13,675 | \$ 90.00 | \$ 1,230,768 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 4,000.00 | \$ 4,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 45,000.00 | \$ 45,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 11.0 | \$ 3,500.00 | \$ 38,500 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,674,064 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 668,516 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 3,342,580 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 200,555 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 133,703 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 167,129 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 66,852 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 233,981 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 4,144,800 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 207,240 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 4,352,040 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 652,806 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 217,602 |

COST ESTIMATE

Project Description: Co. 14th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

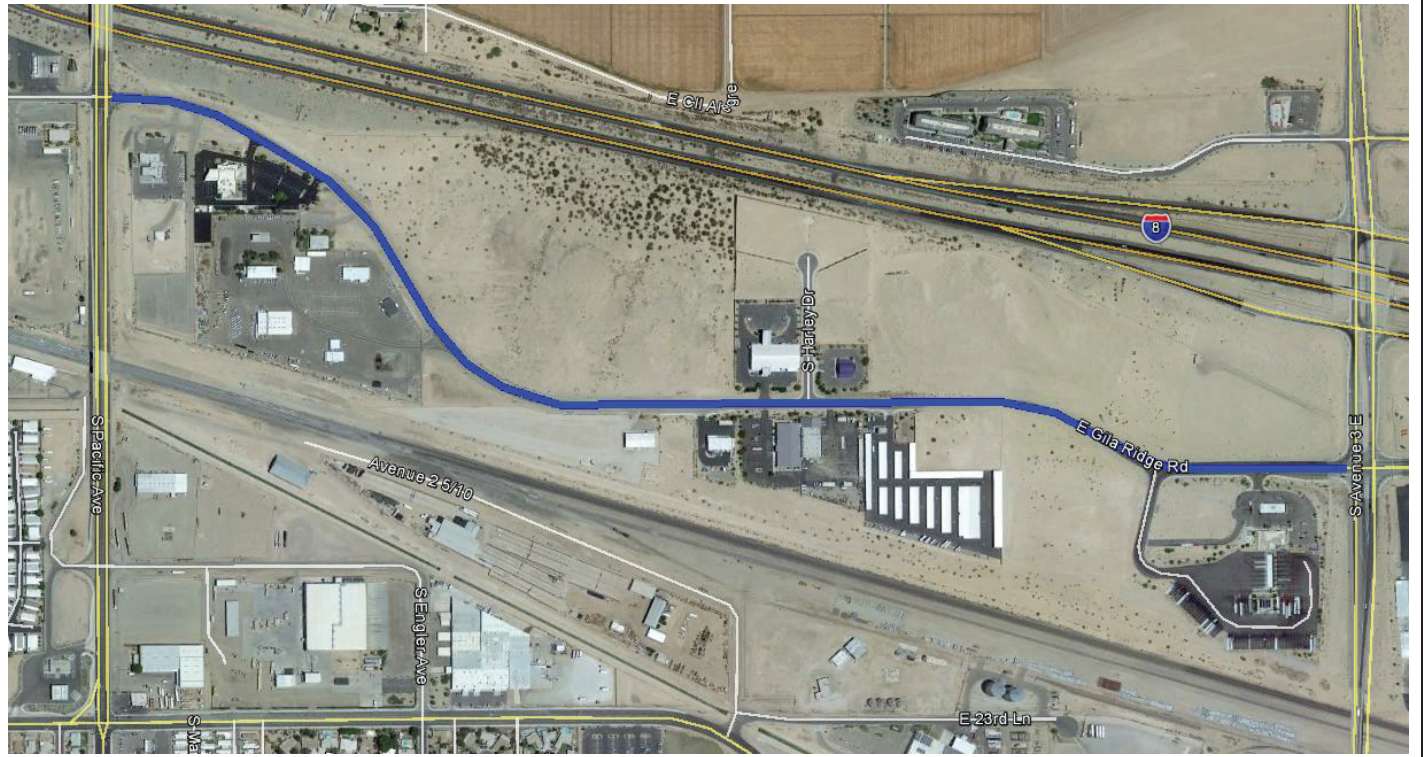
| | | | | |
|-----------|--|---------|---------------|--------------------------------|
| 3 | Project Length (Miles) | | 15,840 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 15,840 | Existing Length (Feet) |
| 28 | Segment 1 Pavement Width (FEET) | 1 Miles | 15,840 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 43,520 |
| | NON-BID SUBTOTAL | | | \$ 913,928 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 5,265,968 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 5,265,968 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 15% | \$ 789,895 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 6,055,863 |

YMPO 2018-2041 RTP Project Information Sheet
Project M-9
Gila Ridge Road Widening

| | | | | | |
|--------------------------------------|---|------------------------------------|---|------------------------------------|------------------------------------|
| Project Name | Gila Ridge Road Widening | | | | |
| Project Location | Pacific Avenue to Avenue 3E | | | | |
| Project Length (miles) | 1.1 miles | | | | |
| Roadway Ownership | City of Yuma / Yuma County | | | | |
| Base Cost | \$5.5M | | | | |
| Factored Cost over RTP Period | \$9.5M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen Gila Ridge Road from two to four lanes from Pacific Avenue to Avenue 3E | | | | |

Location Map



COST ESTIMATE

Project Description: Gila Ridge Road Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|-----------|--------------|--------------------------------|
| 1.1 | Project Length (Miles) | | 5,808 | Project Length (Feet) |
| 27 | Existing Pavement Width (FEET) | 1.1 Miles | 5,808 | Existing Length (Feet) |
| 51 | Segment 1 Pavement Width (FEET) | 1.1 Miles | 5,808 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|---------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 25,000.00 | \$ 25,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020021 | REMOVAL OF CONCRETE CURB AND GUTTER | L.FT. | 1,000 | \$ 5.50 | \$ 5,500 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 5,000 | \$ 4.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 17,424 | \$ 5.00 | \$ 87,120 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2020071 | REMOVE GUARD RAIL | L.FT. | 905 | \$ 5.00 | \$ 4,525 |
| 2020073 | REMOVE GUARD RAIL END TERMINAL | #N/A | 2 | \$ 300.00 | \$ 600 |
| 2020074 | REMOVE GUARD RAIL ANCHOR ASSEMBLY | #N/A | 2 | \$ 150.00 | \$ 300 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 32,912 | \$ 6.00 | \$ 197,472 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 6,400 | \$ 40.00 | \$ 255,982 |
| 4040125 | FOG COAT | TON | 11.0 | \$ 600.00 | \$ 6,582 |
| 4040163 | BLOTTER MATERIAL | TON | 32.9 | \$ 40.00 | \$ 1,316 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 9,133 | \$ 90.00 | \$ 821,977 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 8 | \$ 2,500.00 | \$ 20,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 25,000.00 | \$ 25,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7330622 | TRAFFIC SIGNAL UPGRADES | L.SUM | 1 | \$ 60,000.00 | \$ 60,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 4.0 | \$ 3,500.00 | \$ 14,000 |
| 9050001 | GUARD RAIL, W-BEAM, SINGLE FACE | L.FT. | 905.0 | \$ 18.00 | \$ 16,290 |
| 9050026 | GUARD RAIL TERMINAL (TANGENT TYPE) | EACH | 2.0 | \$ 3,000.00 | \$ 6,000 |
| 9050036 | GUARD RAIL, ANCHOR ASSEMBLY | EACH | 2.0 | \$ 800.00 | \$ 1,600 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 1,000.0 | \$ 28.00 | \$ 28,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 5,000.0 | \$ 7.00 | \$ 35,000 |
| 9080300 | CONCRETE SIDEWALK RAMP (| EACH | 8.0 | \$ 3,000.00 | \$ 24,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 160,000.00 | \$ 160,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 150,000.00 | \$ 150,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,222,265 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 555,566 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,777,831 |

COST ESTIMATE

Project Description: Gila Ridge Road Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|-----|---------------------------------|-----------|-------|-------|-------------------------|
| 1.1 | Project Length (Miles) | | | 5,808 | Project Length (Feet) |
| 27 | Existing Pavement Width (FEET) | 1.1 Miles | 5,808 | | Existing Length (Feet) |
| 51 | Segment 1 Pavement Width (FEET) | 1.1 Miles | 5,808 | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|------------------------------------|--|--------|---|-------|---------------------|
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 166,670 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 111,113 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 138,892 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 55,557 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 194,448 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 3,444,511 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 172,226 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 3,616,737 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 542,511 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 180,837 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 36,167 |
| | NON-BID SUBTOTAL | | | | \$ 759,515 |
| CONSTRUCTION SUBTOTAL | | | | | \$ 4,376,252 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 4,376,252 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 787,725 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ 150,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 150,000 |
| TOTAL PROJECT COST | | | | | \$ 5,463,977 |

YMPO 2018-2041 RTP Project Information Sheet
Project SL-09
Co. 18th Street Paving Dirt Road

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Co. 18th Street Paving Dirt Road | | | | |
| Project Location | Avenue 3E to Avenue A | | | | |
| Project Length (miles) | 3 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$1.2M (\$4M) | | | | |
| Factored Cost over RTP Period | \$1.2M (\$4M) | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will pave Co. 18th Street from Avenue 3E to Avenue A. | | | | |



COST ESTIMATE

Project Description: Co. 18th Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|-----------|--|---------|---------------|--------------------------------|
| 3 | Project Length (Miles) | | 15,840 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 3 Miles | 15,840 | Existing Length (Feet) |
| 24 | Segment 1 Pavement Width (FEET) | 3 Miles | 15,840 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|--------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 33,000.00 | \$ 33,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 42,240 | \$ 6.00 | \$ 253,440 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 8,213 | \$ 40.00 | \$ 328,533 |
| 4040125 | FOG COAT | TON | 14.1 | \$ 600.00 | \$ 8,448 |
| 4040163 | BLOTTER MATERIAL | TON | 42.2 | \$ 40.00 | \$ 1,690 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 11,722 | \$ 90.00 | \$ 1,054,944 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 45,000.00 | \$ 45,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 11.0 | \$ 3,500.00 | \$ 38,500 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,854,555 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 15% | \$ 278,183 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,132,738 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 127,964 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 85,310 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 106,637 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 42,655 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 149,292 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 2,644,596 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 211,568 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 2,856,164 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 428,425 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 142,808 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 28,562 |

COST ESTIMATE

Project Description: Co. 18th Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

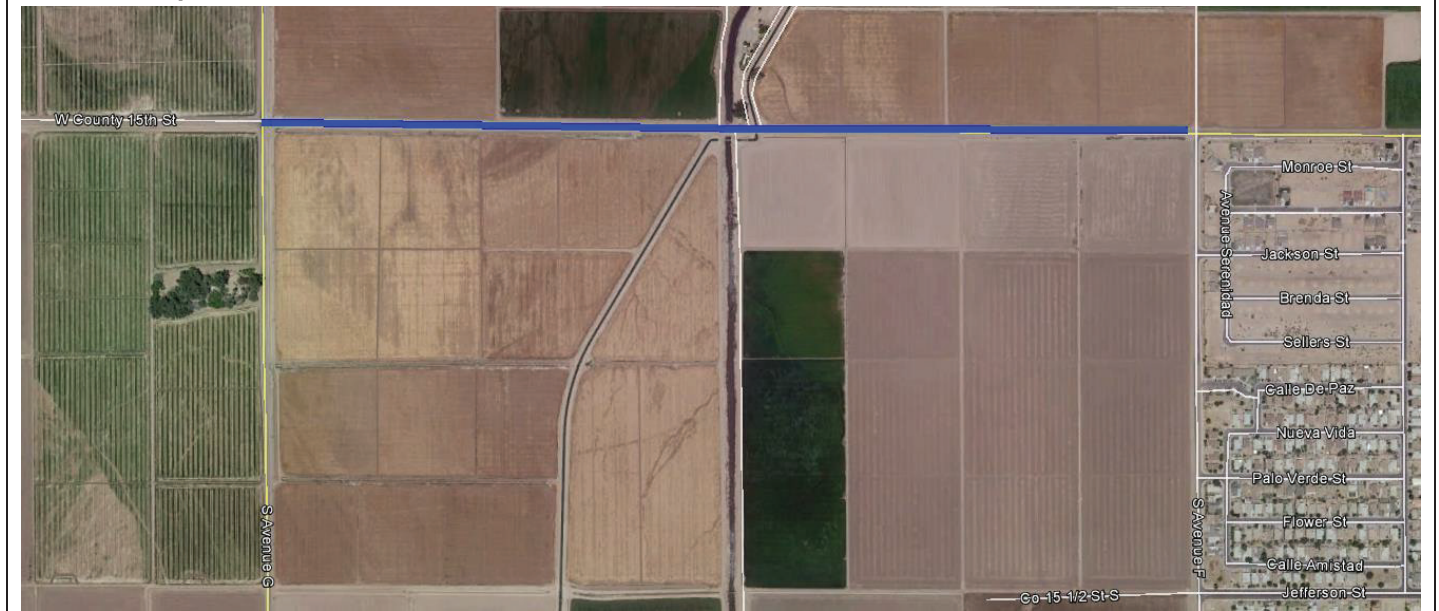
| | | | | |
|----|---------------------------------|---------|--------|-------------------------|
| 3 | Project Length (Miles) | | 15,840 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 3 Miles | 15,840 | Existing Length (Feet) |
| 24 | Segment 1 Pavement Width (FEET) | 3 Miles | 15,840 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | |
|--|--------------------------|--------|------------|---------------------|
| | NON-BID SUBTOTAL | | \$ 599,795 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | \$ 3,455,959 |
| | | | | |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% |
| CONSTRUCTION TOTAL COST | | | | \$ 3,455,959 |
| | | | | |
| CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | | L.SUM | 1 | 18% |
| ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | | L.SUM | 1 | 0% |
| UTILITY RELOCATION | | L.SUM | | \$ - |
| RIGHT-OF-WAY | | SQ.FT. | | \$ - |
| TOTAL PROJECT COST | | | | \$ 4,078,032 |

YMPO 2018-2041 RTP Project Information Sheet
Project SO-02
Co. 15th Street Paving Dirt Road

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Co. 15th Street Paving Dirt Road | | | | |
| Project Location | Avenue G to Avenue F | | | | |
| Project Length (miles) | 1 miles | | | | |
| Roadway Ownership | City of Yuma/ Cocopah Indian Tribe | | | | |
| Base Cost | \$0.5M | | | | |
| Factored Cost over RTP Period | \$0.5M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will pave Co. 15th Street from Avenue G to Avenue F. | | | | |

Location Map



COST ESTIMATE

Project Description: Co. 15th Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

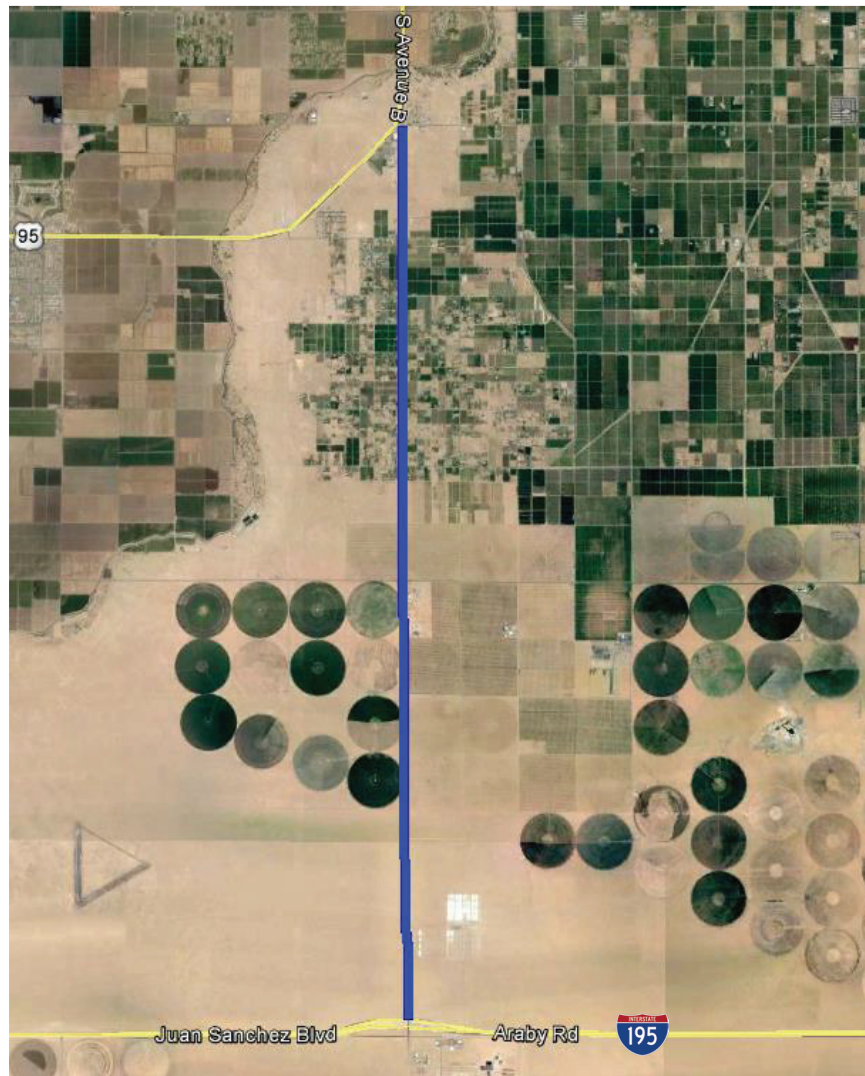
| | | | | |
|---|---------------------------------|---------|-------|-------------------------|
| 1 | Project Length (Miles) | | 5,280 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 5,280 | Existing Length (Feet) |
| | Segment 1 Pavement Width (FEET) | | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|---------------|-------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| | EXTEND MAJOR CANAL STRUCTURE | L.SUM | 1 | \$ 150,000.00 | \$ 150,000 |
| | EXTEND MINOR CANAL STRUCTURE | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| | HANDRAIL FOR CANAL STRUCTURE | L.FT. | 200 | \$ 45.00 | \$ 9,000 |
| ROADWAY SUBTOTAL | | | | | \$ 215,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 53,750 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 268,750 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 16,125 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 10,750 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 13,438 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 5,375 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 18,813 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 333,251 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 26,660 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 359,911 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 53,987 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 17,996 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 3,599 |
| | NON-BID SUBTOTAL | | | \$ 75,582 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 435,493 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 435,493 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 78,389 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 513,882 |

YMPO 2018-2041 RTP Project Information Sheet
Project SL-08
Avenue B Widening

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Avenue B Widening | | | | |
| Project Location | County 15 th Street to SR 195 | | | | |
| Project Length (miles) | 8.0 miles | | | | |
| Roadway Ownership | Yuma County/ City of San Luis | | | | |
| Base Cost | \$37.8M | | | | |
| Factored Cost over RTP Period | \$89.1M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen Avenue B from two to four lanes from Co. 15th Street to SR 195. | | | | |

Location Map



COST ESTIMATE

Project Description: Co. 12th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|----|--|--------|---------------|--------------------------------|
| 8 | Project Length (Miles) | | 42,240 | Project Length (Feet) |
| 38 | Existing Pavement Width (FEET) | 1 Mile | 42,240 | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 1 Mile | 42,240 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|---------|---------------|----------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 178,347 | \$ 5.00 | \$ 891,733 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 281,600 | \$ 8.00 | \$ 2,252,800 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 54,756 | \$ 45.00 | \$ 2,464,000 |
| 4040125 | FOG COAT | TON | 93.9 | \$ 600.00 | \$ 56,320 |
| 4040163 | BLOTTER MATERIAL | TON | 281.6 | \$ 40.00 | \$ 11,264 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 78,144 | \$ 90.00 | \$ 7,032,960 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 750,000.00 | \$ 750,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 30.0 | \$ 3,500.00 | \$ 105,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 800,000.00 | \$ 800,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240055 | MISCELLANEOUS WORK (ROADSIDE DITCH) | L.SUM | 1 | \$ 350,000.00 | \$ 350,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 400,000.00 | \$ 400,000 |
| ROADWAY SUBTOTAL | | | | | \$ 15,782,077 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 3,945,519 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 19,727,596 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 1,183,656 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 789,104 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 986,380 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 394,552 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 1,380,932 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 24,462,220 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 1,956,978 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 26,419,198 |

COST ESTIMATE

Project Description: Co. 12th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

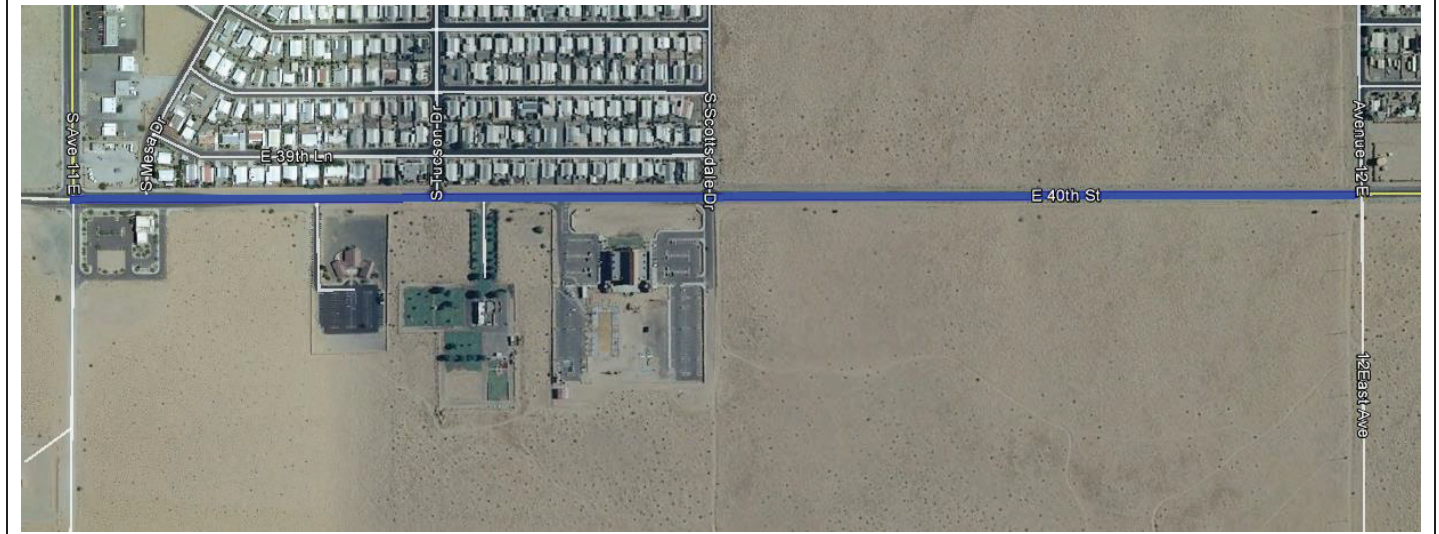
| | | | | | |
|----|--|--------|--------|---------------|--------------------------------|
| 8 | Project Length (Miles) | | | 42,240 | Project Length (Feet) |
| 38 | Existing Pavement Width (FEET) | 1 Mile | 42,240 | | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 1 Mile | 42,240 | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|--|--|--------|---|-------|----------------------|
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 3,962,880 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 1,320,960 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 264,192 |
| | NON-BID SUBTOTAL | | | | \$ 5,548,032 |
| | CONSTRUCTION SUBTOTAL | | | | \$ 31,967,230 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| | CONSTRUCTION TOTAL COST | | | | \$ 31,967,230 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 5,754,101 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| | TOTAL PROJECT COST | | | | \$ 37,721,331 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-15
Co. 12th Street Widening

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Co. 12th Street Widening | | | | |
| Project Location | Fortuna Road to Avenue 12E | | | | |
| Project Length (miles) | 1.0 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$5.0M | | | | |
| Factored Cost over RTP Period | \$7.1M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen Co. 12th Street from two to four lanes from Fortuna Road to Avenue 12E | | | | |

Location Map



COST ESTIMATE

Project Description: Co. 12th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|----|---------------------------------|--------|-------|-------------------------|
| 1 | Project Length (Miles) | | 5,280 | Project Length (Feet) |
| 28 | Existing Pavement Width (FEET) | 1 Mile | 5,280 | Existing Length (Feet) |
| 64 | Segment 1 Pavement Width (FEET) | 1 Mile | 5,280 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|---------|--------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 21,000.00 | \$ 21,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020021 | REMOVAL OF CONCRETE CURB AND GUTTER | L.FT. | 1,000 | \$ 5.50 | \$ 5,500 |
| 2020025 | REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS | SQ.FT. | 5,000 | \$ 4.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 16,427 | \$ 5.00 | \$ 82,133 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 37,547 | \$ 8.00 | \$ 300,373 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 7,301 | \$ 45.00 | \$ 328,533 |
| 4040125 | FOG COAT | TON | 12.5 | \$ 600.00 | \$ 7,509 |
| 4040163 | BLOTTER MATERIAL | TON | 37.5 | \$ 40.00 | \$ 1,502 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 10,419 | \$ 90.00 | \$ 937,728 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 4,000.00 | \$ 4,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 25,000.00 | \$ 25,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 4.0 | \$ 3,500.00 | \$ 14,000 |
| 9080091 | CONCRETE CURB AND GUTTER | L.FT. | 1,000.0 | \$ 28.00 | \$ 28,000 |
| 9080201 | CONCRETE SIDEWALK (C-05.20) | SQ.FT. | 5,000.0 | \$ 7.00 | \$ 35,000 |
| 9080300 | CONCRETE SIDEWALK RAMP (| EACH | 6.0 | \$ 3,000.00 | \$ 18,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240055 | MISCELLANEOUS WORK (ROADSIDE DITCH) | L.SUM | 1 | \$ 45,000.00 | \$ 45,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,124,279 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 531,070 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,655,349 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 159,321 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 106,214 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 132,767 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 53,107 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 185,874 |

COST ESTIMATE

Project Description: Co. 12th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|----|---------------------------------|--------|--------------|-------------------------|
| 1 | Project Length (Miles) | | 5,280 | Project Length (Feet) |
| 28 | Existing Pavement Width (FEET) | 1 Mile | 5,280 | Existing Length (Feet) |
| 64 | Segment 1 Pavement Width (FEET) | 1 Mile | 5,280 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|------------------------------------|--|--------|---|------------|---------------------|
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 3,292,632 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 263,411 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 3,556,043 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 533,406 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 177,802 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 35,560 |
| | NON-BID SUBTOTAL | | | \$ 746,768 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 4,302,811 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 4,302,811 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 774,506 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 5,077,317 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-17
County 12th Street Road Extension

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | County 12th Street Road Extension | | | | |
| Project Location | Foothills Boulevard to Avenue 15E | | | | |
| Project Length (miles) | 2 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$3M (\$6.7M) | | | | |
| Factored Cost over RTP Period | \$4.3M (\$9.5M) | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen County 12th Street from two to four lanes from Foothills Boulevard to Avenue 15E | | | | |

Location Map



COST ESTIMATE

Project Description: Co. 12th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|----|--|----------|--------|---------------|--------------------------------|
| 2 | Project Length (Miles) | | | 10,560 | Project Length (Feet) |
| 24 | Existing Pavement Width (FEET) | 0.7 Mile | 3,696 | | Existing Length (Feet) |
| 48 | Segment 1 Pavement Width (FEET) | 2 Mile | 10,560 | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 9,856 | \$ 5.00 | \$ 49,280 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 9,856 | \$ 1.50 | \$ 15,514 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 46,464 | \$ 8.00 | \$ 371,712 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 9,035 | \$ 45.00 | \$ 406,560 |
| 4040125 | FOG COAT | TON | 15.5 | \$ 600.00 | \$ 9,293 |
| 4040163 | BLOTTER MATERIAL | TON | 46.5 | \$ 40.00 | \$ 1,859 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 13,988 | \$ 90.00 | \$ 1,258,900 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 7,500.00 | \$ 7,500 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 45,000.00 | \$ 45,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 7.5 | \$ 3,500.00 | \$ 26,250 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 400,000.00 | \$ 400,000 |
| 9240056 | MISCELLANEOUS WORK (EXTEND MAJOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,797,868 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 699,467 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 3,497,335 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 209,840 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 139,893 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 174,867 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 69,947 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 244,813 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 4,336,695 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 346,936 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 4,683,631 |

COST ESTIMATE

Project Description: Co. 12th Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | | |
|----|--|----------|--------|---------------|--------------------------------|
| 2 | Project Length (Miles) | | | 10,560 | Project Length (Feet) |
| 24 | Existing Pavement Width (FEET) | 0.7 Mile | 3,696 | | Existing Length (Feet) |
| 48 | Segment 1 Pavement Width (FEET) | 2 Mile | 10,560 | | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|--|--|--------|---|-------|---------------------|
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 702,545 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 234,182 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 46,836 |
| | NON-BID SUBTOTAL | | | | \$ 983,563 |
| | CONSTRUCTION SUBTOTAL | | | | \$ 5,667,194 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| | CONSTRUCTION TOTAL COST | | | | \$ 5,667,194 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 1,020,095 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| | TOTAL PROJECT COST | | | | \$ 6,687,289 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-09
24th Street Paving Dirt Road

| | | | | | |
|--------------------------------------|--|------------------------------------|---|------------------------------------|------------------------------------|
| Project Name | 24th Street Paving Dirt Road | | | | |
| Project Location | Universe Avenue to Camino del Sol | | | | |
| Project Length (miles) | 0.25 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$1M | | | | |
| Factored Cost over RTP Period | \$1.7M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will pave 24th Street from Universe Avenue to Camino del Sol. | | | | |

Location Map



COST ESTIMATE

Project Description: 24 St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|-------------|--|---------|--------------|--------------------------------|
| 0.25 | Project Length (Miles) | | 1,320 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 1,320 | Existing Length (Feet) |
| 36 | Segment 1 Pavement Width (FEET) | 1 Miles | 1,320 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|-------|--------------|-------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 5,280 | \$ 6.00 | \$ 31,680 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 1,027 | \$ 40.00 | \$ 41,067 |
| 4040125 | FOG COAT | TON | 1.8 | \$ 600.00 | \$ 1,056 |
| 4040163 | BLOTTER MATERIAL | TON | 5.3 | \$ 40.00 | \$ 211 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 1,465 | \$ 90.00 | \$ 131,868 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 3,000.00 | \$ 3,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 4,000.00 | \$ 4,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 1.0 | \$ 3,500.00 | \$ 3,500 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 346,382 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 15% | \$ 51,957 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 398,339 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 4% | \$ 15,934 |
| | EROSION CONTROL | L.SUM | 1 | 2% | \$ 7,967 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 3% | \$ 11,950 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 7,967 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 5% | \$ 19,917 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 462,074 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 23,104 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 485,178 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 72,777 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 24,259 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 4,852 |

COST ESTIMATE

Project Description: 24 St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

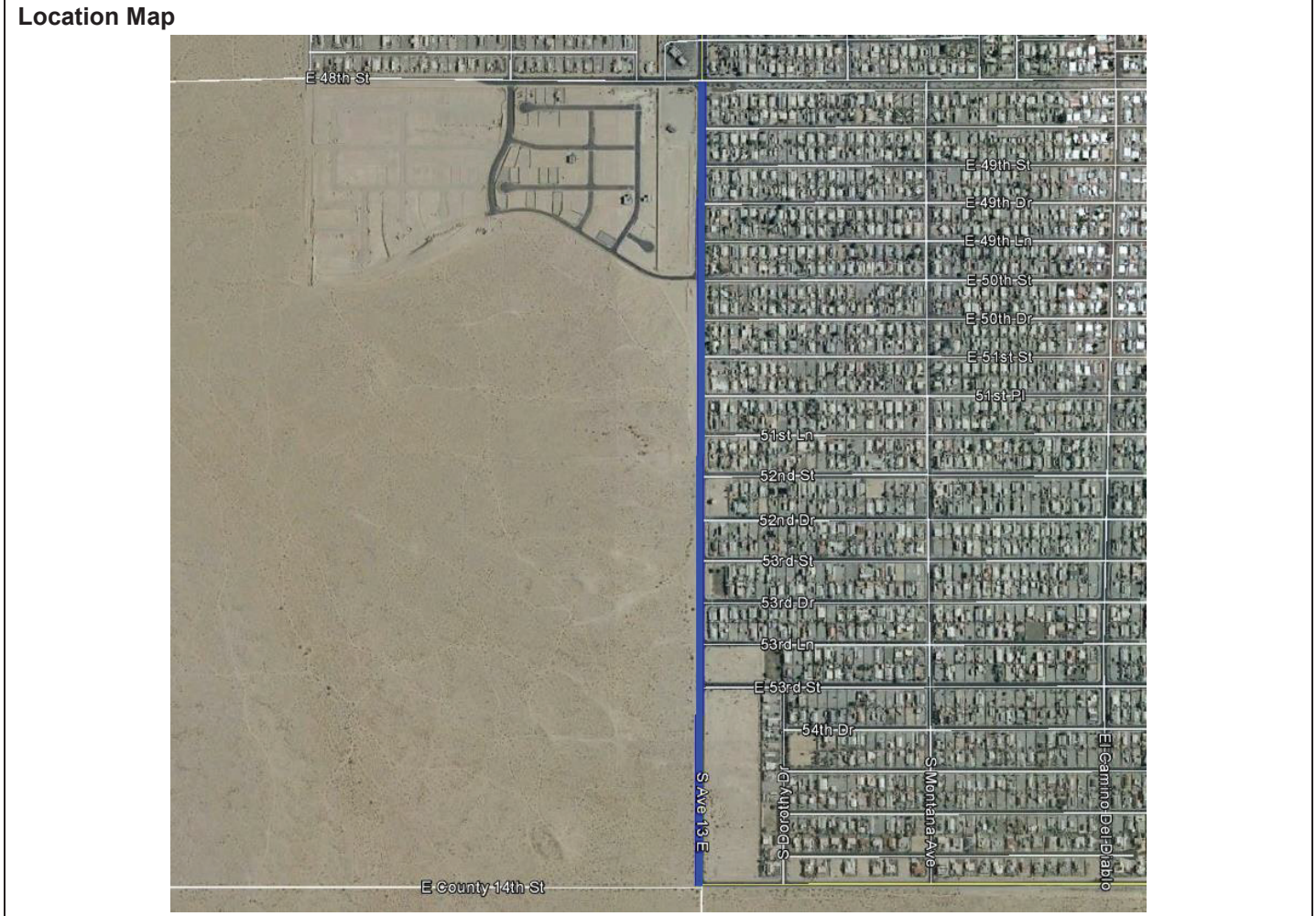
Date: September, 2016

| | | | | |
|-------------|--|---------|--------------|--------------------------------|
| 0.25 | Project Length (Miles) | | 1,320 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 1,320 | Existing Length (Feet) |
| 36 | Segment 1 Pavement Width (FEET) | 1 Miles | 1,320 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|------------|-------------------|
| | NON-BID SUBTOTAL | | | \$ 101,888 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 587,066 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 587,066 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 15% | \$ 88,060 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 250,000 |
| TOTAL PROJECT COST | | | | | \$ 925,126 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-19
Foothills Boulevard Widening

| | | | | | |
|--------------------------------------|--|------------------------------------|---|------------------------------------|------------------------------------|
| Project Name | Foothills Boulevard Widening | | | | |
| Project Location | County 13th Street. to County 14th Street | | | | |
| Project Length (miles) | 1.0 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$5M | | | | |
| Factored Cost over RTP Period | \$8.7M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen Foothills Boulevard from two to four lanes from County 13th Street to County 14th Street | | | | |



COST ESTIMATE

Project Description: Foothills Blvd Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|-----------|--|-----------|--------------|--------------------------------|
| 1 | Project Length (Miles) | | 5,280 | Project Length (Feet) |
| 24 | Existing Pavement Width (FEET) | 0.75 Mile | 3,960 | Existing Length (Feet) |
| 48 | Segment 1 Pavement Width (FEET) | 0.75 Mile | 3,960 | Segment 1 Length (Feet) |
| 48 | Segment 2 Pavement Width (FEET) | 0.25 Mile | 1320 | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|---------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 10,560 | \$ 5.00 | \$ 52,800 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 2,500.00 | \$ 2,500 |
| 2020043 | REMOVAL OF CONCRETE HEADER | L.FT. | 1,700 | \$ 3.00 | \$ 5,100 |
| 2020154 | REMOVE (CONCRETE CANAL) | L.SUM | 1 | \$ 60,000.00 | \$ 60,000 |
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 7,040 | \$ 1.50 | \$ 15,514 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 21,120 | \$ 8.00 | \$ 168,960 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 4,107 | \$ 45.00 | \$ 184,800 |
| 4040125 | FOG COAT | TON | 7.0 | \$ 600.00 | \$ 4,224 |
| 4040163 | BLOTTER MATERIAL | TON | 21.1 | \$ 40.00 | \$ 845 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 6,642 | \$ 90.00 | \$ 597,802 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 22,000.00 | \$ 22,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 3.7 | \$ 3,500.00 | \$ 12,950 |
| 9080401 | CONCRETE HEADER | L.FT. | 1,700.0 | \$ 25.00 | \$ 42,500 |
| 9080915 | CONCRETE CANAL | L.FT. | 4,000.0 | \$ 60.00 | \$ 240,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 320,000.00 | \$ 320,000 |
| 9240059 | MISCELLANEOUS WORK (LANDSCAPING) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,979,995 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 494,999 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,474,994 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 148,500 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 99,000 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 123,750 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 49,500 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 173,250 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 3,068,994 |

COST ESTIMATE

Project Description: Foothills Blvd Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

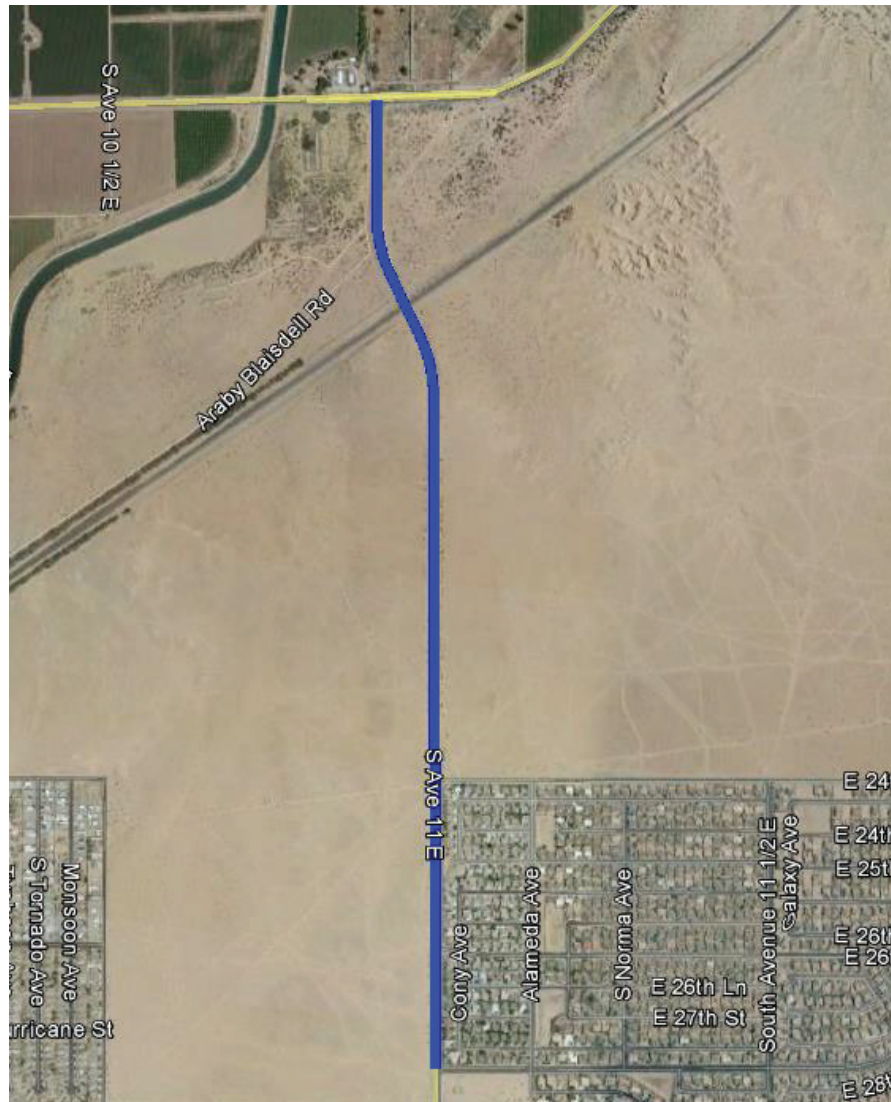
| | | | | | |
|----|---------------------------------|-----------|-------|-------|-------------------------|
| 1 | Project Length (Miles) | | | 5,280 | Project Length (Feet) |
| 24 | Existing Pavement Width (FEET) | 0.75 Mile | 3,960 | | Existing Length (Feet) |
| 48 | Segment 1 Pavement Width (FEET) | 0.75 Mile | 3,960 | | Segment 1 Length (Feet) |
| 48 | Segment 2 Pavement Width (FEET) | 0.25 Mile | 1320 | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | |
|-----------------------------------|--|--------|---|------------|---------------------|
| | | | | | |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 245,520 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 3,314,514 |
| | | | | | |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 497,177 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 165,726 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 33,145 |
| | NON-BID SUBTOTAL | | | \$ 696,048 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 4,010,562 |
| | | | | | |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 4,010,562 |
| | | | | | |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 721,901 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ 300,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 5,032,463 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-08
Fortuna Road Widening

| | | | | | |
|--------------------------------------|---|------------------------------------|---|---|------------------------------------|
| Project Name | Fortuna Road Widening | | | | |
| Project Location | US 95 to 28th Street | | | | |
| Project Length (miles) | 1.5 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$6M | | | | |
| Factored Cost over RTP Period | \$11.2M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input checked="" type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen Fortuna Road from two to four lanes from US 95 to 28th Street | | | | |

Location Map



COST ESTIMATE

Project Description: Fortuna Rd Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|------------|---------------|--------------------------------|
| 1.5 | Project Length (Miles) | | 7,920 | Project Length (Feet) |
| 36 | Existing Pavement Width (FEET) | 1.07 Miles | 5,650 | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 1.07 Miles | 5,650 | Segment 1 Length (Feet) |
| 13 | Segment 2 Pavement Width (FEET) | 0.43 Miles | 2270.4 | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|--------------------------------|---|--------|---------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 22,598 | \$ 5.00 | \$ 112,992 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2020043 | REMOVAL OF CONCRETE HEADER | #N/A | 1,700 | \$ 3.00 | \$ 5,100 |
| 2020071 | REMOVE GUARD RAIL | L.FT. | 2,300 | \$ 5.00 | \$ 11,500 |
| 2020073 | REMOVE GUARD RAIL END TERMINAL | #N/A | 2 | \$ 300.00 | \$ 600 |
| 2020074 | REMOVE GUARD RAIL ANCHOR ASSEMBLY | #N/A | 2 | \$ 150.00 | \$ 300 |
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 10,343 | \$ 1.50 | \$ 15,514 |
| 2020153 | REMOVE (DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 60,000.00 | \$ 60,000 |
| 2020201 | SAW CUTTING | L.FT. | 2,270 | \$ 1.00 | \$ 2,270 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 40,943 | \$ 8.00 | \$ 327,548 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 7,961 | \$ 45.00 | \$ 358,255 |
| 4040125 | FOG COAT | TON | 13.6 | \$ 600.00 | \$ 8,189 |
| 4040163 | BLOTTER MATERIAL | TON | 40.9 | \$ 40.00 | \$ 1,638 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 12,510 | \$ 90.00 | \$ 1,125,889 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 23,000.00 | \$ 23,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 4.0 | \$ 3,500.00 | \$ 14,000 |
| 9050001 | GUARD RAIL, W-BEAM, SINGLE FACE | L.FT. | 2,300.0 | \$ 18.00 | \$ 41,400 |
| 9050026 | GUARD RAIL TERMINAL (TANGENT TYPE) | EACH | 2.0 | \$ 3,000.00 | \$ 6,000 |
| 9050036 | GUARD RAIL, ANCHOR ASSEMBLY | EACH | 2.0 | \$ 800.00 | \$ 1,600 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 40,000.00 | \$ 40,000 |
| 9240300 | RAILROAD PERSONNEL,PROTECTIVE DEVICES & PRIVATE CROSSINGS | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,401,795 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 30% | \$ 720,539 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 3,122,334 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 187,340 |

COST ESTIMATE

Project Description: Fortuna Rd Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

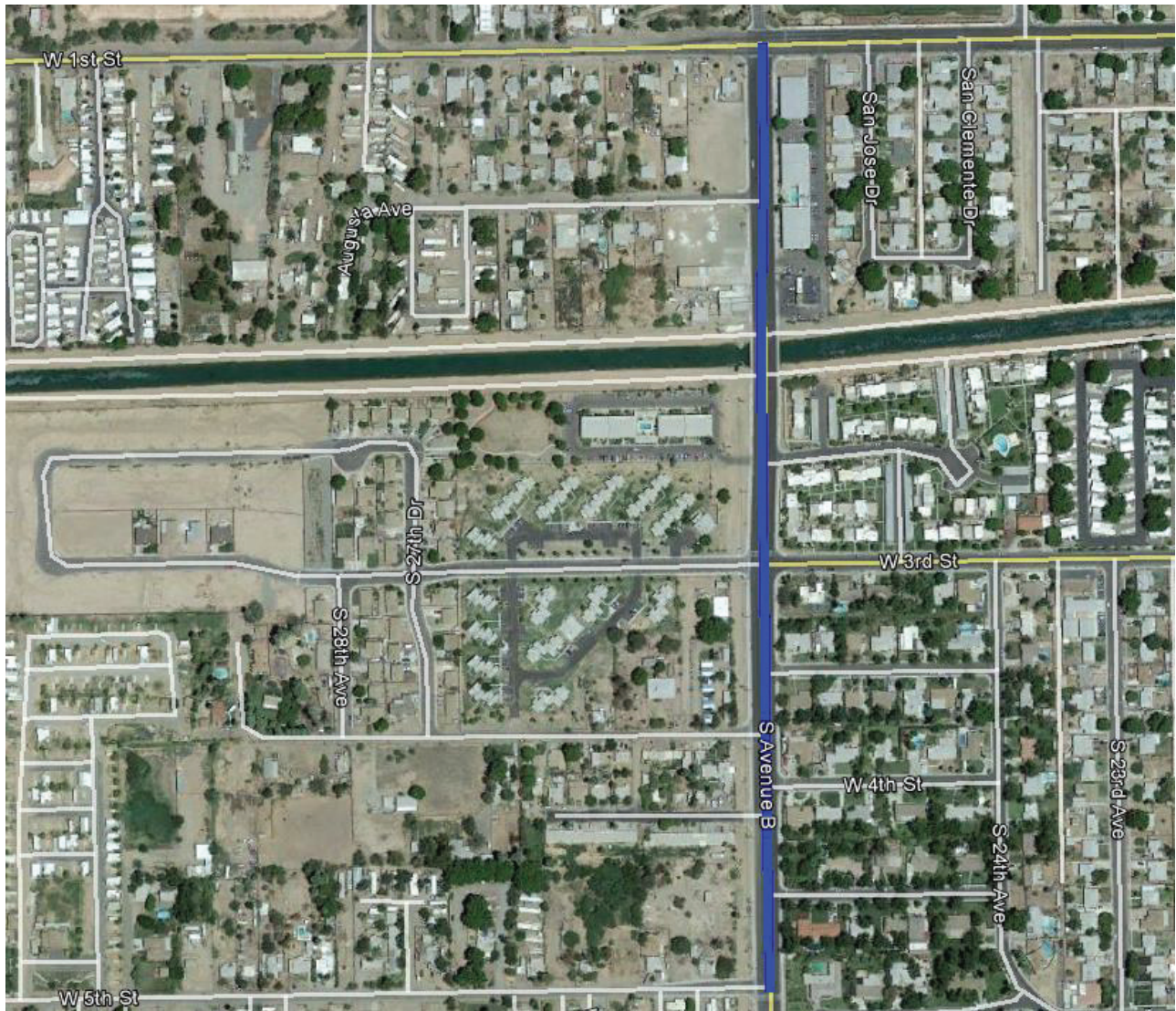
| | | | | | |
|-----|---------------------------------|------------|--------|-------|-------------------------|
| 1.5 | Project Length (Miles) | | | 7,920 | Project Length (Feet) |
| 36 | Existing Pavement Width (FEET) | 1.07 Miles | 5,650 | | Existing Length (Feet) |
| 60 | Segment 1 Pavement Width (FEET) | 1.07 Miles | 5,650 | | Segment 1 Length (Feet) |
| 13 | Segment 2 Pavement Width (FEET) | 0.43 Miles | 2270.4 | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | | Segment 4 Length (Feet) |

| | | | | | | |
|------------------------------------|--|--------|---|-------|-----------|------------------|
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ | 124,893 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ | 156,117 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ | 62,447 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ | 218,563 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ | 3,871,694 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ | 309,736 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ | 4,181,430 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ | 627,215 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ | 209,072 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ | 41,814 |
| | NON-BID SUBTOTAL | | | | \$ | 878,101 |
| CONSTRUCTION SUBTOTAL | | | | | \$ | 5,059,531 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ | - |
| CONSTRUCTION TOTAL COST | | | | | \$ | 5,059,531 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ | 910,716 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ | - |
| | UTILITY RELOCATION | L.SUM | | | | |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ | - |
| TOTAL PROJECT COST | | | | | \$ | 5,970,247 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-03
Avenue B Safety Improvements

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|---|------------------------------------|
| Project Name | Avenue B Safety Improvements | | | | |
| Project Location | 1st Street to 5th Street | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | City of Yuma/Yuma County | | | | |
| Base Cost | \$0.5M | | | | |
| Factored Cost over RTP Period | \$1.1M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project provides safety improvements to Avenue B from 1st Street to 5th Street. | | | | |

Location Map



COST ESTIMATE

Project Description: 24th Street Safety Improvements

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

0.5 Project Length (Miles)

2,640 Project Length (Feet)

60 Existing Pavement Width (FEET)

2,640 Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

0 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

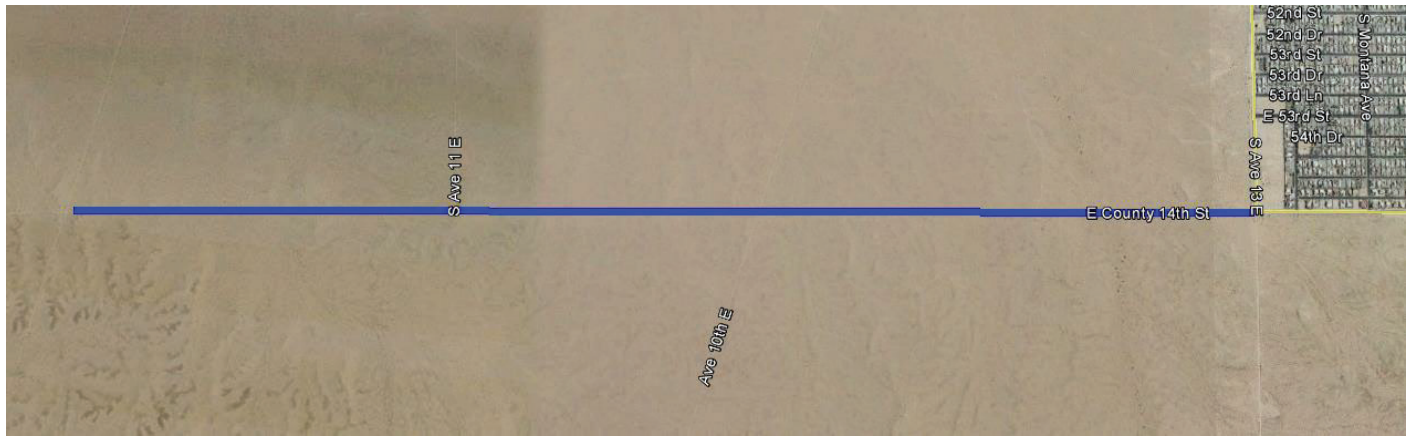
Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|-----|---------------|-------------------|
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 6,000.00 | \$ 6,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 8,000.00 | \$ 8,000 |
| 9240063 | MISCELLANEOUS WORK (SAFETY IMPROVEMENTS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| ROADWAY SUBTOTAL | | | | | \$ 214,000 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 53,500 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 267,500 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 16,050 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 10,700 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 13,375 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 5,350 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 18,725 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 331,700 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 26,536 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 358,236 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 53,735 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 17,912 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 3,582 |
| | NON-BID SUBTOTAL | | | \$ 75,229 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 433,465 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 433,465 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 78,024 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 511,489 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-22
County 14th Street Paving Dirt Road

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|---|------------------------------------|
| Project Name | Co. 14th Street. Paving Dirt Road | | | | |
| Project Location | Avenue. 10E to Avenue. 13E | | | | |
| Project Length (miles) | 3.0 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$6M | | | | |
| Factored Cost over RTP Period | \$12.6M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will pave Co. 14th Street from Avenue 10E to Avenue 13E | | | | |

Location Map



COST ESTIMATE

Project Description: Co. 14th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|-----------|--|---------|---------------|--------------------------------|
| 3 | Project Length (Miles) | | 15,840 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 15,840 | Existing Length (Feet) |
| 32 | Segment 1 Pavement Width (FEET) | 1 Miles | 15,840 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 35,000.00 | \$ 35,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 56,320 | \$ 6.00 | \$ 337,920 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 10,951 | \$ 40.00 | \$ 438,044 |
| 4040125 | FOG COAT | TON | 18.8 | \$ 600.00 | \$ 11,264 |
| 4040163 | BLOTTER MATERIAL | TON | 56.3 | \$ 40.00 | \$ 2,253 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 15,629 | \$ 90.00 | \$ 1,406,592 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 4,000.00 | \$ 4,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 45,000.00 | \$ 45,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 11.0 | \$ 3,500.00 | \$ 38,500 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 100,000.00 | \$ 100,000 |
| ROADWAY SUBTOTAL | | | | | \$ 2,648,573 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 662,143 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 3,310,716 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 198,643 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 132,429 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 165,536 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 66,214 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 231,750 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 4,105,288 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 205,264 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 4,310,552 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 646,583 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 215,528 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 43,106 |

COST ESTIMATE

Project Description: Co. 14th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|-----------|--|---------|---------------|--------------------------------|
| 3 | Project Length (Miles) | | 15,840 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 15,840 | Existing Length (Feet) |
| 32 | Segment 1 Pavement Width (FEET) | 1 Miles | 15,840 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | NON-BID SUBTOTAL | | | \$ 905,217 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 5,215,769 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 5,215,769 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 15% | \$ 782,365 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 5,998,134 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-10
24th Street Paving Dirt Road

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|---|------------------------------------|
| Project Name | 24th Street Paving Dirt Road | | | | |
| Project Location | Camino del Sol to Foothills Boulevard | | | | |
| Project Length (miles) | 1.3 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$2.6M | | | | |
| Factored Cost over RTP Period | \$5.5M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input checked="" type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will pave 24th Street from Camino del Sol to Foothills Boulevard | | | | |

Location Map



COST ESTIMATE

Project Description: 24th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|---------|--------------|--------------------------------|
| 1.3 | Project Length (Miles) | | 6,864 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 6,864 | Existing Length (Feet) |
| 24 | Segment 1 Pavement Width (FEET) | 1 Miles | 6,864 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 18,304 | \$ 6.00 | \$ 109,824 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 3,559 | \$ 40.00 | \$ 142,364 |
| 4040125 | FOG COAT | TON | 6.1 | \$ 600.00 | \$ 3,661 |
| 4040163 | BLOTTER MATERIAL | TON | 18.3 | \$ 40.00 | \$ 732 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 5,079 | \$ 90.00 | \$ 457,142 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 2,500.00 | \$ 2,500 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 19,000.00 | \$ 19,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 5.0 | \$ 3,500.00 | \$ 17,500 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 9240056 | MISCELLANEOUS WORK (EXTEND MAJOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 400,000.00 | \$ 400,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,234,724 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 20% | \$ 246,945 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,481,669 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 5% | \$ 74,083 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 59,267 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 4% | \$ 59,267 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 29,633 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 5% | \$ 74,083 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,778,002 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 88,900 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,866,902 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 280,035 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 93,345 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 18,669 |

COST ESTIMATE

Project Description: 24th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

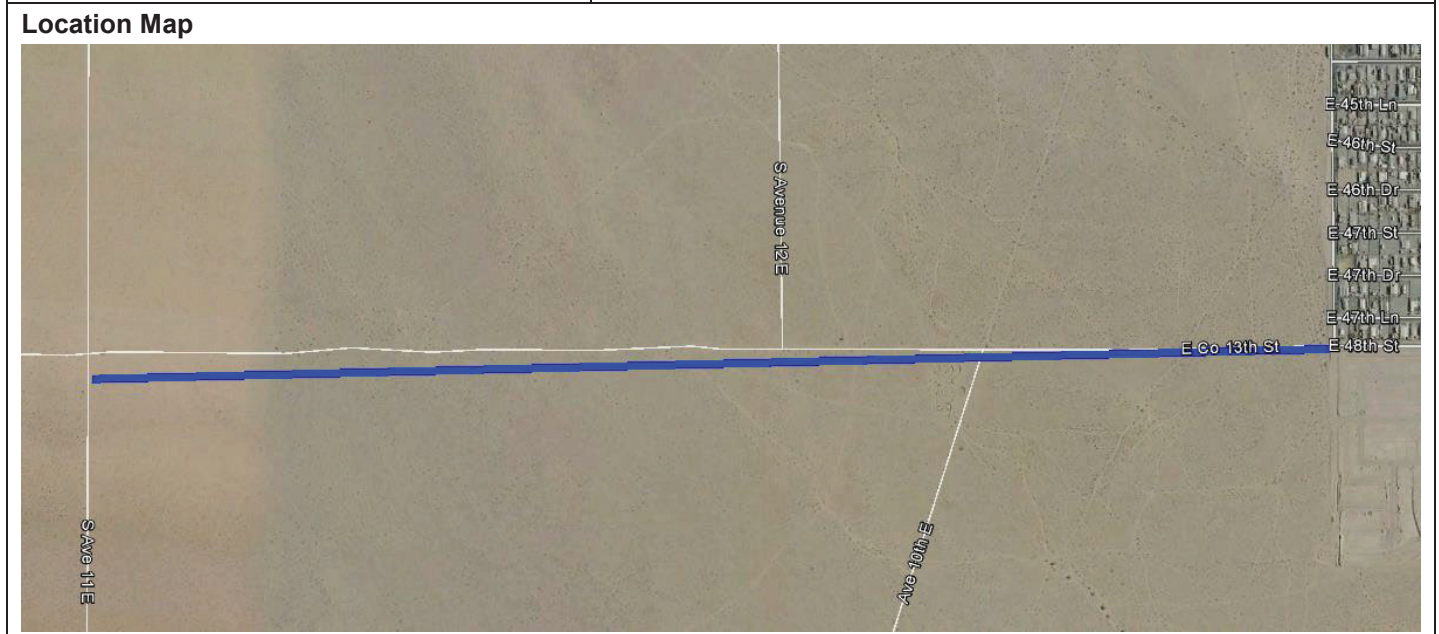
Date: September, 2016

| | | | | |
|------------|--|---------|--------------|--------------------------------|
| 1.3 | Project Length (Miles) | | 6,864 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 6,864 | Existing Length (Feet) |
| 24 | Segment 1 Pavement Width (FEET) | 1 Miles | 6,864 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | NON-BID SUBTOTAL | | | \$ 392,049 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 2,258,951 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 2,258,951 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 15% | \$ 338,843 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 2,597,794 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-18
Co. 13th Street Paving Dirt Road

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|---|
| Project Name | Co. 13th Street Paving Dirt Road | | | | |
| Project Location | Fortuna Road to Hunter Avenue | | | | |
| Project Length (miles) | 1.5 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$3.0M | | | | |
| Factored Cost over RTP Period | \$7.4M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input checked="" type="checkbox"/> |
| Project Description | This project will pave County 13th Street from Fortuna Road to Hunter Avenue | | | | |



COST ESTIMATE

Project Description: Co. 13th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|---------|--------------|--------------------------------|
| 1.5 | Project Length (Miles) | | 7,920 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 6,864 | Existing Length (Feet) |
| 28 | Segment 1 Pavement Width (FEET) | 1 Miles | 6,864 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|-------------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 21,355 | \$ 6.00 | \$ 128,128 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 4,152 | \$ 40.00 | \$ 166,092 |
| 4040125 | FOG COAT | TON | 7.1 | \$ 600.00 | \$ 4,271 |
| 4040163 | BLOTTER MATERIAL | TON | 21.4 | \$ 40.00 | \$ 854 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 5,926 | \$ 90.00 | \$ 533,333 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 2,500.00 | \$ 2,500 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 19,000.00 | \$ 19,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 2,000.00 | \$ 2,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 5.0 | \$ 3,500.00 | \$ 17,500 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 400,000.00 | \$ 400,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,303,678 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 325,919 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 1,629,597 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 97,776 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 65,184 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 81,480 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 32,592 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 114,072 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 2,020,701 |
| | MOBILIZATION | L.SUM | 1 | 5% | \$ 101,035 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 2,121,736 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 318,260 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 106,087 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 21,217 |
| NON-BID SUBTOTAL | | | | \$ 445,564 | \$ - |

COST ESTIMATE

Project Description: Co. 13th St. Paving Dirt Road

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

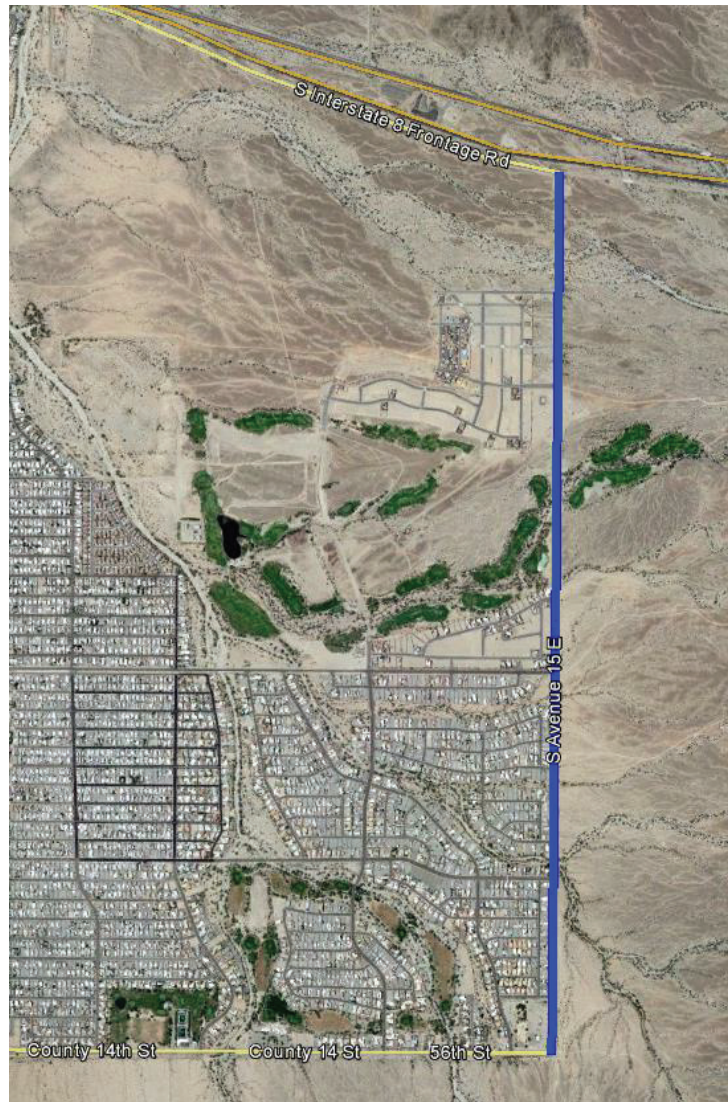
| | | | | |
|------------|--|---------|--------------|--------------------------------|
| 1.5 | Project Length (Miles) | | 7,920 | Project Length (Feet) |
| 0 | Existing Pavement Width (FEET) | 1 Miles | 6,864 | Existing Length (Feet) |
| 28 | Segment 1 Pavement Width (FEET) | 1 Miles | 6,864 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|-------|---------------------|
| CONSTRUCTION SUBTOTAL | | | | | \$ 2,567,300 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 2,567,300 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 15% | \$ 385,095 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 2,952,395 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-20
Avenue 15E Widening

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|------------------------------------|---|
| Project Name | Avenue 15E Widening | | | | |
| Project Location | S. Frontage Road to County 14th Street. | | | | |
| Project Length (miles) | 2.5 miles | | | | |
| Roadway Ownership | City of Yuma/Yuma County | | | | |
| Base Cost | \$12.5M | | | | |
| Factored Cost over RTP Period | \$30.8M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input checked="" type="checkbox"/> |
| Project Description | This project will widen Avenue 15E from two to four lanes from S. Frontage Road to County 14th Street | | | | |

Location Map



COST ESTIMATE

Project Description: Ave. 15E Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|--|-----------|---------------|--------------------------------|
| 2.3 | Project Length (Miles) | | 12,144 | Project Length (Feet) |
| 27 | Existing Pavement Width (FEET) | 2.3 Miles | 12,144 | Existing Length (Feet) |
| 63 | Segment 1 Pavement Width (FEET) | 2.3 Miles | 12,144 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 36,432 | \$ 5.00 | \$ 182,160 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 85,008 | \$ 8.00 | \$ 680,064 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 16,529 | \$ 45.00 | \$ 743,820 |
| 4040125 | FOG COAT | TON | 28.3 | \$ 600.00 | \$ 17,002 |
| 4040163 | BLOTTER MATERIAL | TON | 85.0 | \$ 40.00 | \$ 3,400 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 23,590 | \$ 90.00 | \$ 2,123,075 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 7,500.00 | \$ 7,500 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 8.5 | \$ 3,500.00 | \$ 29,750 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 200,000.00 | \$ 200,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 300,000.00 | \$ 300,000 |
| 9240056 | MISCELLANEOUS WORK (EXTEND MAJOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 800,000.00 | \$ 800,000 |
| ROADWAY SUBTOTAL | | | | | \$ 5,237,771 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 1,309,443 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 6,547,214 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 392,833 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 261,889 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 327,361 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 130,944 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 458,305 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 8,118,546 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 649,484 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 8,768,030 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 1,315,204 |

COST ESTIMATE

Project Description: Ave. 15E Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|------------|---------------------------------|-----------|---------------|------------------------------|
| 2.3 | Project Length (Miles) | | 12,144 | Project Length (Feet) |
| 27 | Existing Pavement Width (FEET) | 2.3 Miles | 12,144 | Existing Length (Feet) |
| 63 | Segment 1 Pavement Width (FEET) | 2.3 Miles | 12,144 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|--------------|----------------------|
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 438,401 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 87,680 |
| | NON-BID SUBTOTAL | | | \$ 1,841,285 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 10,609,315 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 10,609,315 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 1,909,677 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 12,518,992 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-24
Martinez Lake Road overlay

| | | | | | |
|--------------------------------------|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Martinez Lake Road overlay | | | | |
| Project Location | US 95 to MP 4.3 | | | | |
| Project Length (miles) | 4.3 miles | | | | |
| Roadway Ownership | City of Yuma | | | | |
| Base Cost | \$0.5M (\$1.8M) | | | | |
| Factored Cost over RTP Period | \$0.5M (\$1.8M) | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will overlay Martinez Lake Road from US 95 to MP 4.3 | | | | |

Location Map



COST ESTIMATE

Project Description: Martinez Lake Overlay

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

4.3 Project Length (Miles)

22,704 Project Length (Feet)

24 Existing Pavement Width (FEET)

22,704 Existing Length (Feet)

0 Segment 1 Pavement Width (FEET)

0 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

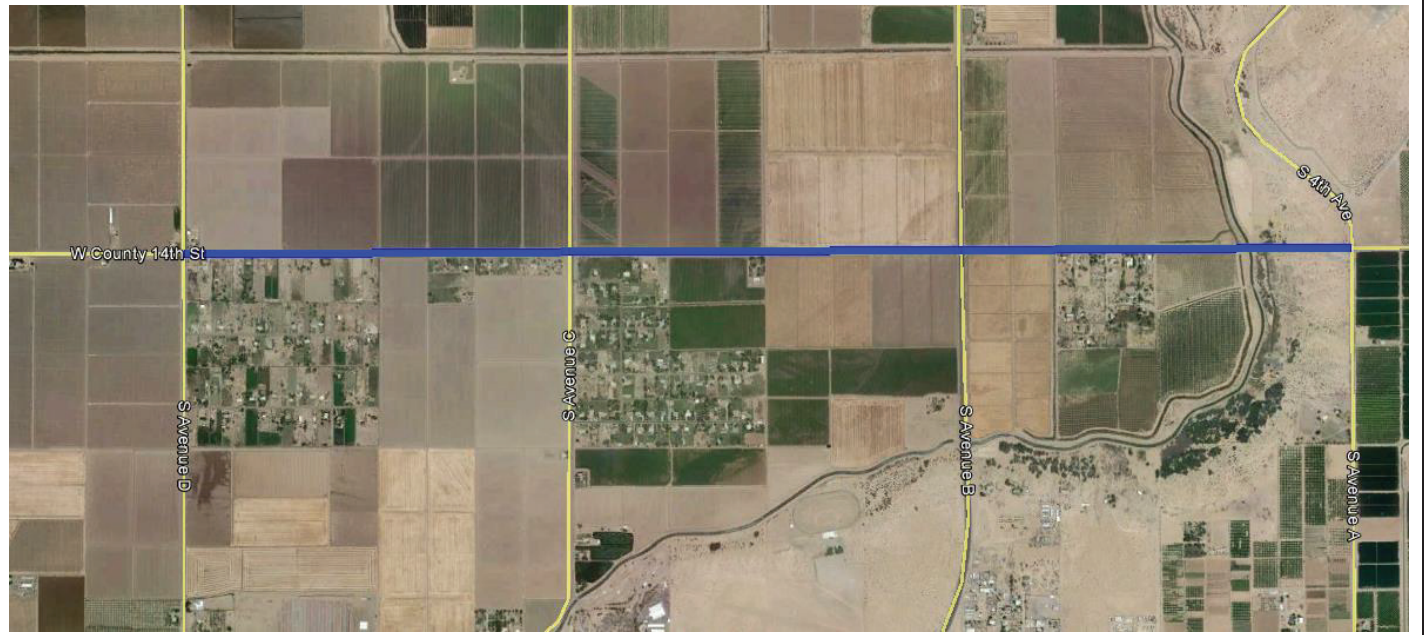
Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|--------|--------------|---------------------|
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 60,544 | \$ 1.50 | \$ 90,816 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 6,720 | \$ 90.00 | \$ 604,835 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 62,000.00 | \$ 62,000 |
| ROADWAY SUBTOTAL | | | | | \$ 757,651 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 189,413 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 947,064 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 56,824 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 37,883 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 47,353 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 18,941 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 66,294 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,174,359 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 93,949 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,268,308 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 190,246 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 63,415 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 12,683 |
| | NON-BID SUBTOTAL | | | \$ 266,344 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,534,652 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,534,652 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 276,237 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,810,889 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-42
County 14th Street Overlay

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Co 14th Street Overlay | | | | |
| Project Location | Avenue A to Avenue D | | | | |
| Project Length (miles) | 3.0 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$1.3M | | | | |
| Factored Cost over RTP Period | \$1.3M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will overlay County 14th Street from Avenue A to Avenue D | | | | |

Location Map



COST ESTIMATE

Project Description: Co. 14th Street Overlay

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

3 Project Length (Miles)

15,840 Project Length (Feet)

24 Existing Pavement Width (FEET)

15,840 Existing Length (Feet)

Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

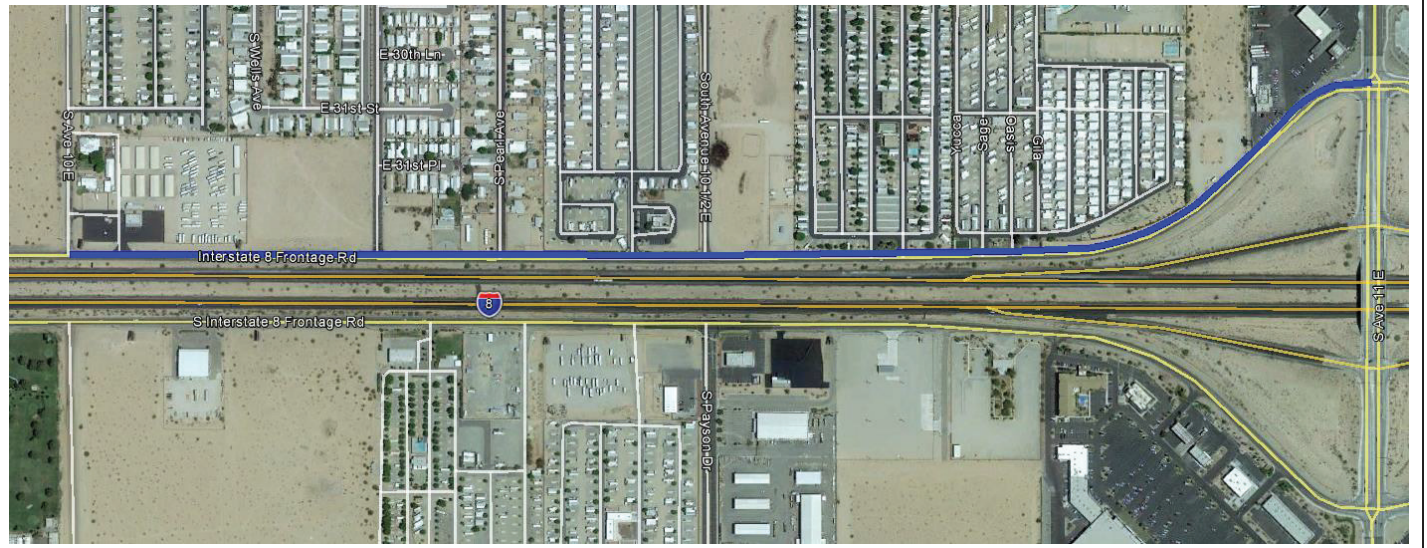
Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|--------|--------------|---------------------|
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 42,240 | \$ 1.50 | \$ 63,360 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 4,689 | \$ 90.00 | \$ 421,978 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 45,000.00 | \$ 45,000 |
| ROADWAY SUBTOTAL | | | | | \$ 530,338 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 132,584 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 662,922 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 39,775 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 26,517 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 33,146 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 13,258 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 46,405 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 822,023 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 65,762 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 887,785 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 133,168 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 44,389 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 8,878 |
| | NON-BID SUBTOTAL | | | \$ 186,435 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,074,220 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,074,220 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 193,360 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,267,580 |

YMPO 2018-2041 RTP Project Information Sheet
Project YU-43
North I-8 Frontage Road

| | | | | | |
|--------------------------------------|--|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| Project Name | North I-8 Frontage Road | | | | |
| Project Location | Avenue 10E to 11 E | | | | |
| Project Length (miles) | 1.0 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$5M | | | | |
| Factored Cost over RTP Period | \$5M | | | | |
| RTP Period | 2018-2022 <input checked="" type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen I-8 Frontage Road from two to four lanes from Avenue 10E to Avenue 11E | | | | |

Location Map



COST ESTIMATE

Project Description: North I-8 Frontage Rd Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

| | | | | |
|----|---------------------------------|--------|-------|-------------------------|
| 1 | Project Length (Miles) | | 5,280 | Project Length (Feet) |
| 29 | Existing Pavement Width (FEET) | 1 Mile | 5,280 | Existing Length (Feet) |
| 53 | Segment 1 Pavement Width (FEET) | 1 Mile | 5,280 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|--------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 22,000.00 | \$ 22,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 17,013 | \$ 5.00 | \$ 85,067 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 31,093 | \$ 8.00 | \$ 248,747 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 6,046 | \$ 45.00 | \$ 272,067 |
| 4040125 | FOG COAT | TON | 10.4 | \$ 600.00 | \$ 6,219 |
| 4040163 | BLOTTER MATERIAL | TON | 31.1 | \$ 40.00 | \$ 1,244 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 8,628 | \$ 90.00 | \$ 776,556 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 22,000.00 | \$ 22,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 20,000.00 | \$ 20,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 4.0 | \$ 3,500.00 | \$ 14,000 |
| 9240053 | MISCELLANEOUS WORK (RECONSTRUCT INTERSECTIONS) | L.SUM | 1 | \$ 80,000.00 | \$ 80,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| 9240057 | MISCELLANEOUS WORK (EXTEND MINOR DRAINAGE STRUCTURES) | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 1,743,898 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 435,975 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 2,179,873 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 130,792 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 87,195 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 108,994 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 43,597 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 152,591 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 2,703,042 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 216,243 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 2,919,285 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 437,893 |

COST ESTIMATE

Project Description: North I-8 Frontage Rd Street Widening

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: September, 2016

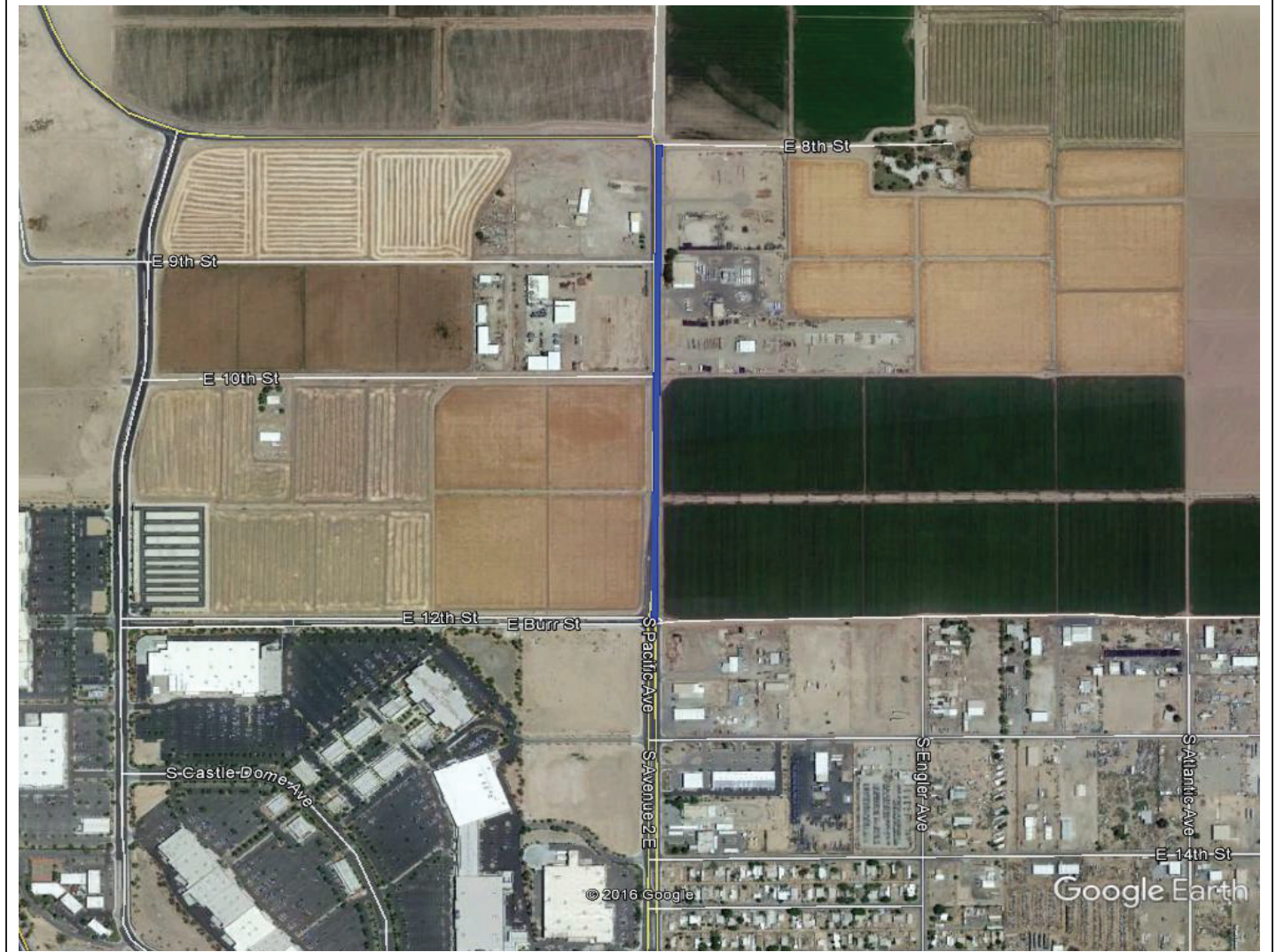
| | | | | |
|----|---------------------------------|--------|-------|-------------------------|
| 1 | Project Length (Miles) | | 5,280 | Project Length (Feet) |
| 29 | Existing Pavement Width (FEET) | 1 Mile | 5,280 | Existing Length (Feet) |
| 53 | Segment 1 Pavement Width (FEET) | 1 Mile | 5,280 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | | Segment 4 Length (Feet) |

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 145,964 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 29,193 |
| | NON-BID SUBTOTAL | | | \$ 613,050 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 3,532,335 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 3,532,335 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 635,820 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ 450,000 |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ 450,000 |
| TOTAL PROJECT COST | | | | | \$ 5,068,155 |

YMPO 2018-2041 RTP Project Information Sheet
Project FH-30
Pacific Avenue Widening

| | | | | | |
|--------------------------------------|--|---|------------------------------------|------------------------------------|------------------------------------|
| Project Name | Pacific Avenue Widening | | | | |
| Project Location | Co. 8 th St to City 12 th St | | | | |
| Project Length (miles) | 0.5 miles | | | | |
| Roadway Ownership | Yuma County/City of Yuma | | | | |
| Base Cost | \$2.0M | | | | |
| Factored Cost over RTP Period | \$2.8M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input checked="" type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input type="checkbox"/> |
| Project Description | This project will widen Pacific Avenue from 8th St to 12th Street from 2 to 4 through lanes. | | | | |

Location Map



COST ESTIMATE

Project Description: Pacific Avenue Widening, Co 8th St to City 12th St

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: January, 2017

| | | | |
|-----|---------------------------------|-------|-------------------------|
| 0.5 | Project Length (Miles) | 2,640 | Project Length (Feet) |
| 26 | Existing Pavement Width (FEET) | 2,640 | Existing Length (Feet) |
| 26 | Segment 1 Pavement Width (FEET) | 2,640 | Segment 1 Length (Feet) |
| | Segment 2 Pavement Width (FEET) | | Segment 2 Length (Feet) |
| | Segment 3 Pavement Width (FEET) | | Segment 3 Length (Feet) |
| | Segment 4 Pavement Width (FEET) | | Segment 4 Length (Feet) |

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|---|--------|-------|---------------|---------------------|
| 2010001 | CLEARING AND GRUBBING | L.SUM | 1 | \$ 12,000.00 | \$ 12,000 |
| 2020014 | REMOVAL OF STRUCTURES AND OBSTRUCTIONS | L.SUM | 1 | \$ 15,000.00 | \$ 15,000 |
| 2020029 | REMOVAL OF ASPHALTIC CONCRETE PAVEMENT | SQ.YD. | 587 | \$ 5.00 | \$ 2,933 |
| 2020034 | REMOVAL OF SIGNS | L.SUM | 1 | \$ 1,000.00 | \$ 1,000 |
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 7,627 | \$ 1.50 | \$ 15,514 |
| 2050001 | GRADING ROADWAY FOR PAVEMENT | SQ.YD. | 7,627 | \$ 8.00 | \$ 61,013 |
| 3030022 | AGGREGATE BASE, CLASS 2 | CU.YD. | 1,483 | \$ 45.00 | \$ 66,733 |
| 4040111 | BITUMINOUS TACK COAT | TON | 1.9 | \$ 1,000.00 | \$ 1,907 |
| 4040125 | FOG COAT | TON | 5.1 | \$ 600.00 | \$ 3,051 |
| 4040163 | BLOTTER MATERIAL | TON | 15.3 | \$ 40.00 | \$ 610 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 2,963 | \$ 110.00 | \$ 325,926 |
| 6080101 | MISCELLANEOUS WORK (SIGNS) | L.SUM | 1 | \$ 8,000.00 | \$ 8,000 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 12,000.00 | \$ 12,000 |
| 7320713 | UTILITY RELOCATION WORK | L.SUM | 1 | \$ 10,000.00 | \$ 10,000 |
| 8050003 | SEEDING (CLASS II) | ACRE | 2.0 | \$ 3,500.00 | \$ 7,000 |
| 9240055 | MISCELLANEOUS WORK (ROADSIDE DITCH) | L.SUM | 1 | \$ 25,000.00 | \$ 25,000 |
| 9240054 | MISCELLANEOUS WORK (RECONSTRUCT DRIVEWAYS/SIDE ROADS) | L.SUM | 1 | \$ 120,000.00 | \$ 120,000 |
| | EXTEND CANAL STRUCTURE | L.SUM | 1 | \$ 50,000.00 | \$ 50,000 |
| ROADWAY SUBTOTAL | | | | | \$ 737,687 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 184,422 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 922,109 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 55,327 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 36,884 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 46,105 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 18,442 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 64,548 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,143,415 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 91,473 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,234,888 |

COST ESTIMATE

Project Description: Pacific Avenue Widening, Co 8th St to City 12th St

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: January, 2017

0.5 Project Length (Miles)

2,640 Project Length (Feet)

26 Existing Pavement Width (FEET)

2,640 Existing Length (Feet)

26 Segment 1 Pavement Width (FEET)

2,640 Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| | | | | | |
|--------------------------------|--|--------|---|------------|---------------------|
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 185,233 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 61,744 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 12,349 |
| | NON-BID SUBTOTAL | | | \$ 259,326 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,494,214 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,494,214 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 268,959 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,763,173 |

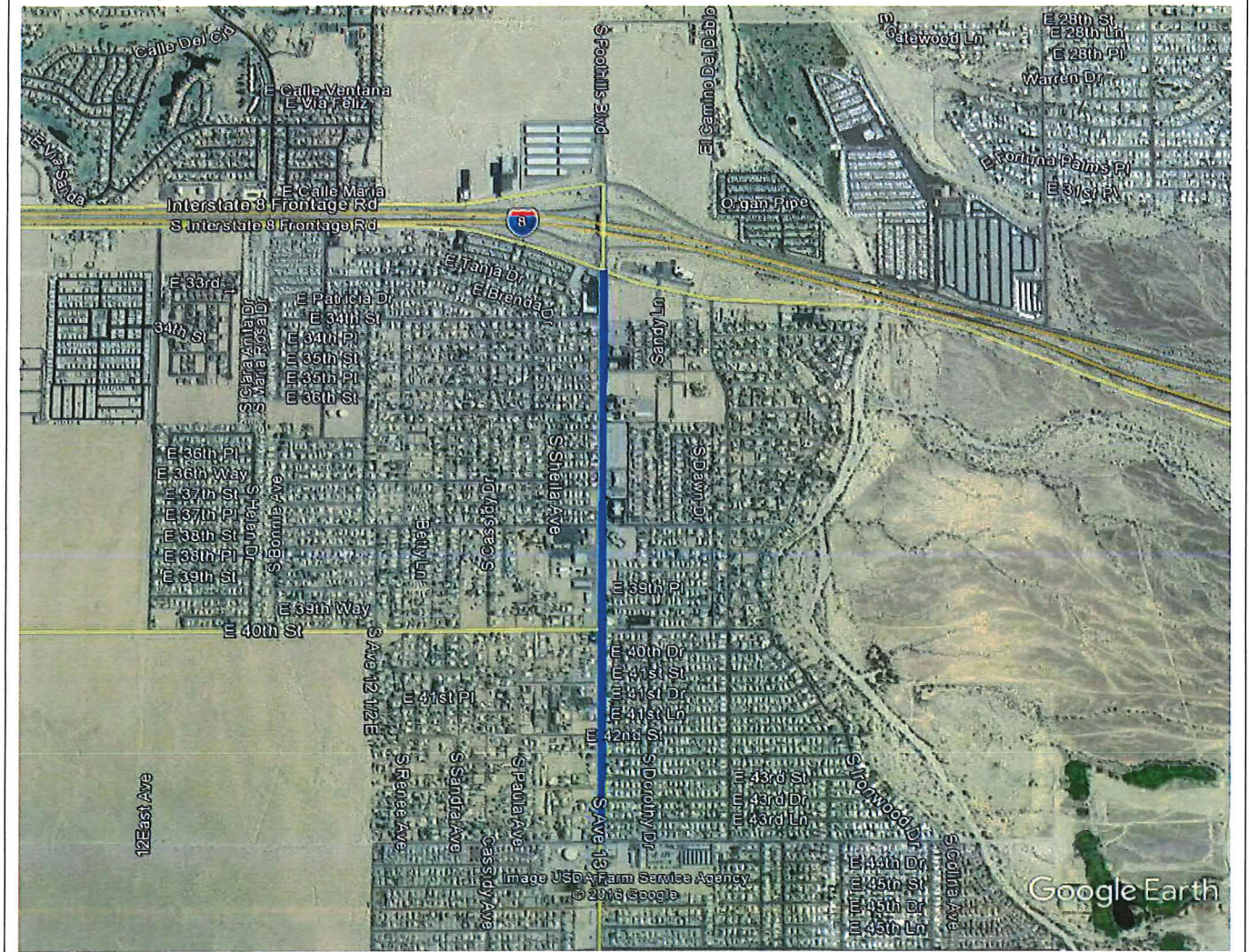
YMPO 2018-2041 RTP Project Information Sheet

Project FH-31

Foothills Blvd Mill and Overlay

| | | | | | |
|-------------------------------|---|------------------------------------|------------------------------------|------------------------------------|---|
| Project Name | Foothills Boulevard | | | | |
| Project Location | South Frontage Road to 44 th Street | | | | |
| Project Length (miles) | 1.5 miles | | | | |
| Roadway Ownership | Yuma County | | | | |
| Base Cost | \$2M | | | | |
| Factored Cost over RTP Period | \$4.9M | | | | |
| RTP Period | 2018-2022 <input type="checkbox"/> | 2023-2027 <input type="checkbox"/> | 2028-2032 <input type="checkbox"/> | 2033-2037 <input type="checkbox"/> | 2038-2041 <input checked="" type="checkbox"/> |
| Project Description | This project will overlay Foothills Blvd from the South Frontage Road to 44th Street. | | | | |

Location Map



COST ESTIMATE

Project Description: Foothills Blvd Mill and Overlay

ID No:

Project Location: Yuma, Arizona

Federal No: N/A

Stage: Preliminary

TRACS No: N/A

Prepared By: Kimley-Horn

Date: January, 2017

1.5 Project Length (Miles)

7,920 Project Length (Feet)

56 Existing Pavement Width (FEET)

7,920 Existing Length (Feet)

Segment 1 Pavement Width (FEET)

Segment 1 Length (Feet)

Segment 2 Pavement Width (FEET)

Segment 2 Length (Feet)

Segment 3 Pavement Width (FEET)

Segment 3 Length (Feet)

Segment 4 Pavement Width (FEET)

Segment 4 Length (Feet)

| ITEM NO. | ITEM DESCRIPTION | UNIT | QTY | UNIT PRICE | AMOUNT |
|------------------------------------|--|--------|--------|--------------|---------------------|
| 2020083 | REMOVE BITUMINOUS PAVEMENT (MILLING) (2") | SQ.YD. | 49,280 | \$ 1.50 | \$ 73,920 |
| 4040111 | BITUMINOUS TACK COAT | TON | 12 | \$ 1,000.00 | \$ 12,320 |
| 4090003 | ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL) | TON | 5,470 | \$ 110.00 | \$ 601,709 |
| 7041501 | PAVEMENT MARKINGS | L.SUM | 1 | \$ 30,000.00 | \$ 30,000 |
| 7320718 | UTILITY WORK (RESET FACILITIES TO GRADE) | L.SUM | 1 | \$ 5,000.00 | \$ 5,000 |
| ROADWAY SUBTOTAL | | | | | \$ 722,949 |
| | MISCELLANEOUS WORK | L.SUM | 1 | 25% | \$ 180,737 |
| SUBTOTAL WITH MISC WORK | | | | | \$ 903,686 |
| | CONSTRUCTION SURVEYING & LAYOUT | L.SUM | 1 | 6% | \$ 54,221 |
| | EROSION CONTROL | L.SUM | 1 | 4% | \$ 36,147 |
| | CONTRACTOR QUALITY CONTROL | L.SUM | 1 | 5% | \$ 45,184 |
| | FURNISH WATER SUPPLY | L.SUM | 1 | 2% | \$ 18,074 |
| | MAINTENANCE & PROTECTION OF TRAFFIC | L.SUM | 1 | 7% | \$ 63,258 |
| SUBTOTAL WITH GENERAL ITEMS | | | | | \$ 1,120,570 |
| | MOBILIZATION | L.SUM | 1 | 8% | \$ 89,646 |
| SUBTOTAL WITH MOBILIZATION | | | | | \$ 1,210,216 |
| | CONSTRUCTION ENGINEERING | L.SUM | 1 | 15% | \$ 181,532 |
| | CONTINGENCIES | L.SUM | 1 | 5% | \$ 60,511 |
| | CONSULTANT POST DESIGN ACTIVITIES | L.SUM | 1 | 1% | \$ 12,102 |
| | NON-BID SUBTOTAL | | | \$ 254,145 | \$ - |
| CONSTRUCTION SUBTOTAL | | | | | \$ 1,464,361 |
| | INDIRECT COST ALLOCATION | L.SUM | 1 | 0.00% | \$ - |
| CONSTRUCTION TOTAL COST | | | | | \$ 1,464,361 |
| | CONSULTANT DESIGN AND ENVIRONMENTAL CLEARANCE | L.SUM | 1 | 18% | \$ 263,585 |
| | ADOT PROJECT MANAGEMENT DESIGN REVIEW (PMDR) FEE | L.SUM | 1 | 0% | \$ - |
| | UTILITY RELOCATION | L.SUM | | | \$ - |
| | RIGHT-OF-WAY | SQ.FT. | | | \$ - |
| TOTAL PROJECT COST | | | | | \$ 1,727,946 |

Appendix B – List of Reserve Projects

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YMPO Regional Transportation Plan 2018-2041 Reserve Project List

CITY OF YUMA

| Area- Proj No. | Project | Limits | Agency | Length (Miles) | Through Lanes | | Cost (Millions) | Performance Criteria | | | | | | Notes | Project Description | |
|---|---------------------------|----------------------------------|----------|----------------|---------------|-----|-----------------|------------------------|----------------------------|------------------------------------|---|--------------------------------|------------------------------|-------|---------------------|---------------------------|
| | | | | | Old | New | | Addresses Safety Issue | Addresses Congestion Issue | Preserves Existing Infrastruc-ture | Improves System Continuity & Efficiency | Promotes Economic Develop-ment | Encourages Multimodal Travel | | | Improves Air Quality |
| Projects identified from 2018-2041 RTP Update Long Range Travel Demand Model Results | | | | | | | | | | | | | | | | |
| M-3 | 24th St | 21st Ave to South Elks Lane | COY | 0.61 | 4 | 6 | 4.30 | | X | | | X | X | | X | LOS E segment in 2031 and |
| M-5 | 16th St Widening | Pendergast Avenue to 14th Avenue | COY | 0.53 | 4 | 6 | 3.80 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-6 | 16th St Widening | 4th Ave to 1st Ave | COY | 0.25 | 4 | 6 | 1.80 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-7 | 16th St Widening | 7th Ave to 4th Ave | COY | 0.21 | 4 | 6 | 1.50 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-8 | 16th St Widening | 7th Ave to 8th Ave | COY | 0.07 | 4 | 6 | 0.50 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-10 | 24th St | South Elks Lane to Ave A | COY | 0.13 | 4 | 6 | 1.00 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-13 | 24th St | Ave A to 4th Ave | COY | 0.50 | 4 | 6 | 3.50 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-15 | Ave 3E | I-8 to Gila Ridge Rd | COY | 0.10 | 4 | 6 | 0.70 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-16 | Ave 3E | 32nd St to 40th St | COY | 1.00 | 4 and 5 | 6 | 7.00 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-17 | 8th St | Dora Ave to Myrtle Ave | COY | 0.16 | 4 | 6 | 1.20 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-18 | 3rd St | 5th Ave to 4th Ave | COY | 0.08 | 2 | 4 | 0.50 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-19 | Ave 31/2E | 40th St to 48th St | COY | 1.00 | 2 | 4 | 5.00 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-20 | 4th Ave | I-8 to 1st St | COY | 0.45 | 4 | 6 | 3.20 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-21 | 4th Ave/ I-8 Overcrossing | - | COY/ADOT | 0.09 | 4 | 6 | 0.75 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-22 | I-8 North Frontage Road | Ave 8E to Ave 10E | COY | 2.00 | 2 | 4 | 10 | | X | | | | | | | |
| M-35 | South Frontage Rd | Ave 8E to Ave 9E | COY/YC | 1.00 | 2 | 4 | 5 | | X | | | X | X | | X | LOS E in 2041 |
| Total Cost (Million \$) | | | | | | | 49.8 | | | | | | | | | |

ADOT SOUTHWEST DISTRICT

| Area- Proj No. | Project | Limits | Agency | Length (Miles) | Through Lanes | | Unfunded | Performance Criteria | | | | | | Comments | Project Description | |
|---|---|----------------------------|--------|----------------|---------------|-----|-------------|------------------------|----------------------------|------------------------------------|---|--------------------------------|------------------------------|----------|---------------------|-----------------------|
| | | | | | Old | New | | Addresses Safety Issue | Addresses Congestion Issue | Preserves Existing Infrastruc-ture | Improves System Continuity & Efficiency | Promotes Economic Develop-ment | Encourages Multimodal Travel | | | Improves Air Quality |
| Projects identified from 2018-2041 RTP Update Long Range Travel Demand Model Results | | | | | | | | | | | | | | | | |
| M-23 | I-8 Westbound On-Ramp | Foothills Blvd Interchange | ADOT | - | - | - | 10 | | X | | | X | X | | X | 2041 |
| M-24 | I-8 WB Widening (Part of segment below) | Araby Rd to Ave 8E | ADOT | 2.16 | 4 | 6 | 15.1 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-25 | I-8 WB on ramp at Ave 11E Interchange | | ADOT | 0.17 | - | - | 10 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-26 | I-8 WB off ramp at Ave 3E Interchange | | ADOT | 0.21 | - | - | 10 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-27 | I-8 EB off-ramp at Ave 13E Interchange | | ADOT | 0.18 | - | - | 10 | | X | | | X | X | | X | LOS E segment in 2042 |
| Total Cost (Million \$) | | | | | | | 55.1 | | | | | | | | | |

YUMA COUNTY

| Area- Proj No. | Project | Limits | Agency | Length (Miles) | Through Lanes | | Unfunded | Performance Criteria | | | | | | Comments | Project Description | |
|---|------------------------------|---|--------|----------------|---------------|-----|-------------|------------------------|----------------------------|------------------------------------|---|--------------------------------|------------------------------|----------|---------------------|--|
| | | | | | Old | New | | Addresses Safety Issue | Addresses Congestion Issue | Preserves Existing Infrastruc-ture | Improves System Continuity & Efficiency | Promotes Economic Develop-ment | Encourages Multimodal Travel | | | Improves Air Quality |
| N/A | Misc. Irrigation/Bridge Imp. | Countywide | YC | - | - | - | | | | X | | | | | | periods (Phase 1: 2018-2022, Phase 2: 2023-2027, Phase 3: 2028-2032, Phase 4: 2033-2037, Phase 5: 2038-2041). |
| N/A | Misc. Widening/Imp. | Countywide | YC | - | - | - | | X | X | | | X | X | | X | This project will widen and improve roads Countywide. This project is phased for multiple time periods (Phase 1: 2018-2022, Phase 2: 2023-2027, Phase 3: 2028-2032, Phase 4: 2033-2037, Phase 5: 2038-2041). |
| SO-05 | Co. 15th St. Widening | County 151/2 to Ave D , and Ave G to west | YC | 1.00 | 2 | 4 | 3.5 | | | | | | | | | This project will widen Co. 15th Street from two to four lanes from Co. 15 1/2 to Avenue D and from Avenue G to West Somerton Boundary. |
| Projects identified from 2018-2041 RTP Update Long Range Travel Demand Model Results | | | | | | | | | | | | | | | | |
| M-30 | Co 15th St | Ave B to US 95 (assume this is an intersection widening) | YC | 0.05 | 2 | 4 | 0.5 | | X | | | X | X | | X | LOS E segment in 2031 |
| M-31 | Ave 15E | South Frontage Rd to 48th St | YC | 0.44 | 2 | 4 | 2.0 | | X | | | X | X | | X | LOS E segment in 2031 and LOS F in 2041 |
| M-32 | Somerton Ave/ 32nd St | intersection area | YC | 0.09 | - | - | 0.5 | | X | | | X | X | | X | E in 2041 |
| M-33 | Ave F | Co 23rd to Co 23 1/2 | YC/SL | 1.00 | 2 | 4 | 5.0 | | X | | | X | X | | X | LOS F Segment in 2041 |
| M-34 | 48th St (Co 12th) | Ave 13E to Ave 15E (looks discontinuous after S. Ave 14E) | YC | 2.00 | 2 | 4 | 10.0 | | X | | | X | X | | X | LOS E segment in 2041 |
| M-37 | Ave E and D Extension | Avenue E extension: County 23rd St to County 22nd St; Ave D extension: County 22nd St to Co 17th St | YC | 6.00 | 0 | 2 | 8.5 | | X | | | X | X | | X | Per Ave E, SR 195 to Co 18th St DCR |
| M-36 | I-8 South Frontage Rd | Fortuna Wash to Ave 15E | YC | 0.70 | 2 | 4 | 3.5 | | X | | | X | X | | X | LOS E segment in 2041 |
| Total Cost (Million \$) | | | | | | | 33.5 | | | | | | | | | |

CITY OF SAN LUIS

| Area- Proj No. | Project | Limits | Agency | Length (Miles) | Through Lanes | | Unfunded | Performance Criteria | | | | | | Comments | Project Description | |
|--------------------------------|-----------------------------|-----------------------------------|--------|----------------|---------------|-----|-------------|------------------------|----------------------------|------------------------------------|---|--------------------------------|------------------------------|----------|---------------------|----------------------|
| | | | | | Old | New | | Addresses Safety Issue | Addresses Congestion Issue | Preserves Existing Infrastruc-ture | Improves System Continuity & Efficiency | Promotes Economic Develop-ment | Encourages Multimodal Travel | | | Improves Air Quality |
| SL-03 | Juan Sanchez Blvd. Widening | 8th Ave. to Ave.G | SL | 1.50 | 2/3 | 4 | 7.7 | | X | | | | X | | X | |
| SL-04 | Juan Sanchez Blvd. Widening | Ave. G to Ave. F 1/2 | SL | 0.50 | 2 | 4 | 3.0 | | X | | | | X | | X | |
| SL-05 | Juan Sanchez Blvd. Widening | Ave. F 1/2 to Ave. E 1/2 (SR 195) | SL | 1.00 | 2 | 4 | 4.5 | | X | | | | X | | X | |
| Total Cost (Million \$) | | | | | | | 15.2 | | | | | | | | | |

CITY OF SOMERTON

| Area- Proj No. | Project | Limits | Agency | Length (Miles) | Through Lanes | | Unfunded | Performance Criteria | | | | | | Comments | Project Description | |
|--------------------------------|-----------------------|---|--------|----------------|---------------|-----|-------------|------------------------|----------------------------|------------------------------------|---|--------------------------------|------------------------------|----------|---------------------|--|
| | | | | | Old | New | | Addresses Safety Issue | Addresses Congestion Issue | Preserves Existing Infrastruc-ture | Improves System Continuity & Efficiency | Promotes Economic Develop-ment | Encourages Multimodal Travel | | | Improves Air Quality |
| SO-03 | Co. 15th St. Widening | Somerton west boundary (approx. Central canal) Ave. G to County 151/2 | SO | 2.00 | 2 | 4 | 10.0 | | X | | | X | X | | X | This project will widen Co. 15th Street from two to four lanes from Avenue G to Co. 15 1/2 Street. |
| Total Cost (Million \$) | | | | | | | 10.0 | | | | | | | | | |

FOR DISCUSSION PURPOSE ONLY

11/29/2016

YMPO Regional Transportation Plan 2018-2041 Reserve Project List

TOWN OF WELLTON

| Area- Proj No. | Project | Limits | Agency | Length (Miles) | Through Lanes | | Unfunded | Performance Criteria | | | | | | Comments | Project Description | |
|--------------------------------|-------------------------------|--------------------------|--------|-------------------|---------------|-----|-------------|---------------------------|----------------------------------|---------------------------------------|--|--------------------------------------|---------------------------------|----------|---------------------|-------------------------------|
| | | | | | Old | New | | Addresses Safety Issue | Addresses Congestion Issue | Preserves Existing Infrastruc-ture | Improves System Continuity & Efficiency | Promotes Economic Develop-ment | Encourages Multimodal Travel | | | Improves Air Quality |
| WE-02 | UPRR Railroad Overpass | William St./Dome St. | W | - | - | - | 15.0 | X | | | X | | | | | |
| WE-04 | Williams St / Los Angeles Ave | Intersection Improvement | W | - | - | - | 0.3 | X | | | | | | | | Intersection widening |
| WE-05 | Los Angeles Ave to Co 12th | Multiuse Path | W | 1.00 | - | - | 0.3 | | | | | | X | | | |
| WE-06 | County 12th St. | West of 28E to 25E | W | 2.12 | 0 | 2 | 3.0 | | | | | X | | X | | Pave dirt road, cost per PARA |
| Total Cost (Million \$) | | | | | | | 18.6 | | | | | | | | | |

COCOPAH INDIAN TRIBE

| Area- Proj No. | Project | Limits | Agency | Length (Miles) | Through Lanes | | Unfunded | Performance Criteria | | | | | | Comments | Project Description | |
|--------------------------------|--|--|--------|-------------------|---------------|-----|------------|---------------------------|----------------------------------|---------------------------------------|--|--------------------------------------|---------------------------------|----------|---------------------|---|
| | | | | | Old | New | | Addresses Safety Issue | Addresses Congestion Issue | Preserves Existing Infrastruc-ture | Improves System Continuity & Efficiency | Promotes Economic Develop-ment | Encourages Multimodal Travel | | | Improves Air Quality |
| | WCIR 1 - Steamboat Street Phase 1 | Route 1 | COC | 1.35 | 2 | 2 | 0.3 | | | X | X | X | X | X | | Preconstruction activities and prepare Plans, Specifications, and Estimates for 0.9 miles of Route 1 (Steamboat Street) and reconstruction of 0.45 miles of Route 1 on the West Cocopah Reservation. On Tribal TIP FY 2016-FY 2021, FY 2016 Tribal Transportation Program Construction Funds |
| | WCIR 1 - Steamboat Street Phase 2 | Route 1 | COC | 0.45 | 2 | 2 | 0.5 | | | X | X | X | X | X | | 2017- 2019 TTP Construction funds continue reconstruction of 0.45 miles of Route 1 (Steamboat Street) on the West Cocopah Reservation. On Tribal TIP FY 2016-FY 2021, FY 2017-FY 2019 Tribal Transportation Program Construction funds. |
| | ECIR 20, 21, 22, 24 - Cottonwood/Salt Cedar/BalPark | Routes 20,21,22,24, East Cocopah Reservation | COC | 1.63 | 2 | 2 | 0.1 | | | X | X | X | X | X | | 2020 TTP Constructionunds to perform pre-construction activities and prepare Plans, Specifications and Estimate (PS&E) for 1.63 miles of Route 20, 21, 22, 24 on the East Cocopah Reservation. Project amount \$125,000. On Tribal TIP FY 2016-FY 2021, FY 2020 Tribal Transportation Construction funds. |
| | ECIR 20, 21, 22, 24 - Cottonwood/Salt Cedar/Bal Park | Routes 20,21,22,24, East Cocopah Reservation | COC | 1.63 | 2 | 2 | 0.5 | | | X | X | X | X | X | | 2020-2021 TTP Construction funds to perform reconstruction for 1.63 miles of Route 20, 21, 22, 24 on the East Cocopah Reservation. Project amount \$500,000. On Tribal TIP FY 2016-FY 2021, FY 2020-2021 Tribal Transportation Program Construction funds. |
| | WCIR 3 Centre Avenue | Route 3 (Centre Avenue) | COC | 0.65 | 2 | 2 | 0.4 | | | X | X | X | X | X | | Road improvement project to perform reconstruction of 0.65 miles of Route 3 (Centre Avenue) on the West Cocopah Reservation. Project amount \$375,000. On Tribal TIP FY 2016-FY 2021, FY 2021. |
| Total Cost (Million \$) | | | | | | | 1.8 | | | | | | | | | |

Appendix C – RTP 2018-2041 Social Pinpoint Comment Summary

COMMENTS ON PROPOSED PROJECTS

| Project ID | Project Name | Project Limits | Type | Comment Submitted on Social PinPoint | Up Response | Down Response | Latitude | Longitude |
|------------|-------------------------------|----------------------------------|---------------------------------|---|-------------|---------------|-----------|-------------|
| FH-02 | US 95 Widening | Imperial Dam Rd. to Aberdeen Rd. | Projected timeframe 2038 - 2041 | This project must have a higher priority. In order for bi-national commerce to increase and attract industry and jobs to Yuma County we must have a north south corridor connecting I-8 and I-10. | 0 | 0 | 32.840546 | -114.368934 |
| FH-03 | US 95 Widening | Imperial Dam Rd. to Aberdeen Rd. | Projected timeframe 2038 - 2041 | Add a fence to keep the wild horses and burros from getting hit. | 0 | 0 | 32.840546 | -114.368934 |
| | US 95 Widening | Gila River to Imperial Dam Rd. | Projected timeframe 2028 - 2032 | This project must have a higher priority. In order for bi-national commerce to increase and attract industry and jobs to Yuma County we must have a north south corridor connecting I-8 and I-10. | 0 | 0 | 32.768557 | -114.39964 |
| FH-04 | US 95 Widening | Gila River to Imperial Dam Rd. | Projected timeframe 2028 - 2032 | Agreed this needs more priority. | 0 | 0 | 32.768557 | -114.39964 |
| | US 95 Widening | Gila River to Imperial Dam Rd. | Projected timeframe 2028 - 2032 | A project that should be moved up. Heavy traffic and narrow road. Needs wide shoulders for safety and bicycles. | 1 | 0 | 32.768557 | -114.39964 |
| FH-06 | US 95 Widening | Fortuna Rd. to Gila River | Projected timeframe 2023 - 2027 | This project must have a higher priority. In order for bi-national commerce to increase and attract industry and jobs to Yuma County we must have a north south corridor connecting I-8 and I-10. | 0 | 0 | 32.72557 | -114.421231 |
| | US 95 Widening | Fortuna Rd. to Gila River | Projected timeframe 2023 - 2027 | This project must have a higher priority. In order for bi-national commerce to increase and attract industry and jobs to Yuma County we must have a north south corridor connecting I-8 and I-10. | 0 | 0 | 32.72557 | -114.421231 |
| FH-08 | US 95 Widening | Ave. 9E to Fortuna Rd. | Projected timeframe 2023 - 2027 | This project must have a higher priority. In order for bi-national commerce to increase and attract industry and jobs to Yuma County we must have a north south corridor connecting I-8 and I-10. | 0 | 0 | 32.699466 | -114.4621 |
| | US 95 Widening | Ave. 9E to Fortuna Rd. | Suggest an improvement | This project must have a higher priority. In order for bi-national commerce to increase and attract industry and jobs to Yuma County we must have a north south corridor connecting I-8 and I-10. | 0 | 0 | 32.700211 | -114.458828 |
| FH-14 | Fortuna Rd. Widening | US 95 to 28th St | Projected timeframe 2028 - 2032 | An over pass is needed at the train tracks and the junctions at this point hold traffic from Fortuna rd.this train tracks and the junctions at this point hold traffic from the tracks to high way 95 not safe | 0 | 0 | 32.689385 | -114.444261 |
| | 40th St. Paving | Avenue 8E to Avenue 10E | Projected timeframe 2018 - 2022 | this road connection is needed now. Do this in the next 2 years and include bike lanes. | 0 | 0 | 32.655762 | -114.478392 |
| FH-21 | 40th St. Paving | Avenue 8E to Avenue 10E | Projected timeframe 2018 - 2022 | It will take the heavy winter traffic off frontage rd south good project | 0 | 0 | 32.655762 | -114.478392 |
| | 40th St. Paving | Avenue 8E to Avenue 10E | Projected timeframe 2018 - 2022 | I agree as long as the right of way is wide enough for the multi-use path on both sides. | 0 | 0 | 32.655762 | -114.478392 |
| FH-22 | 40th St. Paving | Avenue 8E to Avenue 10E | Projected timeframe 2018 - 2022 | We need this to connect foothills to Yuma. Frontage road is a mess and too expensive to improve to the level that it should be. | 0 | 0 | 32.655762 | -114.478392 |
| | Co. 14th St. Paving Dirt Road | Ave. 7E to Ave. 10E | Projected timeframe 2033 - 2037 | It should be moved up in the timeframe | 1 | 0 | 32.626545 | -114.488354 |
| FH-24 | Co. 14th St. Paving Dirt Road | Ave. 10E to Ave. 13E | Projected timeframe 2033 - 2037 | Great project and would continue to open the area for better access from Foothills to South Yuma and Somerton and San Luis. Get enough right of way for multiuse path. | 0 | 0 | 32.626879 | -114.435225 |
| | Martinez Lake Road overlay | US 95 to MP 4.3 | Projected timeframe 2018 - 2022 | I feel this is a bit unnecessary. Widening of the Hwy 95 should take priority. | 0 | 0 | 32.876488 | -114.384112 |
| M-4 | 16th St. Widening | Ave 3E to Ave 31/2 E | Projected timeframe 2018 - 2022 | If it is safety I am for it. I have not noticed a unsafe situation at this intersection. Big potholes near the turning to the right but improved striping may make the intersection safer. | 0 | 0 | 32.654841 | -114.581094 |
| | 16th St. Widening | Ave 3E to Ave 31/2 E | Projected timeframe 2018 - 2022 | Needs shoulders for safe bicycling | 0 | 0 | 32.65515 | -114.576877 |
| M-4 | 16th St. Widening | 1st Ave to Arizona Ave | Projected timeframe 2023 - 2027 | my previous comment may not be on the correct intersections. sorry | 0 | 0 | 32.698351 | -114.615952 |
| | 16th St. Widening | 1st Ave to Arizona Ave | Suggest an improvement | More signs indicating bicycles in the area are needed. Just a bit farther up the road is a very large intersection with traffic light that change too fast for a cyclists to get across the intersection | 0 | 0 | 32.698351 | -114.615952 |
| M-4 | 16th St. Widening | 1st Ave to Arizona Ave | Suggest an improvement | The concrete medians need reflective tape or bumpers to make them more visible at night when making a left hand turn from 16th onto Arizona Ave. | 2 | 0 | 32.698351 | -114.615952 |
| | 16th St. Widening | 1st Ave to Arizona Ave | Projected timeframe 2018 - 2022 | This goes for many of the medians around town. The concrete medians are hard to see when it's dark and there isn't enough light to make them visible. At least reflectors would make it safer and more visible. | 0 | 0 | 32.698523 | -114.620329 |

| Project ID | Project Name | Project Limits | Type | Comment Submitted on Social PinPoint | Up Response | Down Response | Latitude | Longitude |
|------------|---|--|---|---|-------------|---------------|-------------------------------------|---|
| M-9 | Gila Ridge Rd Gila Ridge Rd | Pacific Avenue to Avenue 3E Pacific Avenue to Avenue 3E | Projected timeframe 2028 - 2032 Suggest an improvement | Needs shoulders for safe cycling. Great idea. Pacific Ave is a very popular intersection that needs ramp access to the I-8 | 0 | 0 | 32.687778 32.691254 | -114.590095 -114.598504 |
| SL-06 | Gila Ridge Rd Co. 24th St. Paving Dirt Road | Pacific Avenue to Avenue 3E Ave. H to Ave. F | Suggest an improvement Projected timeframe 2018 - 2022 | Provide an on ramp / off ramp @ I-8 / Pacific Ave. This would reduce traffic congestion at interchanges 16th St. / I-8 & Ave 3E / I-8. San Luis POE I & II do not have a direct link. In the not too distant future it is hoped we will add POV's to San Luis II. Juan Sanchez is already over subscribed. It's import to build an alternative. I think other roads are a higher priority for this time frame unless there is development going in. | 4 | 0 | 32.691254 32.480117 | -114.598904 -114.73516 |
| SL-08 | Co. 24th St. Paving Dirt Road Ave. B Widening Ave. B Widening | Ave. H to Ave. F Co. 15th St. to SR 195 Co. 15th St. to SR 195 | Projected timeframe 2018 - 2022 Projected timeframe 2018 - 2022 | Provides a much needed central connection between San Luis and Yuma Please plan enough right of way to include pedestrian/multise path, this is a great link from Yuma to San Luis. Other areas need more attention and \$. | 1 | 0 | 32.480117 32.554337 32.554337 | -114.73516 -114.649715 -114.649715 |
| SL-09 | Co. 18th St. Paving Dirt Road | Ave. 3E to Ave. A | Projected timeframe 2018 - 2022 | It is great that that plans are in place. In the meanwhile what are the chances to improve the grading frequency and apply some kind of adhesive base to minimize deterioration of road and control dust | 0 | 0 | 32.566491 | -114.607315 |
| SO-02 | Co. 18th St. Paving Dirt Road | Ave. 3E to Ave. A | Projected timeframe 2018 - 2022 | It is great that that plans are in place. In the meanwhile what are the chances to improve the grading frequency and apply some kind of adhesive base to minimize deterioration of road and control dust | 0 | 0 | 32.566491 | -114.607315 |
| WE-03 | Co. 15th St. Paving Dirt Road Co. 11th St. Paving Dirt Road Co. 11th St. Paving Dirt Road | Ave. G to Ave. F Ave. 29E to Ave. 31E Ave. 29E to Ave. 31E | Projected timeframe 2018 - 2022 Suggest an improvement Suggest an improvement | If County 14th street gets the attention it needs this project should be set aside for a long time. walkers often journey across the overpass. Safety is a concern. | 0 | 0 | 32.61102 32.661764 | -114.727199 -114.142274 |
| YU-03 | Ave. B Safety Imp. | Ave. 29E to Ave. 31E | Projected timeframe 2033 - 2037 | A suggestion to move paving project up to sooner date range. Traffic increase creates dust in dry environment. Border Patrol substation agents use this road primarily to journey to and from their assigned check point area. The road is also used by off road capable vehicles that want to avoid main roads. Don't forget bicyclists. There is a school a few blocks down from the end of this project. | 0 | 1 | 32.663661 | -114.130821 |
| YU-04 | Giss Pky./8th St. Safety Imp. Giss Pky./8th St. Safety Imp. Giss Pky./8th St. Safety Imp. | 4th Ave to Pacific Ave/12th St 4th Ave to Pacific Ave/12th St 4th Ave to Pacific Ave/12th St | Projected timeframe 2018 - 2022 Projected timeframe 2018 - 2022 Projected timeframe 2018 - 2022 | Bicycle signs and "May use full lane" should be included. Please be sure that bike lanes and/or sings are included. B is a well used bicycle route to the West Wetlands. This covers a huge area! What are these 'safety improvements' you are going to do? | 0 | 0 | 32.720793 32.720793 32.720793 | -114.618344 -114.618344 -114.618344 |
| YU-08 | 8th St. Safety Imp. 8th St. Safety Imp. | 4th Ave to Pacific Ave/12th St Avenue C to 1st Ave | Projected timeframe 2018 - 2022 Projected timeframe 2028 - 2032 | Please be sure that bicyclists are considered in this project. Bike lane and signs would be a big help. | 0 | 0 | 32.720793 32.713055 | -114.618344 -114.667415 |
| YU-09 | 8th St. Safety Imp. 8th St. Safety Imp. 9th St. Safety Imp. | Avenue C to 1st Ave Avenue C to 1st Ave Avenue C to 1st Ave | Projected timeframe 2028 - 2032 Projected timeframe 2028 - 2032 Suggest an improvement | Road from Ave C to Ave D needs to be expanded. This is a project that has been asked for many years and nothing done. Lets do something for this area. You might want to extend the improvements on 8th Street from Avenue C to Somerton Avenue. The crosswalk on the north side, between the east and west sides of Avenue A is in terrible shape. It is hard on cars and I can't imagine people safely using it to cross the street. The crosswalk area is very uneven and rough to drive over...and it is basically only that part of the road. can we replace just the crosswalk without some hugely expensive roadway project? | 0 | 0 | 32.713055 32.713055 32.712922 | -114.667415 -114.667415 -114.633923 |
| YU-09 | I-8 POE Reconstruction I-8 POE Reconstruction I-8 POE Reconstruction | I-8 POE Site I-8 POE Site I-8 POE Site | Projected timeframe 2018 - 2022 Projected timeframe 2018 - 2022 Projected timeframe 2018 - 2022 | I'd still like some additional information. Is this a Federal or State facility? What do you mean by "monitors" commercial trucks? Safety Enforcement? Please elaborate. For us laymen, please define POE.Thanks | 0 | 0 | 32.71586 32.71586 32.71586 | -114.611993 -114.611993 -114.611993 |
| YU-11 | Avenue B/16th St. Safety Imp. | Avenue B/16th St | Projected timeframe 2018 - 2022 | Can you provide additional information on this project? Is it a GSA Land POE, an agricultural inspection station, or a Customs and Border Patrol inspection station? green lanes for bicycle safety | 0 | 0 | 32.69845 | -114.650413 |

| Project ID | Project Name | Project Limits | Type | Comment Submitted on Social PinPoint | Up Response | Down Response | Latitude | Longitude |
|------------|------------------------------------|--------------------------------|---------------------------------|---|-------------|---------------|-----------|-------------|
| YU-14 | 4th Ave. Safety Imp. | 1st St to 32nd St | Projected timeframe 2018 - 2022 | This is a good project if it includes signs for bicycles to ride on the right. Pavement markings on the sidewalk should be included as well. "Ride On The Right. With the flow of Traffic" | 0 | 0 | 32.697381 | -114.624653 |
| | 4th Avenue Safety Improvements | | Suggest an improvement | This project needs some attention with CalTrans. There should be an exit sign for bicycles off I 8 to 4th Ave entering Yuma. After crossing the bridge there should be striping directing cyclists. join the bike path on the east side of 4th Ave. One entrance to the bike path is on the right of the entrance to the Quarter Master Depot and the other is on the left of the entrance. | 1 | 0 | 32.727075 | -114.624481 |
| YU-15 | 16th St Widening | 1st Ave to Arizona Ave | Projected timeframe 2018 - 2022 | This is a great project but why didn't the city phase this project with the 4th Ave and 16th St Widening | 0 | 0 | 32.698523 | -114.620329 |
| YU-17 | 16th St. Safety Imp. | Alamo Dr to Engler Ave. | Projected timeframe 2033 - 2037 | according to the previous comment this should be a high priority and much sooner than 2033. | 0 | 0 | 32.698622 | -114.599416 |
| | 16th St. Safety Imp. | Alamo Dr to Engler Ave. | Projected timeframe 2033 - 2037 | BYONS FUEL ENTRY on west side on engler is the most dangerous site around and many deaths associated with this | 0 | 0 | 32.698622 | -114.599416 |
| YU-18 | US 95/Ave. 8E Safety Imp. | US 95/Ave. 8E | Projected timeframe 2018 - 2022 | Safety is good but what exactly is going to be done? | 0 | 0 | 32.6992 | -114.495671 |
| | US 95/Ave. 8E Safety Imp. | US 95/Ave. 8E | Projected timeframe 2018 - 2022 | Can you define the Safety Improvements? Thanks | 0 | 0 | 32.6992 | -114.495671 |
| YU-23 | 24th St Widening | Avenue C to 45th Ave | Suggest an improvement | Need to be able to make left hand turns onto Ave C. Also need to add turning lane to enter ParkWest neighborhood while on Ave C. Currently can only turn into ParkWest when traveling south on Ave C. Can not enter ParkWest when traveling North on Ave C. Also when leaving ParkWest, can only make a right hand turn to enter Ave C. can't make a left hand turn to enter Ave C. | 0 | 0 | 32.681141 | -114.667434 |
| YU-24 | 24th St. Safety Imp. | Avenue C to 4th Ave | Suggest an improvement | I use 24th St & 21st Ave to get to work and almost everyday, I see a potential car accident by people making a U turn or trying to beat the on coming traffic that is heading east. | 0 | 0 | 32.683889 | -114.645921 |
| YU-25 | 24th St. Safety Imp. | 4th Ave to Avenue 3E | Projected timeframe 2018 - 2022 | Bike lanes in east and west lanes would be used by a great many students and Yuma residents. A must have bikeway from Ave C to 3E. | 0 | 0 | 32.684121 | -114.591286 |
| | 24th St. Safety Imp. | 4th Ave to Avenue 3E | Suggest an improvement | Too many accidents coming out of the 2nd Manor | 0 | 2 | 32.684035 | -114.604847 |
| | 24th St. Safety Imp. | 4th Ave to Avenue 3E | Projected timeframe 2018 - 2022 | There are many businesses in this section which are right on the road - are we going to buy/relocate them like we spent millions doing at 4th and 16th, and at Ave A and 16th? Just put in a turn lane! | 0 | 0 | 32.683976 | -114.61791 |
| YU-26 | 24th St. Widening | 1st Ave to Arizona Ave | Projected timeframe 2018 - 2022 | There are many businesses in this section which are right on the road - are we going to buy/relocate them like we spent millions doing at 4th and 16th, and at Ave A and 16th? Just put in a turn lane! | 0 | 0 | 32.683976 | -114.61791 |
| YU-28 | Catalina Dr/1st Avenue Safety Imp. | Catalina Dr/1st Avenue | Projected timeframe 2018 - 2022 | Can you be more specific on what the 'improvements' are, please? | 0 | 0 | 32.673402 | -114.620723 |
| YU-29 | 32nd St Widening | Avenue B to 32nd St connection | Projected timeframe 2028 - 2032 | Must take into consideration cyclists, High School students and others crossing 32nd on the bike path. | 0 | 0 | 32.669419 | -114.636063 |
| | 32nd St Widening | Avenue B to 32nd St connection | Projected timeframe 2028 - 2032 | I don't understand the Avenue B and 32nd street connection. I guess it may be from Avenue A to Avenue B? | 0 | 0 | 32.669419 | -114.636063 |
| | 32nd St Widening | Avenue B to 32nd St connection | Projected timeframe 2028 - 2032 | 32nd street from Avenue B to Avenue C is in dire need of repair/replacement/widening and should be moved up to the 18-22 time frame. | 0 | 0 | 32.669419 | -114.636063 |

| Project ID | Project Name | Project Limits | Type | Comment Submitted on Social PinPoint | Up Response | Down Response | Latitude | Longitude |
|------------|--|----------------------------------|---------------------------------|---|-------------|---------------|-----------|-------------|
| YU-31 | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Projected timeframe 2033 - 2027 | Need to recognize the use of this intersection by cyclists accessing 195 - which leads to many local bike routes | 0 | 0 | 32.670015 | -114.52142 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Projected timeframe 2033 - 2037 | I am all for the safety improvements as long as the cyclists is included in the improvements. Going north on 8th just across the intersection has a very bad piece of surface pavement. | 0 | 0 | 32.669974 | -114.551391 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Projected timeframe 2033 - 2037 | This is very important since there is a school at 24th and Arizona. Intersection safety is important for bicyclists who ride to school. | 0 | 0 | 32.669974 | -114.551391 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Projected timeframe 2033 - 2037 | Paving is always a plus especially if it includes shoulders wide enough and paved for cyclists | 0 | 0 | 32.669974 | -114.551391 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Projected timeframe 2033 - 2037 | I like safety improvements. I cannot help but think some of the safety improvements will be done before 2033 because they are for safety. | 0 | 0 | 32.669974 | -114.551391 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Projected timeframe 2033 - 2037 | What are the safety improvements? | 0 | 0 | 32.669974 | -114.551391 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Suggest an improvement | This intersection also presents a problem for cyclists. West bound cyclists coming off the bike path on the MCAS side have no place to go. A continuation of the path would be great along the fence to | 0 | 0 | 32.669519 | -114.598819 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Suggest an improvement | Long wait times with no traffic encourage running red lights. Get the timing down better. | 0 | 0 | 32.670444 | -114.564175 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Suggest an improvement | A lot of the concrete medians block cars from being able to line up in a left hand turn therefore blocking cars in the next lane from going forward. There are plenty of these around town. | 0 | 0 | 32.669519 | -114.598819 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Suggest an improvement | North bound on 4E. Very long wait time for green light! | 1 | 0 | 32.670444 | -114.564175 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Suggest an improvement | Fix the light timing here as I always am waiting for nobody with 20 other cars. | 1 | 0 | 32.669628 | -114.581599 |
| | 32nd St Safety Imp. | 4th Avenue to Avenue 9E | Suggest an improvement | Need to improve this intersection as backups occur everyday. More Turn lanes would help. | 3 | 0 | 32.669519 | -114.598819 |
| YU-35 | I-8 Widening | I-8/Avenue 8 1/2 E interchange | Suggest an improvement | Make this interchange functional for both east and west bound traffic without having to go to 8E to go west bound. | 4 | 0 | 32.672273 | -114.4858 |
| | I-8 Widening | SR 195 to Fortuna Rd. | Suggest an improvement | I'd like to see a stop light at Mesa Avenue and County 11th Street. There is a considerable amount of east/west traffic which makes it difficult to get onto Co 11 when approaching from Mesa Avenue. | 3 | 0 | 32.670101 | -114.469637 |
| YU-36 | Airport Loop Safety Imp. | 4th Ave Extension to County 14th | Projected timeframe 2018 - 2022 | Used by cyclists to connect from 14th to bike path off Avenue A - must have safe shoulders for bicycling | 0 | 0 | 32.634044 | -114.636412 |
| | Airport Loop Safety Imp. | 4th Ave Extension to County 14th | Projected timeframe 2018 - 2022 | very important and at the present very unsafe. This is a major connection to County 14th street and access to the foothills/YCCC | 0 | 0 | 32.634044 | -114.636412 |
| YU-39 | Avenue 9E RR crossing (underpass) | 24th St to 28th St | Projected timeframe 2023 - 2027 | This is a major bike route for getting to the Route 24 bike Lane this improvement must include bike lanes - currently dangerous for cyclists! | 0 | 0 | 32.681136 | -114.478349 |
| | Avenue 9E RR crossing (underpass) | 24th St to 28th St | Projected timeframe 2023 - 2027 | Question, Why? | 0 | 0 | 32.681136 | -114.478349 |
| YU-41 | 32nd St Widening | Avenue B to Avenue D | Projected timeframe 2033 - 2037 | This project is important especially with a school on that route. Should be moved up in the planning sequence and include multiuse path. | 0 | 0 | 32.669326 | -114.667509 |
| YU-42 | Co. 14th Street Overlay | Ave A to Ave D | Projected timeframe 2018 - 2022 | Heavily used by cyclists - shoulders must accommodate safe bicycling | 0 | 0 | 32.625668 | -114.658427 |
| | Co. 14th Street Overlay | Ave A to Ave D | Projected timeframe 2018 - 2022 | Very important section of County 14th Street. This would provide better access to Cocopa casino and into Somerton. | 0 | 0 | 32.625668 | -114.658427 |
| YU-43 | North I-8 Frontage Rd | Ave 10E to 11 E | Projected timeframe 2018 - 2022 | Needs shoulders for safe bicycling | 0 | 0 | 32.670954 | -114.452713 |
| | North I-8 Frontage Rd | Ave 10E to 11 E | Projected timeframe 2018 - 2022 | Needs Shoulders for bicycles to ride safely | 0 | 0 | 32.670954 | -114.452713 |
| | North I-8 Frontage Rd | Ave 10E to 11 E | Projected timeframe 2018 - 2022 | paving | 2 | 0 | 32.670954 | -114.452713 |
| | North I-8 Frontage Rd | Ave 10E to 11 E | Suggest an improvement | This patch of Frontage Road is so rough ...bad road | 0 | 0 | 32.670954 | -114.454928 |
| YU-44 | Catalina Dr/8th Avenue Safety Improvements | Catalina Dr/8th St | Projected timeframe 2018 - 2022 | If by safety you mean bicycle safety also then I am all for it. Just not sure what is ment by safety improvements. | 0 | 0 | 32.672995 | -114.628767 |

| Project ID | Project Name | Project Limits | Type | Comment Submitted on Social PinPoint | Up Response | Down Response | Latitude | Longitude |
|---|----------------------------------|--|------------------------|--|-------------|---------------|-----------|-------------|
| OTHER SUGGESTED IMPROVEMENTS (submitted as "SUGGEST AN IMPROVEMENT") | | | | | | | | |
| - | 28th St | West of Avenue 10E | Suggest an improvement | Completion of widening of 28th Street heavily used by school buses and local traffic. Wide in front of schools then narrows to two lanes. Speeding a problem here also. When Kofa Wildlife Refuge was built, 28th Street should have been widened then to match up to the wide street in front of the schools. | 1 | 0 | 32.676951 | -114.466596 |
| - | Avenue 10E | North of I-8 | Suggest an improvement | Avenue 10E is bad need of paving. Heavy use by School buses and parents of three schools and local citizens. Sooner rather than later as I have requested this before. | 1 | 0 | 32.676084 | -114.46106 |
| - | Arizona Avenue / Palo Verde St | | Suggest an improvement | This intersection is always scary and feels like one is taking their life in their hands. No one hardly ever obeys the rules of the road. | 1 | 0 | 32.677208 | -114.615992 |
| - | Avenue 10E | South of County 11th Street | Suggest an improvement | No improvement without a bike lane, there no safe passage without designated bike lanes. Most motorist just aren't aware how close they are and the effect it creates. | 2 | 0 | 32.669663 | -114.461202 |
| - | General Comment | | Suggest an improvement | | 0 | 1 | 32.825942 | -114.489899 |
| - | US 195 at 19th Street | US 195 / Co. 19th Street | Suggest an improvement | On and off ramps to 195 at County 19th St:3E is heavily trafficked by trucks going to and from I-8. They travel S on 3E to County 19th and then west. This will greatly reduce the traffic on 3E. 3E always has a high volume of tractor trailers on it moving produce and farming equipment. It is a fairly direct route to I-8, but the traffic volume is very high. This could greatly be reduced with on and off ramps at County 19th as many trucks would take it. 195 is a great road, however after 32nd Street, there are only two exits, County 14th and then Avenue B at what would be County 23rd Street, at the state prison. Many tractor trailers don't have a way to get on 195 and hence use 3E. | 5 | 1 | 32.553596 | -114.563196 |
| - | Avenue B (Alignment with I-8) | Alignment with I-8 | Suggest an improvement | We need a valley access to the I-8. Using the existing interchange (north of this icon) would save a LOT of money. | 12 | 0 | 32.730325 | -114.650574 |
| - | Canal Bridge at 12th Street | | Suggest an improvement | Add another way to get out of the valley onto the mesa, add a bridge over the canal at 12 St. We only have 5 roadways that go over the canal. As the community grows it will be more congested. If there is only 5 ways for traffic to get from the valley up onto the mesa area, those roadways will become more congested over time. Plan ahead now to add a bridge over the canal at 12 St. | 5 | 1 | 32.704617 | -114.642085 |
| - | 28th Street | Mesquite Elementary / east of 45th Avenue, to Avenue C | Suggest an improvement | 28th Street needs to be opened and paved from Mesquite Elementary School to Ave C. | 10 | 0 | 32.676842 | -114.673085 |
| - | 24th St / Araby Road | | Suggest an improvement | It's too dark here. Street lights would help. Dark streets are a hazard. | 3 | 0 | 32.684199 | -114.521496 |
| - | 1st Avenue, south of 24th Street | | Suggest an improvement | This section of 1st Avenue has gotten so bad that the next good rainstorm will literally tear up the already beaten up asphalt. | 1 | 0 | 32.682708 | -114.620336 |
| - | Colorado River/Gila River Park | Alignment of Avenue 4E / at Levee Road | Suggest an improvement | Make this area more like a park, less like a trash dump. Provide easier access with better roads or pavement | 8 | 0 | 32.720216 | -114.558222 |
| - | 40th Street | Arizona Avenue to 4th Avenue extension | Suggest an improvement | Please remove/replace asphalt on 40th Ave b/f S. Arizona Avenue and 4th Ave EXT. It is in horrible condition, alligator cracking, huge chunks of asphalt are missing due to high traffic semi activity. It is in horrible condition, alligator cracking, huge chunks of asphalt are missing due to high traffic semi activity. | 0 | 0 | 32.654317 | -114.619973 |
| - | Arizona Avenue, south of 32nd St | South of 32nd Street | Suggest an improvement | Please remove/replace asphalt on South Arizona Avenue. It is in horrible condition, alligator cracking, huge chunks of asphalt are missing due to high traffic semi activity. | 0 | 0 | 32.661507 | -114.615724 |
| - | I-8 Widening | I-8/Avenue 8 1/2 E Interchange | Suggest an improvement | Make a right turn lane for southbound traffic. Demolish the median and make a left turn lane. Ave seen several accidents at 32nd and frontage road from u-turners. | 2 | 0 | 32.672993 | -114.494072 |
| - | Desert Springs Road | Avenue 8 1/2 E to S. Desert Air Blvd | Suggest an improvement | Finish paving Desert Springs Rd. from S Ave 8 1/2 E to S Desert Air Blvd. It is almost too narrow for two cars to pass each other at the stop sign. I have to back up to let school buses and garbage trucks go by if I am at the stop sign waiting to turn. | 3 | 0 | 32.666707 | -114.486616 |
| - | Paloverde Street | Avenue 3E/Pacific | Suggest an improvement | Paloverde Street needs to be paved off of 3E and Pacific. Pot holes are filled and two weeks later they return. | 1 | 0 | 32.683944 | -114.573216 |

| Project ID | Project Name | Project Limits | Type | Comment Submitted on Social PinPoint | Up Response | Down Response | Latitude | Longitude |
|------------|-------------------------------|--------------------|------------------------|---|-------------|---------------|-----------|-------------|
| - | 16th St, Bridge west of I-8 | - | Suggest an improvement | How come this bridge shakes after the big construction was made several years back. This bridges integrity seems compromised by any and all trucks that pass next to a vehicle and it shakes the heck. THIS BRIDGE IS SHAKY NEEDS TO BE FIXED | 4 | 0 | 32.698554 | -114.612014 |
| - | Palo Verde Street | Avenue 3E/Pacific | Suggest an improvement | Used as a major east west bike route by cyclists. | 0 | 0 | 32.683944 | -114.573216 |
| - | Avenue C at 18th Street | - | Suggest an improvement | Crosswalks both ways here would be great. | 0 | 0 | 32.694688 | -114.667649 |
| - | Avenue B (Alignment with I-8) | Alignment with I-8 | Suggest an improvement | That would save so much time if there was another access point to I-8 here... | 0 | 0 | 32.730325 | -114.650574 |
| - | Avenue B (Alignment with I-8) | Alignment with I-8 | Suggest an improvement | It would definitely be nice. That is in California, though. | 0 | 0 | 32.730325 | -114.650574 |
| - | Pacific Avenue Bridge | - | Suggest an improvement | The Pacific Ave bridge that goes over the RR heading north has no bike lane. Restriping might be able to solve this problem or at least signs for motorists to be aware "Bicycles may take the lane". There is a sidewalk on the west side but we do not want cyclists to ride against the traffic flow. There is a left turn lane on the bridge but no place to turn left. Going north on Pacific eventually turns into a bike lane. | 0 | 0 | 32.68757 | -114.599075 |
| - | 24th Street / Avenue 3E | - | Suggest an improvement | Please evaluate from a bicyclists view point. This could be a "right hood" issue for bicyclists. | 0 | 0 | 32.67971 | -114.581931 |
| - | 24th Street / Avenue 3E | - | Suggest an improvement | Agree with the comments. Please keep the Yield Sign. Merge lane would be a good idea as alternative in future when traffic flow increased. | 0 | 0 | 32.67971 | -114.581931 |
| - | 24th Street / Avenue 3E | - | Suggest an improvement | Think about the times when there is no traffic. yield condition is perfect 23.5 hours of the day. | 1 | 0 | 32.67971 | -114.581931 |
| - | 24th Street / Avenue 3E | - | Suggest an improvement | This is no issue here. Cars are supposed to yield, if they pull out in front in front of you it is there fault. cars need to practice yielding better should be your comment, not put in a stop sign. | 1 | 0 | 32.67971 | -114.581931 |
| - | 24th Street / Avenue 3E | - | Suggest an improvement | Make this yield sign a stop sign. It is too dangerous, as cars using this lane constantly pull out in front of traffic. Optionally, create a merge lane to allow for zipper merging. | 4 | 1 | 32.67971 | -114.581931 |
| - | Avenue B (Alignment with I-8) | Alignment with I-8 | Suggest an improvement | also could be a bicycle exit off of I 8 onto the Wetlands bike path with directional signs. | | | | |

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**Appendix D – YMPO Transportation Improvement
Program: Project Nomination Form**



YMPO Transportation Improvement Program

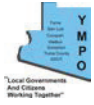
PROJECT NOMINATION FORM

| GENERAL PROJECT INFORMATION | |
|---|--|
| Date: | |
| Project Name: | |
| City/Town/Tribal Name: | |
| Primary Route/Street: | |
| Begin Limit: | |
| End Limit: | |
| Project Length: | |
| Functional Classification (in urban area, the project must be located on a major collector, minor arterial or principal arterial. In rural areas, a project must not be classified as a rural local road or a rural minor collector): | |
| Project Description: | |
| Right-of-Way Ownership(s) (where proposed project construction would occur): <i>(Check all that apply)</i> | |
| <input type="checkbox"/> City/Town <input type="checkbox"/> County <input type="checkbox"/> ADOT <input type="checkbox"/> Private <input type="checkbox"/> Federal <input type="checkbox"/> Tribal <input type="checkbox"/> Other: | |

| CONTACT INFORMATION FOR PROJECT OWNER | |
|---------------------------------------|--------------------------|
| Contact Name: | |
| Email Address: | Telephone Number: |

| FUNDING SOURCE(S) | | | |
|---|--|----------------------------------|--------------------------------|
| Anticipated Project Design/Construction Funding Type: <i>(Check all that apply)</i> | <input type="checkbox"/> STBG (STP) | <input type="checkbox"/> HSIP | <input type="checkbox"/> State |
| | <input type="checkbox"/> Local | <input type="checkbox"/> Private | |
| | <input type="checkbox"/> Other (describe): | | |

| COST ESTIMATE | | | | |
|--|------------------------------------|--------------|-------------------|----------------------|
| ADOT Project Management Design Review (PMDR) | Design and Environmental Clearance | Right-of-Way | Construction Cost | Total Estimated Cost |
| | | | | |



YMPO Transportation Improvement Program

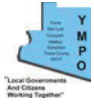
PROJECT NOMINATION FORM

| PROJECT DELIVERY | |
|---|---|
| Delivery: | <input type="checkbox"/> Design-Bid-Build <input type="checkbox"/> Design-Build <input type="checkbox"/> Other: |
| Design Program Year: | |
| Construction Program Year: | |
| Part of a Phased Construction Program? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| If yes, the construction is phased, please check the years the construction will be phased: | |
| <input type="checkbox"/> Year 1 <input type="checkbox"/> Year 2 <input type="checkbox"/> Year 3 <input type="checkbox"/> Year 4 <input type="checkbox"/> Year 5 <input type="checkbox"/> other: | |

PROJECT EVALUATION CRITERIA

Please fill out the evaluation criteria on the following pages for each of the following criteria:

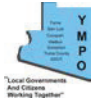
- Safety
- Infrastructure Condition
- Congestion Reduction
- Freight Movement and Economic Vitality
- Environmental Sustainability
- System Reliability
- Reduced Project Delivery Delays



YMPO Transportation Improvement Program

PROJECT NOMINATION FORM

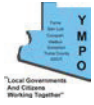
| EVALUATION CRITERIA - SAFETY | | | |
|--|-------------------------|----------------|----------|
| Criteria | Maximum Criteria Points | Project Points | Comments |
| Project is recommended in the <i>YMPO Strategic Transportation Safety Plan</i> (yes = 10 points, no = 0 points) | 10 | | |
| Project segment is identified as a “Top” location (signalized intersection, unsignalized intersection, segment) in the YMPO STSP, as listed on Appendix A: Regional Crash Table = 20 points | 20 | | |
| Project location (segment or intersection) has experienced 1 or more fatal crashes in most recent 5-year period = 20 points | 20 | | |
| Project location (segment or intersection) has experienced 1 or more serious-injury crashes in most recent 5-year period = 20 points | 20 | | |
| Project incorporates one or more FHWA proven safety countermeasures: roundabouts, access management, signal back plates with reflective borders, rumble strips, delineation, safety edge, medians, pedestrian hybrid beacon, road diet. Countermeasures are listed at: http://safety.fhwa.dot.gov/provencountermeasures/ (yes=30 points) | 30 | | |
| Total Points | 100 | | |



YMPO Transportation Improvement Program

PROJECT NOMINATION FORM

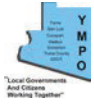
| EVALUATION CRITERIA – INFRASTRUCTURE CONDITION | | | |
|--|-------------------------|----------------|--------------------------------------|
| Criteria | Maximum Criteria Points | Project Points | Comments |
| <p>Current Pavement Condition within the project limits - The Overall Condition Index (OCI) is a measure of the overall serviceability provided by a pavement to the vehicle driver. The OCI varies between zero (0) and one hundred (100), with 0 representing the poorest possible pavement, and 100 representing the best possible pavement.</p> <p>Current OCI rating:</p> <ul style="list-style-type: none"> • Poor (0 to 39) – 90 points • Fair (40 to 69) – 60 points • Good (70 to 100) – 30 points | 90 | | <i>State the current OCI rating:</i> |
| Total Points | 90 | | |



YMPO Transportation Improvement Program

PROJECT NOMINATION FORM

| EVALUATION CRITERIA - CONGESTION REDUCTION | | | |
|---|-------------------------|----------------|----------|
| Criteria (note: use Federal functional classification) | Maximum Criteria Points | Project Points | Comments |
| Project reduces <i>intersection delays</i> during peak periods: <ol style="list-style-type: none"> a. On an arterial road intersecting with an arterial road: <ul style="list-style-type: none"> • LOS F – 50 points • LOS E – 40 points • LOS D – 30 points • LOS A-C – 20 points b. On an arterial road intersecting with a collector road: <ul style="list-style-type: none"> • LOS F – 30 points • LOS E – 20 points • LOS D – 10 points • LOS A-C – 5 points c. On a collector road intersecting with a collector road: <ul style="list-style-type: none"> • LOS F – 20 points • LOS E – 10 points • LOS D – 5 points • LOS A-C – 0 points | 50 | | |
| Reduces <i>roadway segment delays</i> during peak periods: <ol style="list-style-type: none"> a. On an arterial facility: <ul style="list-style-type: none"> • LOS F – 50 points • LOS E – 40 points • LOS D – 30 points • LOS A-C – 20 points b. On a collector facility: <ul style="list-style-type: none"> • LOS F – 30 points • LOS E – 20 points • LOS D – 10 points • LOS A-C – 0 points | 50 | | |
| Total Points | 100 | | |

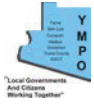


YMPO Transportation Improvement Program

PROJECT NOMINATION FORM

| EVALUATION CRITERIA – FREIGHT MOVEMENT AND ECONOMIC VITALITY | | | |
|---|-------------------------|----------------|----------|
| Criteria | Maximum Criteria Points | Project Points | Comments |
| Improvements to truck routes: <ul style="list-style-type: none"> • 30% truck percentage or greater = 60 points • 20% to 30% = 40 points • 10% to 20% = 20 points | 60 | | |
| Project on a future planned commercial truck route (yes = 10 points, no = 0 points) | 10 | | |
| Total points | 70 | | |

| EVALUATION CRITERIA – ENVIRONMENTAL SUSTAINABILITY | | | |
|---|-------------------------|----------------|----------|
| Criteria | Maximum Criteria Points | Project Points | Comments |
| Project reduces vehicle idling through a traffic control improvement (yes = 20 points, no = 0 points) | 20 | | |
| Alternate mode project features which will reduce dependence on single occupancy vehicle travel: <ul style="list-style-type: none"> • Project includes bicycle facility improvements = 20 points • Project includes pedestrian facility improvements = 20 points • Project includes transit system improvements = 20 points • Project includes multiple alternate mode features = 40 points | 40 | | |
| Total points | 60 | | |



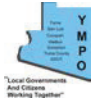
YMPO Transportation Improvement Program

PROJECT NOMINATION FORM

| EVALUATION CRITERIA – SYSTEM RELIABILITY | | | |
|---|-------------------------|----------------|----------|
| Criteria | Maximum Criteria Points | Project Points | Comments |
| Performance of the Region’s Transportation System: <ul style="list-style-type: none"> • Project on a National Highway System route = 40 points • Project on a principal arterial = 30 points • Project on a minor arterial route = 20 points • Project on a major collector route = 10 points | 40 | | |
| Project includes transit safety/reliability/roadway structures (bridge, culvert, etc.) = 20 points, no = 0 points) | 20 | | |
| Total Points | 60 | | |

| EVALUATION CRITERIA – REDUCED PROJECT DELIVERY DELAYS | | | |
|---|-------------------------|----------------|----------|
| Criteria | Maximum Criteria Points | Project Points | Comments |
| Project Readiness: <ul style="list-style-type: none"> • Design completed or programmed for completion = 50 points • Design Concept Report (30% design) completed or programmed = 25 points • Project contained in a plan = 10 points | 50 | | |
| Total Points | 50 | | |

| ATTACHMENTS |
|--|
| Please attach information about the project, examples are: <ul style="list-style-type: none"> • Summary sheet and planning level cost sheets from the 2018-2041 Regional Transportation Plan Appendix A • Excerpts from a Design Concept Report of Planning document |



YMPO Transportation Improvement Program

PROJECT NOMINATION FORM

| SUMMARY | | | | |
|---|--|--------|------------------|-----------------|
| | Criteria Category | Points | Weighting Factor | Weighted Points |
| Total Points and Weighted Points | Safety | | X 0.20 | |
| | Infrastructure Condition | | X 0.20 | |
| | Congestion Reduction | | X 0.20 | |
| | Freight Movement and Economic Vitality | | X 0.10 | |
| | Environmental Sustainability | | X 0.10 | |
| | System Reliability | | X 0.20 | |
| | Reduced Project Delivery Delays | | X 0.10 | |
| Total | | | | |

TIP Recommendation:

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Appendix E – YMPO Travel Demand Model Documentation

YMPO 2018-2041 Regional Transportation Plan

FINAL Travel Demand Model Update Model Documentation

Prepared by:

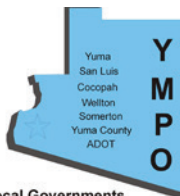
WILSON
& COMPANY

In association with:

Kimley-Horn and Associates, Inc.
Gordley Group

Prepared for:

Yuma Metropolitan Planning Organization



"Local Governments
And Citizens
Working Together"

January 2017

TABLE OF CONTENTS

| | |
|--|----------|
| INTRODUCTION | 4 |
| 1.1 Overview..... | 4 |
| MODEL UPDATES AND CALIBRATION | 4 |
| 1.2 Traffic Analysis Zone Structure..... | 4 |
| 1.3 Socio-economic Data | 4 |
| 1.4 Trip Generation | 5 |
| 1.5 Trip Distribution | 6 |
| 1.6 Roadway Network..... | 6 |
| 1.7 Model Calibration..... | 9 |
| 1.8 Model Statistics..... | 11 |
| 1.9 Model User Manual | 11 |
| 1.9.1 Model Setup | 11 |
| 1.9.2 TAZ Socio-economic Data | 14 |
| 1.9.3 Run Model with Interface | 15 |
| 1.9.4 Model Output | 15 |

INDEX OF FIGURES

| | |
|--|----|
| Figure 1. 2015 Model Roadway Functional Classification | 7 |
| Figure 2. 2015 Model Roadway Number of Lanes..... | 8 |
| Figure 3. Screenlines..... | 10 |
| Figure 4. Model Main Interface | 12 |
| Figure 5. Model Scenario Window | 13 |
| Figure 6. Model File and Parameter Window..... | 13 |

INDEX OF TABLES

| | |
|---|----|
| Table 1. Comparison of 2012 and 2015 Socio-Economic Data..... | 5 |
| Table 2. Trip Generation Rates | 6 |
| Table 4. Screenline Percent Traffic Assignment Error | 9 |
| Table 5. Roadway Link Capacity..... | 14 |
| Table 6. Level of Service and v/c Ratios | 15 |

INTRODUCTION

The *2018-2041 Regional Transportation Plan (RTP)* is a 23-year multimodal plan being developed by the Yuma Metropolitan Planning Organization (YMPO) – in conjunction with YMPO member agencies – that addresses the regional transportation system. The 2018-2041 RTP will supersede the current RTP (2014-2037).

1.1 Overview

This document serves as documentation of updates made to the 2012 YMPO travel demand model. The YMPO travel demand model was developed in TransCAD, a macroscopic transportation forecasting software model. The 2012 model was calibrated as part of the development of the current RTP against 2012 socio-economic and transportation network data to reflect “existing” conditions. As part of the 2018-2041 RTP development, the 2012 model was updated to replicate 2015 traffic conditions as the new “existing” conditions. The following components of the model were updated accordingly.

- Traffic analysis zone structure
- Socio-economic data
- Transit trip matrix
- Roadway network
- External trip matrices

No changes were made to the transit and external trip matrices, trip generation, and trip distribution parameters. The trip rate table and friction factor table remained the same.

MODEL UPDATES AND CALIBRATION

1.2 Traffic Analysis Zone Structure

The 2015 TAZ structure remained consistent with the previous 2012 model, with only minor revisions to centroid connectivity as a result of a review of the TAZ connectivity conducted in conjunction with modeling for the City of Yuma Transportation Plan Update (2014 TMP). The TAZ structure is shown in **Appendix A-1**. TAZ 1 through 531 are internal zones and TAZ 563 through 572 are external zones. TAZ 532 through 562 are reserved for future TAZ expansion.

1.3 Socio-economic Data

The model socio-economic data consisted of two categories of inputs: 1) number of dwelling units by residence type and 2) number of employees by employment categories.

Estimates of Year 2015 dwelling units were derived by applying average household size from the 2010 census to Yuma County population control totals published by the Arizona Department of Administration (ADOA) demographer’s office, “medium series”. County control totals were distributed to the jurisdictional level based on data from the 2010 census, the 2015 ADOA Jurisdictional Estimates, previously approved jurisdictional distributions from the YMPO 2037 RTP and City of Yuma 2014 TMP, and final adjustments from the RTP Technical Advisory Committee.

Year 2015 jobs were determined by applying the forecasted 2016 dwelling unit-to-person and job-to-person ratios from the 2037 RTP to the revised ADOA population projections. The job control totals were then geographically allocated to each of the TAZs and categorically distributed to each of the employment types using the distributions from the 2037 RTP for Year 2016.

Table 1 shows a comparison of 2012 and 2015 socio-economic data. Large differences in values in a given category between 2012 and 2015 are primarily due to data being categorized differently. For purposes of this study, the 2015 values are assumed to be accurate. Detailed estimates of 2015 dwelling units and employment by TAZ are included in **Appendix A-2**.

Table 1. Comparison of 2012 and 2015 Socio-Economic Data

| Number of Dwelling Units | | | |
|---------------------------------|--------|--------|------------------------|
| Category | 2012 | 2015 | 2012-2015 % Difference |
| Single-Family Residential Rural | 3,984 | 6,975 | 75% |
| Single-Family Residential Urban | 37,860 | 37,112 | -2% |
| Multi-Family Residential | 7,962 | 7,314 | -8% |
| Mobile Home | 14,915 | 13,971 | -6% |
| RV Park | 3,570 | 5,058 | 42% |
| Grand Total | 68,290 | 70,430 | 3% |
| Number of Employees | | | |
| Category | 2012 | 2015 | 2012-2015 % Difference |
| Retail | 18,404 | 18,190 | -1% |
| Office | 2,559 | 3,139 | 23% |
| Service | 23,974 | 23,678 | -1% |
| Industrial | 6,384 | 6,924 | 8% |
| Public | 11,201 | 10,968 | -2% |
| Manufacturing | 4,296 | 4,840 | 13% |
| Elementary/Junior High School | 3,517 | 3,642 | 4% |
| High School | 1,382 | 1,464 | 6% |
| University | 572 | 631 | 10% |
| Casino | 290 | 307 | 6% |
| Grand Total | 72,579 | 73,783 | 2% |

Estimates of Year 2041 dwelling units were similarly derived by applying average household size to ADOA year 2041 jurisdictional control totals published by the Arizona Department of Administration (ADOA) demographer’s office, “medium series”. Year 2041 jobs were determined by applying the forecasted 2016 dwelling unit-to-person and job-to-person ratios from the 2037 RTP to the revised ADOA population projections. The job control totals were then geographically allocated to each of the TAZs and categorically distributed to each of the employment types using the distributions from the 2037 RTP for Year 2041. Detailed estimates of 2037 dwelling units and employment by TAZ are included in **Appendix A-3**.

1.4 Trip Generation

Trip generation and trip distribution methodologies used in the 2015 model are consistent with those utilized in the 2012 and 2008 model. Trip productions for residential trips were estimated using daily trip rates per dwelling unit. Trip attractions for non-residential land uses were estimated using daily trip rates per employee. **Table 2** lists the daily trip rates for production per residential types and for attraction per employment categories.

Table 2. Trip Generation Rates

| Land Use | Unit | Yuma | San Luis | Somerton | Wellton | Cocopah | Yuma County |
|---------------------------------|----------|------|----------|----------|---------|---------|-------------|
| Single-Family Residential Rural | DU | 13.0 | 13.0 | 12.5 | 11.5 | 11.5 | 11.5 |
| Single-Family Residential Urban | DU | 13.5 | 13.0 | 12.0 | 12.0 | 10.0 | 11.0 |
| Multi-Family Residential | DU | 13.0 | 13.0 | 12.0 | 10.0 | 10.0 | 11.0 |
| Mobile Home | DU | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 |
| RV Park | DU | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Retail | Employee | 16.0 | 22.0 | 16.5 | 15.0 | 15.0 | 15.0 |
| Office | Employee | 10.0 | 15.0 | 10.0 | 8.0 | 8.0 | 10.0 |
| Service | Employee | 16.0 | 18.0 | 11.0 | 8.5 | 8.0 | 10.0 |
| Industrial | Employee | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Public | Employee | 10.0 | 10.0 | 10.0 | 8.0 | 8.0 | 8.0 |
| Manufacturing | Employee | 2.5 | 2.5 | 2.0 | 2.0 | 2.0 | 2.0 |
| Elementary/Junior High School | Employee | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 | 22.5 |
| High School | Employee | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 |
| University | Employee | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 |
| Casino | Employee | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

For the YMPO 2015 model, trips were estimated based on three trip purposes (consistent with the 2012 and 2008 models):

- Home-Based Work (HBW)
- Home-Based Other (HBO)
- Non-Home Based (NHB)

1.5 Trip Distribution

Person trips were distributed based on the three trip purposes listed above and distribution was estimated using the TransCAD gravity model. The same friction factors from the 2012 model were used to define the impact of travel time on the number of trips between two zones. The 2015 model also adopted the same auto occupancy rates by trip purpose to convert the person trips to vehicle trips in the mode choice step.

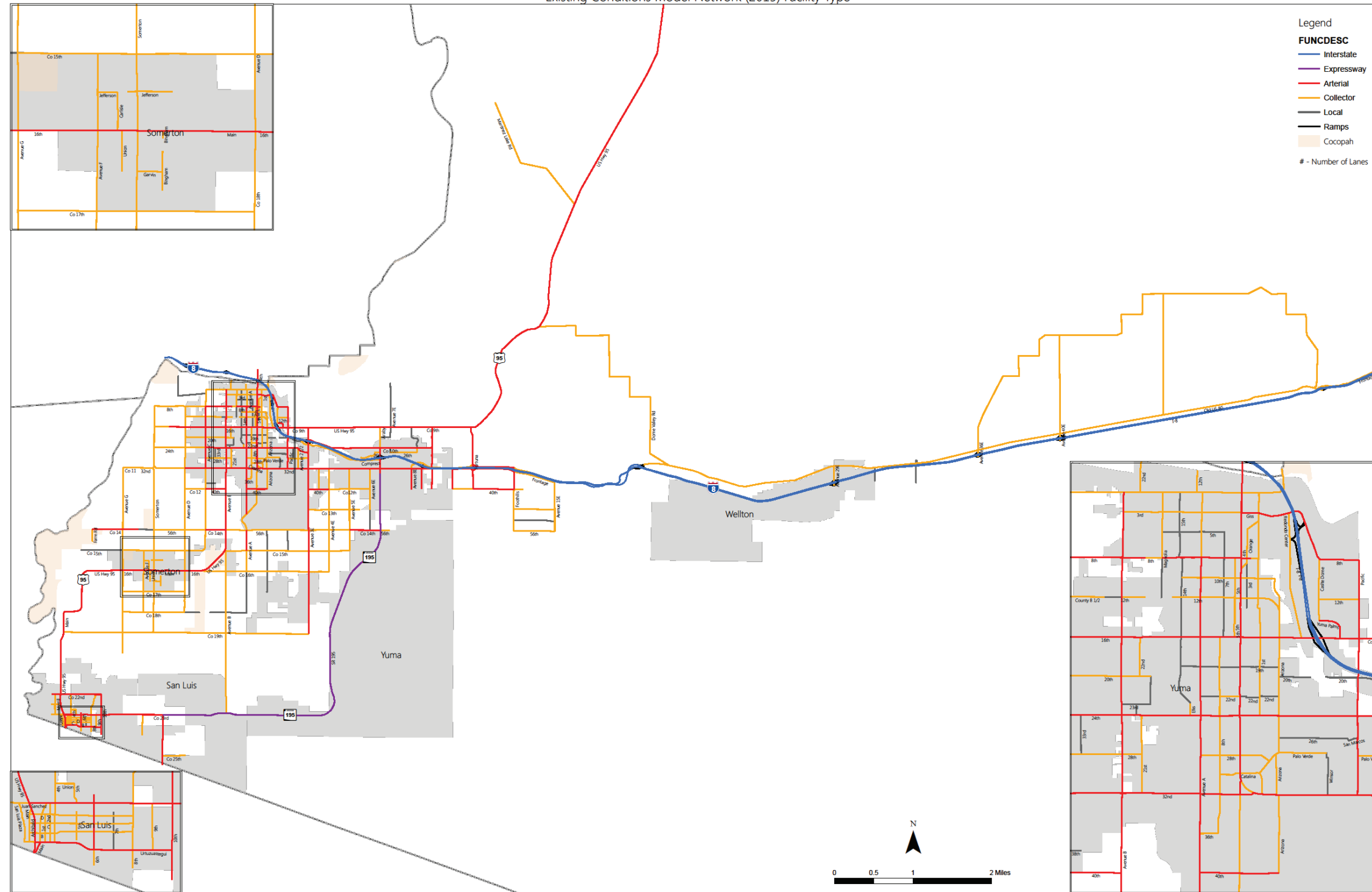
A simplified transit trip matrix, which was not included in the 2008 model, was developed for the 2012 model. The transit trip matrix consists of home-based work (HBW) and home-based-other (HBO) trip purpose based on transit routes and ridership survey data acquired from YCAT. This same transit trip matrix was used for the 2015 model.

1.6 Roadway Network

The model roadway network was updated to represent the roadway functional classification/facility type, number of lanes, and posted speed of the 2015 conditions per data provided by YMPO and its member jurisdictions. **Figure 1** shows 2015 model roadway functional classification. **Figure 2** shows the 2015 model roadway number of lanes.

Figure 1. 2015 Model Roadway Functional Classification

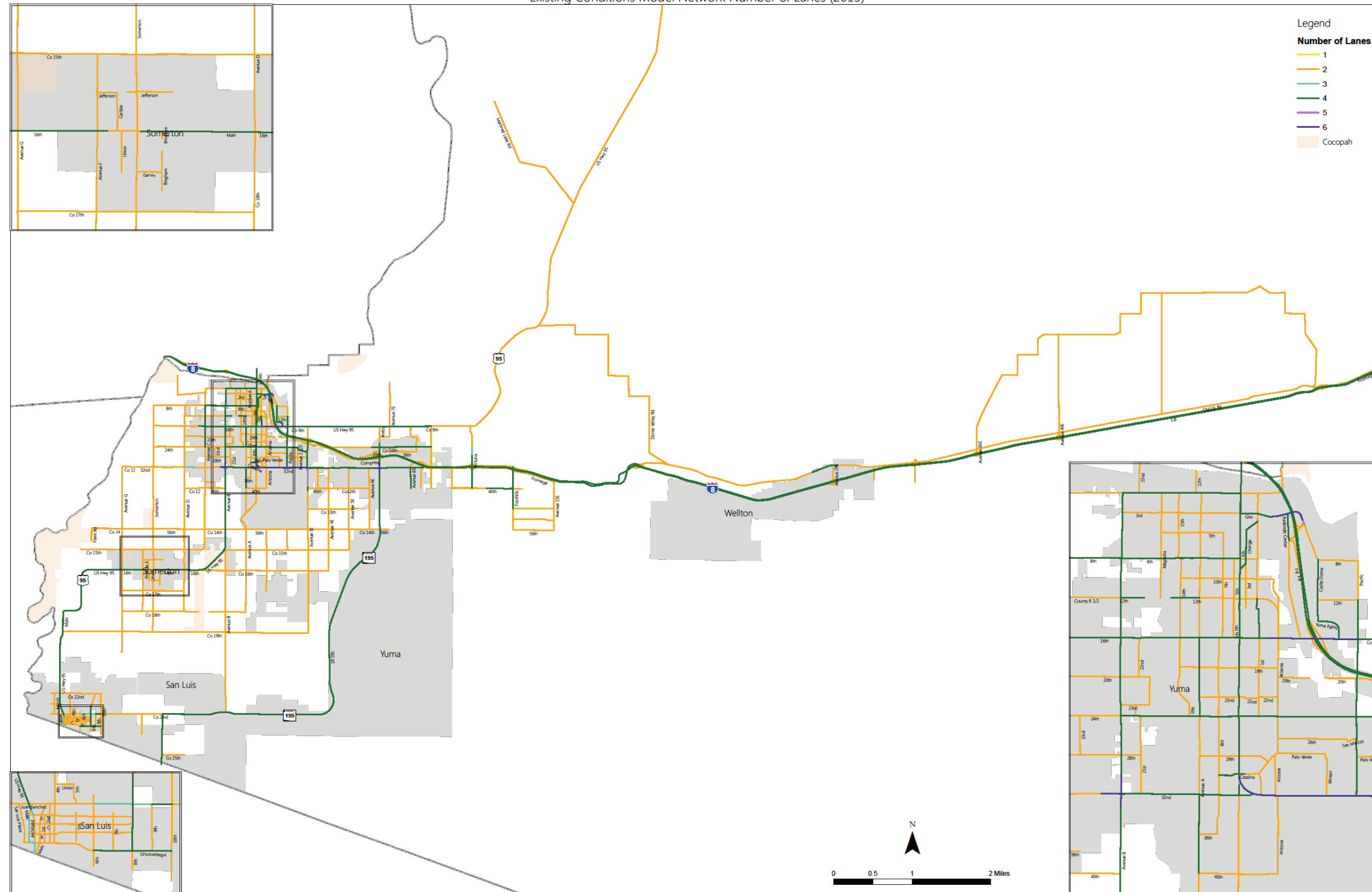
YMPO Regional Transportation Plan
Existing Conditions Model Network (2015) Facility Type



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Figure 2. 2015 Model Roadway Number of Lanes

YMPO Regional Transportation Plan
Existing Conditions Model Network Number of Lanes (2015)



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1.7 Model Calibration

Model calibration is an iterative process that involves updating or fine-tuning socio-economic input data, link travel speed, link capacity, centroid connections, and external station volumes until volumes and travel patterns generated by the model replicate traffic counts within acceptable ranges. The 2012 YMPO model was calibrated using traffic counts collected in 2012 by YMPO along with average annual daily traffic (AADT) volumes published on the Arizona Department of Transportation (ADOT) traffic volume website. The counts from prior years which are available in the model were also reviewed to validate the existing 2012 counts. The calibration statistics from the 2012 model that compare model assigned traffic volumes with traffic counts were summarized by functional classification and screen lines. A map that shows the comparison of model assigned volumes and traffic counts can be found in **Appendix B**.

The following performance measures were reviewed in the model calibration process:

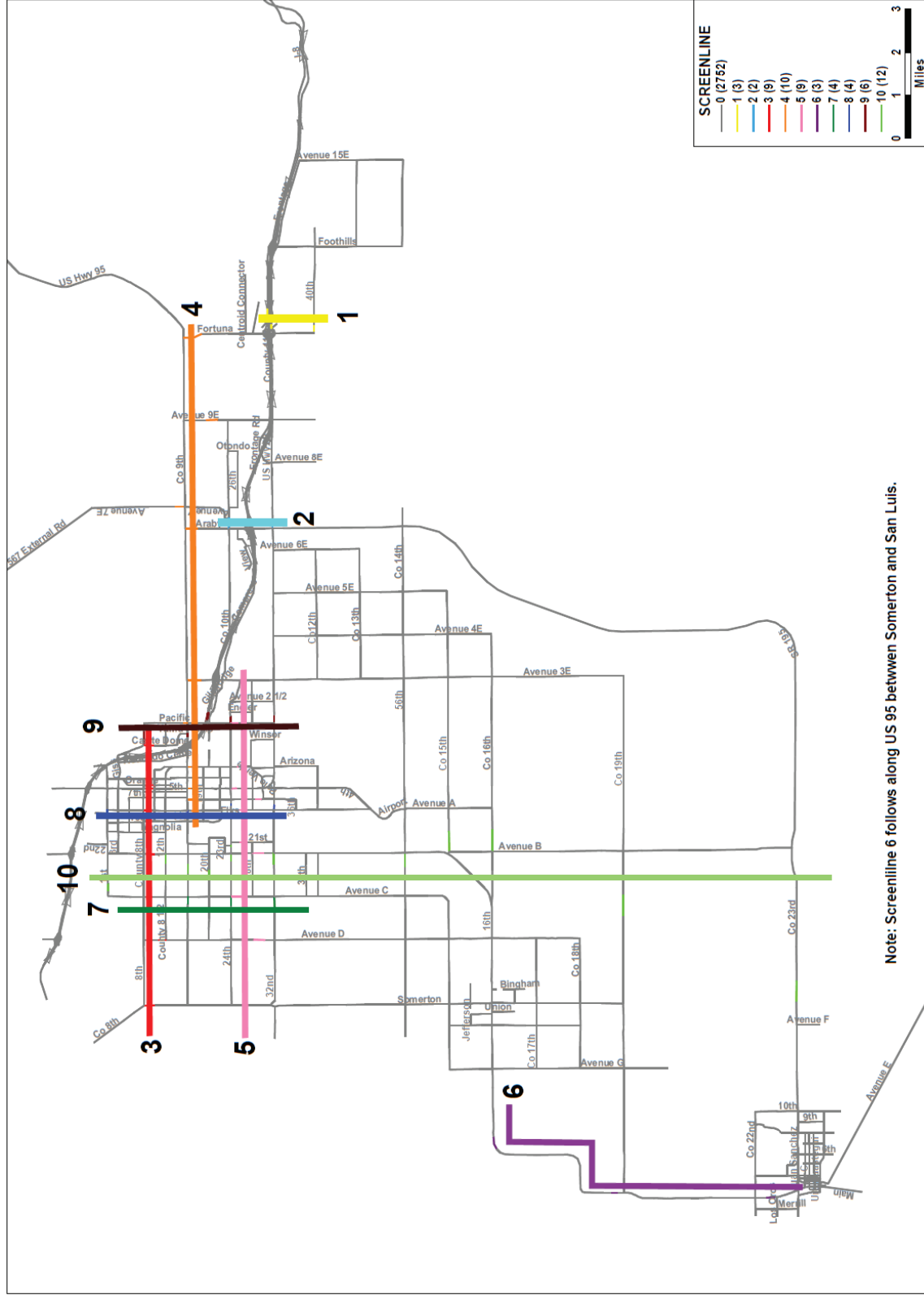
- Percent Error
- Root Mean Square Error (RMSE)
- Coefficient of Determination, R Squared

Each of these statistics was found to be within the range of acceptable tolerances and the model was, therefore, deemed to be adequately calibrated. For purposes of this 2015 model update, traffic volume data produced by the model was validated using a screenline assessment. A total of ten screenlines were defined to capture travel pattern across or along those screenlines and confirm model validation. **Figure 3** shows the geographic representation of those screenlines and **Table 4** lists the percent error of assigned traffic volumes over traffic counts for the screenlines. Variations of less than 20% are considered reasonable, and each of the analyzed screenline falls well within this tolerance.

Table 3. Screenline Percent Traffic Assignment Error

| Screenline | Sum of Counts | Sum of Model Volumes | Percent Error |
|------------|---------------|----------------------|---------------|
| 1 | 46,324 | 51,364 | 10.88% |
| 2 | 64,401 | 70,940 | 10.15% |
| 3 | 67,807 | 64,656 | 4.65% |
| 4 | 94,952 | 96,329 | 1.45% |
| 5 | 140,480 | 128,047 | 8.85% |
| 6 | 76,772 | 66,614 | 13.23% |
| 7 | 33,423 | 30,332 | 9.25% |
| 8 | 111,129 | 107,062 | 3.66% |
| 9 | 117,966 | 122,841 | 4.13% |
| 10 | 142,624 | 132,383 | 7.18% |

Figure 3. Screenlines



Note: Screenline 6 follows along US 95 between Somerton and San Luis.

1.8 Model Statistics

Running the calibrated 2015 YMPO model resulted in the following network performance statistics:

1. The vehicles miles traveled (VMT) in the study area are approximately 3,903,081 per day
2. The vehicles hours traveled (VHT) in the study area are approximately 91,267 per day
3. The average daily speed for the entire network is approximately 35 miles per hour

The VMT, VHT, and average daily speed computations do not include centroid connectors and external links. The resulting 2015 traffic assignment volumes and level of service (LOS) are shown in **Appendix B**

1.9 Model User Manual

No modifications were made to the 2012 model interface or setup. The following provides a summary of the previous model documentation.

1.9.1 Model Setup

The YMPO travel demand model can be set up using the “YMPOModel09setup” executable file and currently it can only be run on TransCAD 4.8. The model has a standard TransCAD interface, which is shown in **Figure 4**. Model scenarios can be viewed by clicking the “Scenario Setup” button on the top right corner of the interface. The model scenario window (shown in **Figure 5**) lists the scenario name, scenario directory, and run steps (create network, trip generation and etc.). Files used by each step can be accessed by highlighting the specific step and clicking “Content” button. **Figure 6** shows the content view of model input and output files as well as parameters associated with each run step. The “File” button is used to specify or reassign input and output files for each step.

Upon completion of model setup, model scenarios which are defaulted as 2009 and 2033 need to be updated to reflect the existing and planning years. Scenario names can be revised in the model scenario window and input and output files need to be reassigned in the model files and parameters window.

Figure 4. Model Main Interface

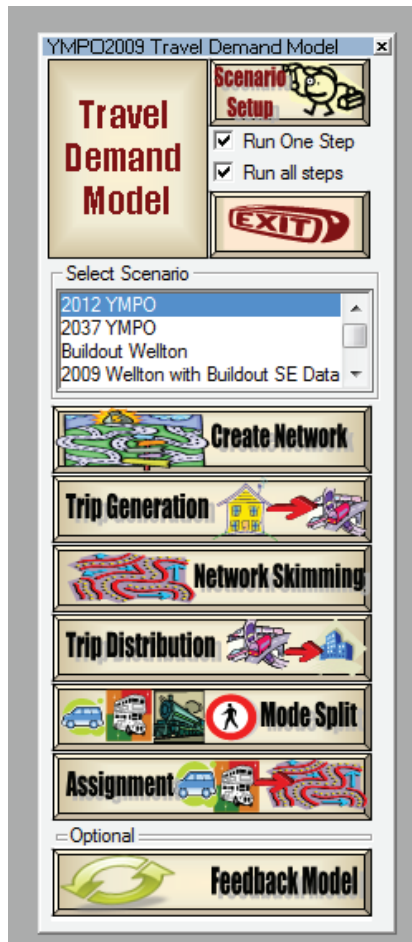


Figure 5. Model Scenario Window

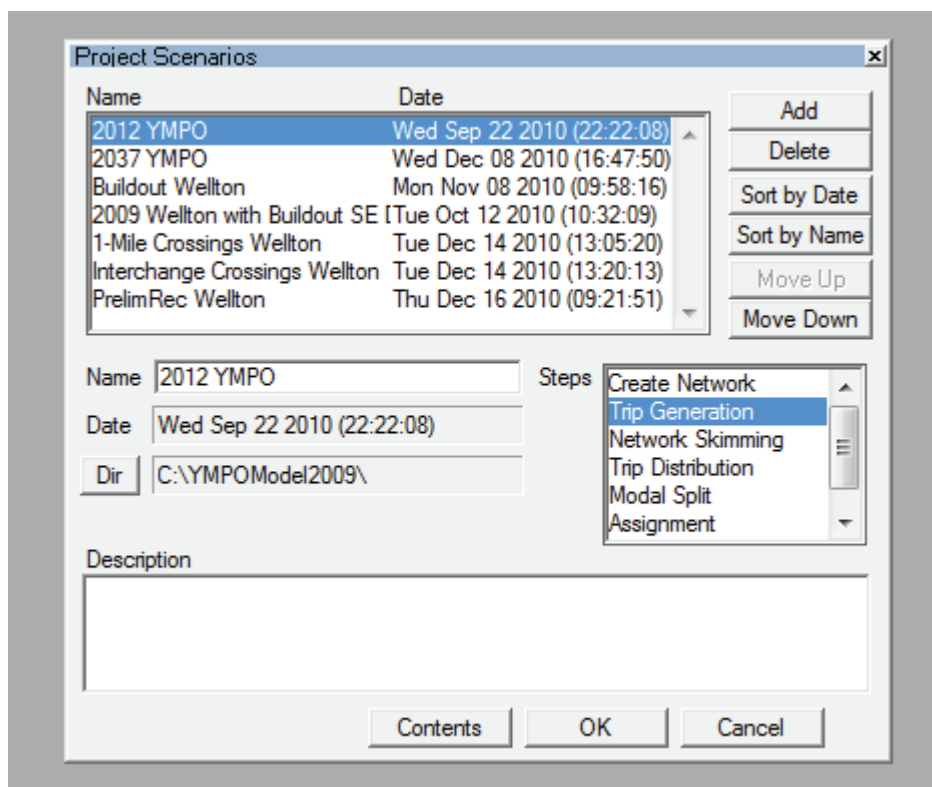
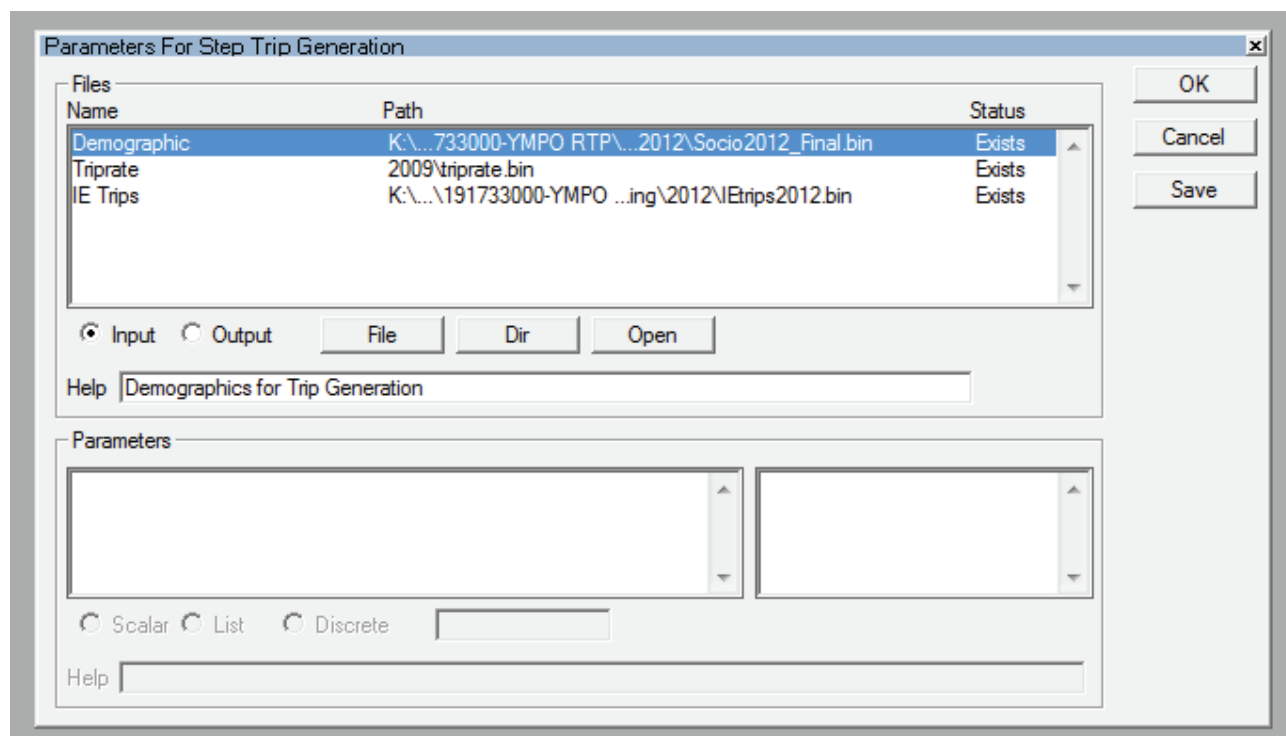


Figure 6. Model File and Parameter Window



1.9.2 TAZ Socio-economic Data

The attributes of the TAZ socio-economic input data consist of the following column items listed in order, and each of them are broken down into six geographic areas in the following order: Yuma, San Luis, Somerton, Wellton, Cocopah, and Yuma County.

- Single-Family Residential Rural (DU)
- Single-Family Residential Urban (DU)
- Multi-Family Residential (DU)
- Mobile Home (DU)
- RV Park (DU)
- Retail (Employees)
- Office (Employees)
- Service (Employees)
- Industrial (Employees)
- Public (Employees)
- Manufacturing (Employees)
- Elementary/Junior High School (Employees)
- High School (Employees)
- University (Employees)
- Casino (Employees)

The TAZ socio-economic attribute table can be opened and edited by double-clicking the “Demographic” data in the model files and parameters window.

Roadway Network Data

The model roadway network data can be edited in TransCAD. The key attributes of the roadway link consist of direction of travel, number of lanes (per direction and in total), functional classification, area type, posted speed, travel speed, and daily estimated capacity (per lane). In addition, some links contain traffic counts for model calibration purpose. **Table 5** represents the roadway link capacity associated with functional classification.

Table 4. Roadway Link Capacity

| Functional Code | Functional Classification | Directional Daily Lane Capacity | | |
|-----------------|---------------------------|---------------------------------|--------|--------|
| | | CBD | Urban | Rural |
| 1 | Interstate | 19,000 | 19,000 | 18,000 |
| 2 | Principal Arterial | 9,800 | 10,500 | 11,500 |
| 3 | Minor Arterial | 8,300 | 8,400 | 9,000 |
| 4 | Major Collector | 7,050 | 7,050 | 7,050 |
| 5 | Minor Collector | - | - | 7,050 |
| 7 | Local | 3,100 | 3,350 | 3,750 |
| 8 | Ramps | 11,500 | 11,500 | 11,500 |
| 9 | Centroid Connector | 99,999 | 99,999 | 99,999 |
| 20 | External | 99,999 | 99,999 | 99,999 |

1.9.3 Run Model with Interface

After input and output files are set, the model can be run for one step or all steps depending on which box is checked at the main interface. Each step can be run by clicking the individual step button when “Run one step” is checked. All steps run can be done by clicking the “Create Network” button when “Run all steps” is checked.

1.9.4 Model Output

The model outputs, including assigned daily traffic volumes, average travel speed, VMT, VHT, volume-to-capacity (v/c) ratio, and LOS derived from v/c ratios (see **Table 6**), are produced for each roadway link and written to both the roadway network file and network assignment file. Summaries of flows vs. counts by functional classification and screenlines, aggregated VMT, VHT, and average travel speed by functional classification and area type, and link miles by LOS are created in database format, which can be opened in a spreadsheet.

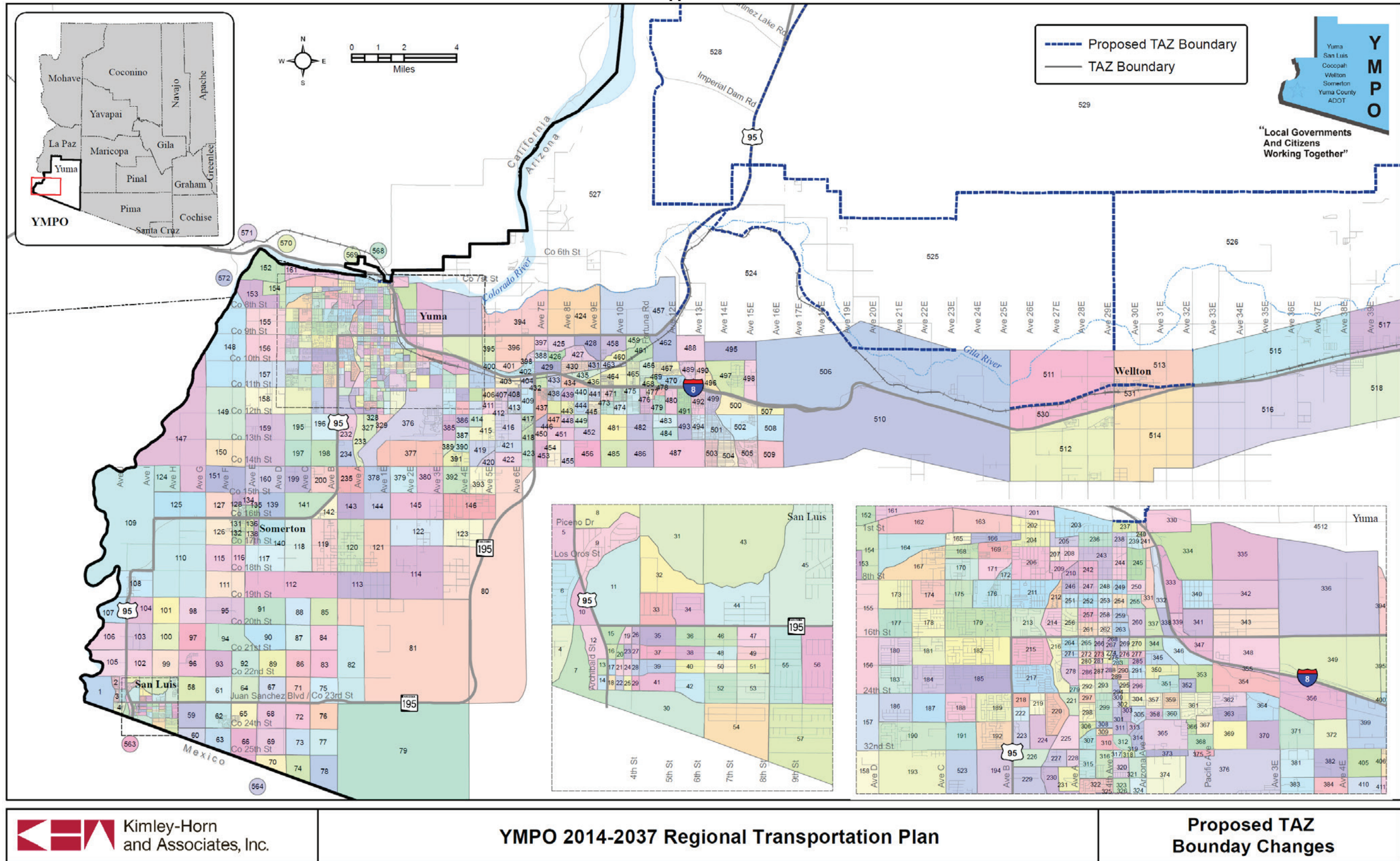
Table 5. Level of Service and v/c Ratios

| Level of Service (LOS) | Roadway Condition | V/C Ratio Range |
|------------------------|--|-----------------|
| A | Free flow conditions; virtually no delay | < 0.50 |
| B | In the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. | 0.51-0.60 |
| C | Still in the range of stable flow, but marks the beginning of the range in which the operation of individual users becomes significantly affected by others. | 0.61-0.72 |
| D | High-density but still stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. | 0.73-0.84 |
| E | Represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. | 0.85-1.00 |
| F | Traffic stream is defined as forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. | > 1.00 |

Source: Highway Capacity Manual

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Appendix A-1



 Kimley-Horn and Associates, Inc.

YMPO 2014-2037 Regional Transportation Plan

Proposed TAZ Boundary Changes

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Appendix A-2
2015 Dwelling Unit (DU) and Employment Estimates by TAZ

* EJHS: Elementary/ Junior High School

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 1 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 410 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3 | 432 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 433 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5 | 44 | 64 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 6 | 337 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7 | 0 | 132 | 1 | 14 | 0 | 10 | 0 | 0 | 0 | 8 | 0 | 165 |
| 8 | 369 | 472 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475 |
| 9 | 302 | 102 | 5 | 18 | 6 | 2 | 0 | 49 | 0 | 0 | 0 | 182 |
| 10 | 47 | 29 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 34 |
| 11 | 42 | 5 | 0 | 55 | 0 | 2 | 0 | 277 | 0 | 5 | 0 | 344 |
| 12 | 9 | 388 | 98 | 118 | 3 | 14 | 25 | 0 | 0 | 0 | 0 | 646 |
| 13 | 0 | 148 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| 14 | 2 | 85 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 94 |
| 15 | 0 | 154 | 16 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 16 | 0 | 29 | 13 | 39 | 13 | 40 | 0 | 0 | 0 | 0 | 0 | 134 |
| 17 | 0 | 16 | 2 | 19 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 57 |
| 18 | 0 | 131 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 137 |
| 19 | 9 | 40 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 20 | 0 | 37 | 19 | 41 | 7 | 60 | 0 | 0 | 0 | 0 | 0 | 164 |
| 21 | 0 | 14 | 2 | 20 | 10 | 8 | 0 | 0 | 0 | 0 | 0 | 54 |
| 22 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 23 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 24 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 25 | 8 | 38 | 10 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 26 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | 10 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 30 | 0 | 8 | 2 | 51 | 57 | 315 | 0 | 0 | 0 | 0 | 0 | 433 |
| 31 | 35 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 32 | 14 | 2 | 0 | 0 | 39 | 127 | 0 | 0 | 0 | 0 | 0 | 168 |
| 33 | 191 | 5 | 0 | 10 | 19 | 44 | 0 | 0 | 0 | 0 | 0 | 78 |
| 34 | 140 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 35 | 48 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 36 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 39 | 81 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 40 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 41 | 59 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 42 | 158 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 43 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 0 | 213 |
| 44 | 292 | 2 | 1 | 112 | 1 | 3 | 0 | 149 | 81 | 0 | 0 | 349 |
| 45 | 620 | 103 | 16 | 195 | 9 | 9 | 46 | 240 | 0 | 0 | 0 | 618 |
| 46 | 57 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 47 | 60 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 48 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49 | 79 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 50 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 51 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 167 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 53 | 162 | 2 | 36 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 54 | 268 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 55 | 392 | 1 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 56 | 554 | 14 | 2 | 59 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 57 | 370 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 61 | 0 | 10 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 62 | 190 | 8 | 5 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 63 | 0 | 8 | 0 | 8 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 64 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 65 | 256 | 8 | 8 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 66 | 68 | 0 | 8 | 0 | 34 | 8 | 0 | 0 | 0 | 0 | 0 | 50 |
| 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | 51 | 8 | 3 | 16 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 67 |
| 69 | 51 | 8 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 70 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 51 | 8 | 3 | 16 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 37 |
| 73 | 0 | 8 | 3 | 16 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 37 |
| 74 | 0 | 0 | 3 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 76 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 10 |
| 77 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 10 |
| 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 79 | 0 | 0 | 0 | 2 | 0 | 602 | 168 | 0 | 0 | 0 | 0 | 772 |
| 80 | 94 | 0 | 3 | 12 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 40 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 81 | 1 | 8 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 18 |
| 82 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 83 | 0 | 10 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 26 |
| 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 85 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 94 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 95 | 53 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 96 | 247 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 98 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 99 | 76 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102 | 30 | 0 | 0 | 14 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 26 |
| 103 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 104 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 46 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 106 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 34 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 108 | 205 | 30 | 0 | 31 | 389 | 9 | 0 | 72 | 0 | 0 | 0 | 531 |
| 109 | 18 | 0 | 0 | 24 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 43 |
| 110 | 18 | 26 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 111 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 112 | 94 | 0 | 0 | 5 | 13 | 22 | 0 | 0 | 3 | 0 | 0 | 43 |
| 113 | 31 | 38 | 0 | 58 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 137 |
| 114 | 36 | 0 | 0 | 58 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 115 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 28 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 117 | 22 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 118 | 39 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 119 | 404 | 6 | 1 | 6 | 4 | 0 | 0 | 62 | 0 | 0 | 0 | 79 |
| 120 | 278 | 16 | 32 | 45 | 27 | 0 | 15 | 0 | 0 | 0 | 0 | 135 |
| 121 | 77 | 45 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 122 | 65 | 62 | 0 | 42 | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 121 |
| 123 | 60 | 0 | 1 | 7 | 27 | 0 | 0 | 0 | 0 | 8 | 0 | 43 |
| 124 | 92 | 1 | 0 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 15 |
| 125 | 101 | 8 | 1 | 6 | 77 | 26 | 0 | 0 | 0 | 0 | 0 | 118 |
| 126 | 162 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 127 | 149 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 128 | 603 | 0 | 0 | 3 | 0 | 9 | 0 | 92 | 0 | 19 | 0 | 123 |
| 129 | 284 | 49 | 4 | 156 | 0 | 9 | 0 | 15 | 0 | 0 | 0 | 233 |
| 130 | 197 | 88 | 30 | 180 | 76 | 76 | 1 | 33 | 0 | 0 | 0 | 484 |
| 131 | 545 | 15 | 2 | 46 | 1 | 9 | 0 | 9 | 0 | 0 | 0 | 82 |
| 132 | 402 | 0 | 0 | 2 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 13 |
| 133 | 187 | 98 | 10 | 76 | 19 | 64 | 2 | 12 | 0 | 0 | 0 | 281 |
| 134 | 149 | 0 | 3 | 0 | 0 | 9 | 0 | 21 | 0 | 2 | 0 | 35 |
| 135 | 364 | 21 | 31 | 130 | 9 | 43 | 0 | 17 | 15 | 0 | 0 | 266 |
| 136 | 486 | 18 | 28 | 77 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 142 |
| 137 | 229 | 0 | 0 | 3 | 4 | 9 | 0 | 66 | 0 | 0 | 0 | 82 |
| 138 | 366 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 18 |
| 139 | 47 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 140 | 14 | 0 | 0 | 96 | 9 | 1 | 52 | 0 | 0 | 0 | 0 | 158 |
| 141 | 2 | 0 | 0 | 81 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 142 | 183 | 3 | 1 | 192 | 29 | 0 | 30 | 0 | 0 | 0 | 300 | 555 |
| 143 | 6 | 45 | 27 | 28 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 144 | 7 | 28 | 15 | 19 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 128 |
| 145 | 55 | 10 | 15 | 57 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 249 |
| 146 | 176 | 5 | 1 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 147 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 18 | 0 | 0 | 2 | 69 | 0 | 1 | 0 | 0 | 0 | 0 | 72 |
| 149 | 60 | 6 | 1 | 19 | 25 | 0 | 4 | 0 | 0 | 0 | 0 | 55 |
| 150 | 10 | 5 | 0 | 22 | 12 | 0 | 5 | 0 | 0 | 0 | 0 | 44 |
| 151 | 9 | 3 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 14 |
| 152 | 337 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 153 | 90 | 0 | 0 | 27 | 8 | 442 | 0 | 0 | 0 | 0 | 0 | 477 |
| 154 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 56 | 0 | 0 | 30 | 16 | 0 | 4 | 0 | 0 | 11 | 0 | 61 |
| 156 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 157 | 7 | 11 | 0 | 5 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 158 | 88 | 6 | 0 | 3 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 159 | 69 | 5 | 1 | 11 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 27 |
| 160 | 92 | 0 | 0 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| 161 | 21 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 7 |
| 162 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|------|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 163 | 43 | 0 | 0 | 39 | 3 | 0 | 447 | 0 | 0 | 0 | 0 | 489 |
| 164 | 47 | 0 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 165 | 92 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 166 | 249 | 5 | 2 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 167 | 284 | 17 | 0 | 10 | 6 | 126 | 0 | 0 | 0 | 0 | 0 | 159 |
| 168 | 374 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 169 | 485 | 0 | 2 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 170 | 265 | 10 | 0 | 53 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 171 | 360 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 172 | 287 | 7 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 173 | 424 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 174 | 225 | 4 | 0 | 9 | 5 | 0 | 0 | 27 | 0 | 0 | 0 | 45 |
| 175 | 451 | 19 | 1 | 29 | 19 | 0 | 2 | 85 | 0 | 0 | 0 | 155 |
| 176 | 762 | 6 | 4 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| 177 | 105 | 0 | 2 | 67 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 75 |
| 178 | 372 | 3 | 0 | 43 | 5 | 0 | 3 | 196 | 0 | 0 | 0 | 250 |
| 179 | 1380 | 255 | 11 | 145 | 8 | 18 | 5 | 119 | 8 | 0 | 0 | 569 |
| 180 | 478 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 181 | 210 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 192 | 0 | 0 | 219 |
| 182 | 702 | 25 | 3 | 49 | 10 | 0 | 3 | 94 | 0 | 0 | 0 | 184 |
| 183 | 267 | 0 | 2 | 2 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 67 |
| 184 | 345 | 3 | 1 | 7 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 16 |
| 185 | 811 | 17 | 19 | 89 | 32 | 0 | 0 | 12 | 5 | 0 | 0 | 174 |
| 186 | 198 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 187 | 31 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 188 | 345 | 11 | 8 | 30 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 53 |
| 189 | 505 | 4 | 8 | 30 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 190 | 411 | 5 | 3 | 7 | 24 | 0 | 0 | 104 | 0 | 0 | 0 | 143 |
| 191 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 192 | 374 | 50 | 16 | 87 | 90 | 0 | 0 | 18 | 0 | 0 | 0 | 261 |
| 193 | 78 | 0 | 24 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 194 | 57 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 195 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 196 | 13 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 197 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 198 | 31 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 199 | 98 | 0 | 0 | 7 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 200 | 96 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 201 | 150 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 202 | 385 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 203 | 467 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 204 | 312 | 3 | 3 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 205 | 239 | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 206 | 560 | 45 | 6 | 130 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 267 |
| 207 | 59 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 208 | 122 | 4 | 0 | 52 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 57 |
| 209 | 177 | 3 | 3 | 21 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 85 |
| 210 | 73 | 77 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 211 | 668 | 32 | 8 | 50 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 132 |
| 212 | 326 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 213 | 345 | 92 | 15 | 60 | 12 | 2 | 3 | 13 | 0 | 0 | 0 | 197 |
| 214 | 329 | 2 | 0 | 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 215 | 555 | 28 | 13 | 88 | 24 | 1 | 2 | 0 | 0 | 0 | 0 | 156 |
| 216 | 231 | 3 | 9 | 144 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 161 |
| 217 | 663 | 72 | 29 | 221 | 36 | 0 | 8 | 0 | 0 | 0 | 0 | 366 |
| 218 | 15 | 301 | 31 | 94 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 429 |
| 219 | 30 | 41 | 8 | 351 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 412 |
| 220 | 361 | 5 | 3 | 54 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 221 | 0 | 0 | 0 | 1032 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1035 |
| 222 | 13 | 144 | 24 | 60 | 31 | 362 | 15 | 0 | 72 | 0 | 0 | 708 |
| 223 | 2 | 48 | 3 | 25 | 87 | 95 | 10 | 53 | 0 | 0 | 0 | 321 |
| 224 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 |
| 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 283 | 0 | 0 | 283 |
| 226 | 6 | 90 | 7 | 204 | 29 | 15 | 4 | 0 | 0 | 0 | 0 | 349 |
| 227 | 65 | 3 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 228 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 229 | 53 | 0 | 2 | 3 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 11 |
| 230 | 13 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 231 | 0 | 18 | 0 | 48 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 72 |
| 232 | 64 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 233 | 7 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 234 | 32 | 0 | 3 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 235 | 59 | 25 | 0 | 63 | 59 | 86 | 6 | 0 | 0 | 0 | 0 | 239 |
| 236 | 273 | 104 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 237 | 0 | 0 | 0 | 252 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 344 |
| 238 | 12 | 39 | 42 | 243 | 3 | 859 | 0 | 0 | 0 | 0 | 0 | 1186 |
| 239 | 10 | 160 | 56 | 222 | 99 | 90 | 115 | 0 | 0 | 3 | 0 | 745 |
| 240 | 3 | 39 | 0 | 13 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 71 |
| 241 | 11 | 0 | 0 | 299 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 325 |
| 242 | 152 | 0 | 3 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 243 | 221 | 45 | 10 | 179 | 2 | 0 | 0 | 152 | 175 | 0 | 0 | 563 |
| 244 | 228 | 51 | 28 | 141 | 35 | 15 | 1 | 0 | 0 | 2 | 0 | 273 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 245 | 109 | 91 | 13 | 103 | 3 | 49 | 0 | 0 | 0 | 0 | 0 | 259 |
| 246 | 82 | 22 | 1 | 32 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 247 | 140 | 21 | 2 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 35 |
| 248 | 65 | 61 | 5 | 43 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 132 |
| 249 | 62 | 77 | 19 | 102 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 250 | 13 | 208 | 1 | 102 | 36 | 0 | 3 | 0 | 0 | 0 | 0 | 350 |
| 251 | 137 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 252 | 226 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 253 | 110 | 86 | 13 | 101 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 254 | 64 | 70 | 2 | 77 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 162 |
| 255 | 41 | 16 | 0 | 3 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 256 | 215 | 0 | 0 | 76 | 3 | 0 | 0 | 82 | 0 | 0 | 0 | 161 |
| 257 | 157 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 258 | 56 | 54 | 13 | 65 | 77 | 75 | 1 | 0 | 0 | 0 | 0 | 285 |
| 259 | 12 | 49 | 17 | 102 | 144 | 210 | 0 | 0 | 0 | 0 | 0 | 522 |
| 260 | 6 | 110 | 58 | 58 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 241 |
| 261 | 143 | 0 | 3 | 23 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| 262 | 67 | 42 | 29 | 72 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 263 | 0 | 252 | 109 | 144 | 114 | 281 | 10 | 0 | 0 | 0 | 0 | 910 |
| 264 | 104 | 13 | 8 | 47 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 265 | 110 | 4 | 6 | 33 | 3 | 0 | 0 | 39 | 0 | 0 | 0 | 85 |
| 266 | 55 | 7 | 1 | 6 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 48 |
| 267 | 28 | 23 | 32 | 19 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 76 |
| 268 | 7 | 94 | 8 | 21 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 269 | 20 | 56 | 158 | 169 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 387 |
| 270 | 18 | 8 | 0 | 84 | 6 | 3 | 10 | 89 | 0 | 0 | 0 | 200 |
| 271 | 50 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 272 | 64 | 3 | 0 | 19 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 273 | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 274 | 29 | 8 | 13 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| 275 | 43 | 36 | 8 | 115 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 176 |
| 276 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 277 | 118 | 7 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 278 | 568 | 0 | 7 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 |
| 279 | 17 | 13 | 5 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 280 | 60 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 86 |
| 281 | 16 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 282 | 14 | 20 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 283 | 0 | 26 | 1 | 27 | 0 | 14 | 7 | 0 | 0 | 0 | 0 | 75 |
| 284 | 48 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 285 | 125 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 286 | 214 | 13 | 2 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 287 | 64 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 288 | 55 | 34 | 3 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 289 | 2 | 46 | 15 | 38 | 13 | 7 | 0 | 2 | 0 | 0 | 0 | 121 |
| 290 | 146 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 291 | 147 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 292 | 71 | 51 | 14 | 253 | 12 | 0 | 0 | 11 | 0 | 0 | 0 | 341 |
| 293 | 112 | 173 | 46 | 248 | 3 | 0 | 22 | 56 | 0 | 0 | 0 | 548 |
| 294 | 45 | 31 | 19 | 50 | 0 | 10 | 0 | 0 | 27 | 0 | 0 | 137 |
| 295 | 75 | 4 | 8 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 296 | 218 | 8 | 0 | 40 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 51 |
| 297 | 3 | 20 | 13 | 285 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 320 |
| 298 | 190 | 2 | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 299 | 195 | 250 | 40 | 262 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 569 |
| 300 | 23 | 116 | 42 | 254 | 4 | 3 | 0 | 0 | 0 | 3 | 0 | 422 |
| 301 | 186 | 29 | 147 | 121 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 310 |
| 302 | 32 | 10 | 5 | 40 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 64 |
| 303 | 82 | 1 | 12 | 14 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 304 | 109 | 13 | 5 | 173 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 198 |
| 305 | 125 | 1 | 3 | 19 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 37 |
| 306 | 83 | 0 | 0 | 1 | 0 | 0 | 0 | 42 | 0 | 0 | 0 | 43 |
| 307 | 107 | 8 | 12 | 40 | 3 | 0 | 0 | 109 | 0 | 0 | 0 | 172 |
| 308 | 9 | 89 | 10 | 188 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 290 |
| 309 | 0 | 88 | 28 | 130 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 249 |
| 310 | 0 | 411 | 8 | 39 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 461 |
| 311 | 101 | 86 | 37 | 55 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 182 |
| 312 | 274 | 237 | 41 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 283 |
| 313 | 66 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 314 | 129 | 52 | 8 | 37 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 98 |
| 315 | 285 | 68 | 15 | 23 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 316 | 300 | 64 | 12 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 97 |
| 317 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 318 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 319 | 0 | 99 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 320 | 203 | 9 | 4 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 321 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 322 | 403 | 8 | 2 | 72 | 6 | 61 | 0 | 0 | 0 | 0 | 0 | 149 |
| 323 | 280 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 324 | 7 | 0 | 0 | 50 | 0 | 0 | 235 | 0 | 0 | 0 | 0 | 285 |
| 325 | 4 | 22 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 |
| 326 | 0 | 3 | 0 | 73 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 79 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 327 | 0 | 14 | 0 | 2 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 26 |
| 328 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 329 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 330 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 11 |
| 331 | 0 | 41 | 2 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 332 | 0 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 203 |
| 333 | 0 | 239 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 255 |
| 334 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 335 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 336 | 4 | 93 | 0 | 3 | 101 | 0 | 214 | 0 | 0 | 0 | 0 | 411 |
| 337 | 0 | 137 | 20 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 213 |
| 338 | 0 | 69 | 3 | 27 | 0 | 0 | 1 | 0 | 0 | 26 | 0 | 126 |
| 339 | 0 | 345 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 461 |
| 340 | 1 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 341 | 4 | 1399 | 10 | 133 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1544 |
| 342 | 1 | 58 | 0 | 62 | 24 | 0 | 2 | 0 | 0 | 0 | 0 | 146 |
| 343 | 180 | 228 | 3 | 318 | 827 | 0 | 39 | 0 | 0 | 0 | 0 | 1415 |
| 344 | 0 | 135 | 0 | 52 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 197 |
| 345 | 0 | 99 | 9 | 48 | 121 | 9 | 75 | 0 | 0 | 0 | 0 | 361 |
| 346 | 0 | 67 | 0 | 11 | 89 | 0 | 30 | 0 | 0 | 0 | 0 | 197 |
| 347 | 8 | 152 | 0 | 318 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 484 |
| 348 | 80 | 44 | 1 | 41 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 349 | 0 | 13 | 0 | 28 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 44 |
| 350 | 0 | 56 | 4 | 276 | 25 | 8 | 62 | 19 | 0 | 0 | 0 | 450 |
| 351 | 94 | 3 | 0 | 59 | 28 | 11 | 0 | 227 | 0 | 0 | 0 | 328 |
| 352 | 152 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 353 | 170 | 11 | 0 | 1002 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1013 |
| 354 | 0 | 86 | 3 | 101 | 63 | 173 | 28 | 0 | 0 | 0 | 0 | 454 |
| 355 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 356 | 0 | 178 | 5 | 107 | 8 | 0 | 47 | 0 | 0 | 0 | 0 | 345 |
| 357 | 243 | 3 | 12 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 358 | 161 | 6 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 359 | 183 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 360 | 131 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 361 | 520 | 3 | 2 | 21 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 362 | 151 | 9 | 3 | 83 | 3 | 0 | 0 | 17 | 0 | 0 | 0 | 115 |
| 363 | 230 | 8 | 3 | 3 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 70 |
| 364 | 0 | 69 | 22 | 33 | 157 | 0 | 103 | 0 | 0 | 0 | 0 | 384 |
| 365 | 508 | 232 | 36 | 176 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 452 |
| 366 | 78 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 367 | 7 | 400 | 12 | 28 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 451 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 368 | 271 | 99 | 3 | 24 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 135 |
| 369 | 0 | 83 | 3 | 61 | 29 | 5 | 2 | 0 | 0 | 0 | 0 | 183 |
| 370 | 0 | 0 | 0 | 41 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 371 | 8 | 260 | 0 | 49 | 92 | 0 | 21 | 0 | 0 | 0 | 0 | 422 |
| 372 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 373 | 3 | 251 | 0 | 165 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 419 |
| 374 | 14 | 37 | 5 | 61 | 3 | 26 | 0 | 0 | 0 | 0 | 0 | 132 |
| 375 | 0 | 5 | 0 | 91 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 128 |
| 376 | 796 | 35 | 8 | 24 | 0 | 4348 | 259 | 0 | 0 | 6 | 0 | 4680 |
| 377 | 3 | 0 | 0 | 18 | 0 | 0 | 721 | 0 | 0 | 0 | 0 | 739 |
| 378 | 63 | 35 | 0 | 47 | 55 | 0 | 8 | 0 | 0 | 0 | 0 | 145 |
| 379 | 9 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 380 | 265 | 15 | 1 | 23 | 21 | 0 | 46 | 0 | 0 | 0 | 0 | 106 |
| 381 | 16 | 331 | 53 | 107 | 94 | 2 | 17 | 0 | 0 | 0 | 0 | 604 |
| 382 | 3 | 9 | 0 | 9 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 30 |
| 383 | 3 | 176 | 5 | 421 | 6 | 0 | 27 | 0 | 0 | 0 | 0 | 635 |
| 384 | 1 | 31 | 3 | 18 | 144 | 48 | 38 | 0 | 0 | 0 | 0 | 282 |
| 385 | 1 | 51 | 1 | 143 | 72 | 1 | 329 | 0 | 0 | 0 | 0 | 597 |
| 386 | 2 | 1 | 0 | 12 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 387 | 7 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 388 | 117 | 3 | 3 | 8 | 0 | 25 | 0 | 0 | 15 | 0 | 0 | 54 |
| 389 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 390 | 9 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 391 | 275 | 0 | 1 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 392 | 38 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 393 | 108 | 93 | 11 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 394 | 216 | 14 | 91 | 56 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 171 |
| 395 | 0 | 0 | 92 | 0 | 0 | 137 | 11 | 0 | 0 | 0 | 0 | 240 |
| 396 | 258 | 1 | 0 | 0 | 22 | 0 | 8 | 0 | 0 | 0 | 0 | 31 |
| 397 | 3 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 398 | 48 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 399 | 2 | 54 | 12 | 324 | 384 | 2 | 238 | 0 | 0 | 0 | 0 | 1014 |
| 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 401 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 402 | 202 | 44 | 11 | 51 | 7 | 2 | 3 | 2 | 0 | 0 | 0 | 120 |
| 403 | 341 | 79 | 1 | 45 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 129 |
| 404 | 0 | 109 | 3 | 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 |
| 405 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 406 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 407 | 351 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 408 | 773 | 0 | 3 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 409 | 52 | 0 | 0 | 13 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | 30 |
| 410 | 16 | 4 | 0 | 11 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 411 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 412 | 47 | 0 | 1 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 413 | 60 | 0 | 4 | 3 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 414 | 6 | 0 | 0 | 9 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 415 | 25 | 21 | 1 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 416 | 105 | 7 | 1 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 417 | 404 | 3 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 418 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 419 | 68 | 1 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 420 | 31 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 421 | 29 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| 422 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| 423 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 424 | 3 | 20 | 0 | 1 | 22 | 0 | 10 | 0 | 0 | 0 | 0 | 53 |
| 425 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 427 | 19 | 0 | 0 | 94 | 0 | 0 | 0 | 314 | 0 | 440 | 0 | 848 |
| 428 | 17 | 3 | 0 | 4 | 93 | 0 | 8 | 0 | 0 | 0 | 0 | 108 |
| 429 | 361 | 29 | 1 | 23 | 9 | 0 | 0 | 53 | 225 | 0 | 0 | 340 |
| 430 | 636 | 24 | 1 | 63 | 3 | 0 | 0 | 0 | 0 | 15 | 0 | 106 |
| 431 | 172 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 432 | 7 | 107 | 0 | 12 | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 144 |
| 433 | 0 | 54 | 1 | 72 | 11 | 14 | 61 | 0 | 0 | 0 | 0 | 213 |
| 434 | 0 | 127 | 0 | 55 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 183 |
| 435 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 436 | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 437 | 427 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 438 | 744 | 9 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 439 | 19 | 11 | 11 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 440 | 41 | 211 | 15 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247 |
| 441 | 285 | 8 | 4 | 16 | 37 | 0 | 26 | 0 | 0 | 0 | 0 | 91 |
| 442 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 443 | 63 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 444 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 445 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 446 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 447 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 448 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 449 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 452 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 453 | 44 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 454 | 15 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 455 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 456 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 457 | 4 | 7 | 0 | 5 | 3 | 0 | 49 | 0 | 0 | 0 | 0 | 64 |
| 458 | 107 | 1 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 9 |
| 459 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 8 |
| 460 | 9 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 461 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 462 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 463 | 13 | 3 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 |
| 464 | 436 | 0 | 1 | 3 | 1 | 43 | 0 | 115 | 0 | 0 | 0 | 163 |
| 465 | 750 | 106 | 5 | 111 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 250 |
| 466 | 361 | 2 | 0 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 19 |
| 467 | 904 | 2 | 0 | 7 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 22 |
| 468 | 300 | 31 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 469 | 30 | 101 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 470 | 531 | 19 | 20 | 49 | 22 | 0 | 106 | 0 | 0 | 0 | 0 | 216 |
| 471 | 280 | 16 | 4 | 28 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 56 |
| 472 | 291 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 473 | 59 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 7 |
| 474 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 475 | 557 | 102 | 5 | 59 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 476 | 775 | 310 | 15 | 75 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 416 |
| 477 | 0 | 524 | 37 | 130 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 701 |
| 478 | 32 | 426 | 26 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 524 |
| 479 | 871 | 130 | 22 | 61 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 480 | 153 | 9 | 0 | 46 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 481 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 482 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 483 | 0 | 1 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 484 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 485 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 486 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 487 | 168 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 488 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 489 | 570 | 60 | 2 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 490 | 37 | 27 | 39 | 22 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-------|--------|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 491 | 876 | 3 | 6 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 492 | 748 | 153 | 49 | 156 | 46 | 0 | 3 | 0 | 0 | 0 | 0 | 407 |
| 493 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 494 | 594 | 16 | 1 | 24 | 21 | 21 | 0 | 0 | 0 | 0 | 0 | 83 |
| 495 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 496 | 134 | 24 | 0 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 497 | 406 | 20 | 0 | 62 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 498 | 20 | 4 | 11 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 499 | 265 | 38 | 53 | 79 | 31 | 13 | 0 | 0 | 0 | 0 | 0 | 214 |
| 500 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 501 | 1040 | 0 | 3 | 13 | 5 | 0 | 84 | 0 | 0 | 0 | 0 | 105 |
| 502 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 503 | 842 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 504 | 877 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 505 | 684 | 4 | 8 | 30 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 506 | 117 | 4 | 2 | 5 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 27 |
| 507 | 35 | 89 | 40 | 39 | 8 | 24 | 7 | 34 | 14 | 0 | 0 | 255 |
| 508 | 62 | 104 | 46 | 61 | 9 | 28 | 8 | 40 | 16 | 0 | 0 | 312 |
| 509 | 41 | 60 | 27 | 41 | 5 | 16 | 4 | 23 | 9 | 0 | 0 | 185 |
| 510 | 21 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 511 | 111 | 45 | 16 | 68 | 50 | 61 | 3 | 0 | 0 | 0 | 0 | 243 |
| 512 | 383 | 81 | 1 | 47 | 3 | 190 | 0 | 0 | 0 | 0 | 0 | 322 |
| 513 | 274 | 46 | 24 | 152 | 9 | 30 | 0 | 0 | 0 | 0 | 0 | 261 |
| 514 | 106 | 8 | 23 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 515 | 120 | 16 | 1 | 11 | 177 | 0 | 0 | 0 | 69 | 0 | 0 | 274 |
| 516 | 27 | 8 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 517 | 225 | 3 | 0 | 5 | 36 | 0 | 2 | 0 | 0 | 0 | 0 | 46 |
| 518 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 519 | 91 | 39 | 0 | 16 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 520 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 521 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 523 | 81 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 524 | 9 | 7 | 0 | 8 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 221 |
| 525 | 81 | 62 | 6 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 526 | 142 | 27 | 12 | 53 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 527 | 479 | 46 | 6 | 160 | 33 | 0 | 249 | 0 | 0 | 0 | 0 | 494 |
| 528 | 0 | 0 | 10 | 3384 | 0 | 884 | 90 | 8 | 0 | 0 | 0 | 4376 |
| 529 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 530 | 285 | 22 | 7 | 43 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 97 |
| 531 | 181 | 22 | 11 | 57 | 0 | 33 | 7 | 70 | 0 | 0 | 0 | 200 |
| Total | 70,430 | 18,190 | 3,139 | 23,678 | 6,924 | 10,968 | 4,840 | 3,642 | 1,464 | 631 | 307 | 73,783 |

Appendix A-3
2041 Dwelling Unit (DU) and Employment Estimates by TAZ

* EJHS: Elementary/ Junior High School

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 562 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 | 412 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | 482 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 | 256 | 275 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 |
| 6 | 325 | 11 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 7 | 0 | 101 | 5 | 67 | 0 | 65 | 0 | 0 | 0 | 51 | 0 | 289 |
| 8 | 351 | 456 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 472 |
| 9 | 665 | 80 | 33 | 82 | 20 | 15 | 0 | 295 | 0 | 0 | 0 | 525 |
| 10 | 43 | 15 | 0 | 12 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 41 |
| 11 | 254 | 30 | 0 | 66 | 0 | 10 | 0 | 182 | 0 | 30 | 0 | 318 |
| 12 | 10 | 176 | 96 | 253 | 20 | 0 | 152 | 0 | 0 | 0 | 0 | 697 |
| 13 | 0 | 97 | 51 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 14 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 15 | 0 | 182 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195 |
| 16 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 17 | 0 | 61 | 15 | 8 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 99 |
| 18 | 0 | 99 | 10 | 20 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 136 |
| 19 | 31 | 25 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 20 | 0 | 127 | 0 | 5 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 157 |
| 21 | 0 | 25 | 12 | 11 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 80 |
| 22 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23 | 16 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 24 | 10 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 25 | 9 | 0 | 10 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 26 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | 7 | 15 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 30 | 1 | 51 | 10 | 74 | 25 | 304 | 0 | 0 | 0 | 0 | 0 | 464 |
| 31 | 203 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 32 | 81 | 0 | 0 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 122 |
| 33 | 187 | 0 | 0 | 16 | 98 | 269 | 0 | 0 | 0 | 0 | 0 | 383 |
| 34 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 35 | 53 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 36 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 39 | 94 | 0 | 0 | 2 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 14 |
| 40 | 82 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 41 | 175 | 15 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 42 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 223 | 0 | 0 | 223 |
| 44 | 427 | 15 | 5 | 230 | 5 | 21 | 0 | 152 | 486 | 0 | 0 | 914 |
| 45 | 628 | 406 | 46 | 216 | 16 | 5 | 279 | 388 | 0 | 0 | 0 | 1356 |
| 46 | 51 | 5 | 0 | 3 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 47 | 56 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 48 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 49 | 84 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 50 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 51 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 52 | 163 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 53 | 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 54 | 280 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 55 | 486 | 7 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 56 | 506 | 10 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 57 | 376 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 59 | 558 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 61 | 0 | 51 | 26 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 62 | 709 | 51 | 30 | 51 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 233 |
| 63 | 0 | 51 | 0 | 51 | 203 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 64 | 0 | 51 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 65 | 811 | 51 | 51 | 51 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 66 | 405 | 0 | 51 | 0 | 203 | 51 | 0 | 0 | 0 | 0 | 0 | 305 |
| 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 68 | 307 | 54 | 21 | 92 | 0 | 0 | 243 | 0 | 0 | 0 | 0 | 410 |
| 69 | 304 | 54 | 21 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 70 | 0 | 0 | 21 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 307 | 54 | 21 | 92 | 13 | 36 | 10 | 0 | 0 | 0 | 0 | 226 |
| 73 | 3 | 54 | 21 | 92 | 13 | 36 | 10 | 0 | 0 | 0 | 0 | 226 |
| 74 | 3 | 0 | 21 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 76 | 3 | 0 | 0 | 0 | 13 | 36 | 10 | 0 | 0 | 0 | 0 | 59 |
| 77 | 3 | 0 | 0 | 0 | 13 | 36 | 10 | 0 | 0 | 0 | 0 | 59 |
| 78 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 79 | 0 | 0 | 0 | 10 | 0 | 0 | 1014 | 0 | 0 | 0 | 0 | 1024 |
| 80 | 171 | 0 | 0 | 66 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 197 |
| 81 | 0 | 0 | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 10 |
| 82 | 4 | 54 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 83 | 0 | 63 | 65 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 165 |
| 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 88 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 89 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 93 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 94 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 95 | 307 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 96 | 365 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 98 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 99 | 456 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 104 | 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 272 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 106 | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 211 | 0 | 0 | 10 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 108 | 274 | 66 | 0 | 22 | 788 | 56 | 0 | 184 | 0 | 0 | 0 | 1116 |
| 109 | 55 | 1 | 0 | 46 | 17 | 10 | 2 | 0 | 0 | 0 | 0 | 76 |
| 110 | 81 | 53 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 111 | 7 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 15 |
| 112 | 270 | 0 | 0 | 31 | 33 | 44 | 0 | 0 | 21 | 0 | 0 | 129 |
| 113 | 65 | 355 | 0 | 450 | 0 | 424 | 0 | 0 | 0 | 0 | 0 | 1229 |
| 114 | 208 | 0 | 0 | 592 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 614 |
| 115 | 694 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 171 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 117 | 117 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 118 | 44 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 119 | 386 | 6 | 5 | 20 | 4 | 0 | 0 | 194 | 0 | 0 | 0 | 229 |
| 120 | 306 | 13 | 196 | 225 | 61 | 0 | 50 | 0 | 0 | 0 | 0 | 545 |
| 121 | 163 | 1628 | 0 | 937 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 2625 |
| 122 | 171 | 8 | 0 | 206 | 94 | 0 | 13 | 0 | 0 | 0 | 0 | 321 |
| 123 | 301 | 0 | 15 | 59 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 172 |
| 124 | 81 | 0 | 0 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 22 |
| 125 | 115 | 19 | 3 | 36 | 96 | 72 | 0 | 0 | 0 | 0 | 0 | 226 |
| 126 | 341 | 47 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 127 | 886 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 128 | 659 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 62 | 0 | 150 |
| 129 | 290 | 21 | 0 | 217 | 2 | 0 | 0 | 93 | 0 | 0 | 0 | 333 |
| 130 | 206 | 35 | 6 | 300 | 70 | 92 | 0 | 0 | 0 | 0 | 0 | 503 |
| 131 | 537 | 60 | 2 | 53 | 7 | 0 | 0 | 52 | 0 | 0 | 0 | 174 |
| 132 | 618 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 133 | 311 | 67 | 1 | 40 | 13 | 15 | 0 | 72 | 0 | 0 | 0 | 208 |
| 134 | 657 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 0 | 14 | 0 | 140 |
| 135 | 484 | 25 | 38 | 104 | 0 | 0 | 0 | 103 | 26 | 0 | 0 | 296 |
| 136 | 472 | 111 | 132 | 140 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 450 |
| 137 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 0 | 78 |
| 138 | 522 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 139 | 276 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 140 | 86 | 0 | 0 | 561 | 0 | 4 | 309 | 0 | 0 | 0 | 0 | 874 |
| 141 | 0 | 1 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 142 | 184 | 0 | 5 | 51 | 141 | 0 | 213 | 0 | 0 | 0 | 534 | 944 |
| 143 | 8 | 138 | 184 | 98 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 434 |
| 144 | 7 | 75 | 42 | 49 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 226 |
| 145 | 68 | 29 | 44 | 157 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 332 |
| 146 | 203 | 2 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 147 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 14 | 2 | 0 | 2 | 61 | 0 | 6 | 0 | 0 | 0 | 0 | 71 |
| 149 | 58 | 34 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 150 | 13 | 0 | 0 | 24 | 61 | 0 | 9 | 0 | 0 | 0 | 0 | 94 |
| 151 | 24 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| 152 | 228 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 153 | 79 | 0 | 0 | 11 | 0 | 446 | 0 | 0 | 0 | 0 | 0 | 457 |
| 154 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 53 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 46 | 0 | 56 |
| 156 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 157 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 158 | 82 | 3 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|------|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 159 | 63 | 0 | 1 | 5 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 16 |
| 160 | 528 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| 161 | 20 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 162 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 40 | 0 | 0 | 93 | 0 | 0 | 824 | 0 | 0 | 0 | 0 | 917 |
| 164 | 18 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 165 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 166 | 312 | 6 | 3 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 167 | 294 | 17 | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 168 | 366 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 169 | 433 | 0 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 170 | 391 | 3 | 0 | 38 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 171 | 383 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 172 | 149 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 173 | 473 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 174 | 343 | 0 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 17 |
| 175 | 491 | 65 | 0 | 14 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 176 | 575 | 5 | 0 | 11 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 21 |
| 177 | 88 | 0 | 3 | 36 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| 178 | 434 | 0 | 0 | 35 | 0 | 0 | 1 | 227 | 0 | 0 | 0 | 263 |
| 179 | 1604 | 290 | 4 | 266 | 0 | 16 | 2 | 85 | 0 | 0 | 0 | 663 |
| 180 | 548 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 181 | 220 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 234 | 0 | 0 | 241 |
| 182 | 968 | 1 | 18 | 68 | 5 | 0 | 0 | 112 | 0 | 0 | 0 | 204 |
| 183 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 0 | 65 |
| 184 | 280 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 185 | 844 | 11 | 10 | 9 | 45 | 0 | 0 | 22 | 9 | 0 | 0 | 106 |
| 186 | 222 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 187 | 311 | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 188 | 457 | 0 | 7 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 189 | 649 | 5 | 4 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 190 | 431 | 3 | 6 | 0 | 41 | 0 | 0 | 96 | 0 | 0 | 0 | 146 |
| 191 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 192 | 465 | 117 | 19 | 22 | 108 | 0 | 0 | 108 | 0 | 0 | 0 | 374 |
| 193 | 199 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| 194 | 402 | 69 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 195 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 196 | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 197 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 198 | 26 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 199 | 84 | 0 | 0 | 26 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 200 | 109 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 201 | 147 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 202 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 203 | 401 | 3 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 204 | 368 | 3 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 205 | 269 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 206 | 804 | 43 | 0 | 101 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 272 |
| 207 | 92 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 208 | 90 | 0 | 2 | 40 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 51 |
| 209 | 198 | 13 | 4 | 13 | 0 | 0 | 0 | 63 | 0 | 0 | 0 | 93 |
| 210 | 81 | 71 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 211 | 416 | 66 | 1 | 34 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 212 | 378 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 213 | 365 | 44 | 14 | 47 | 6 | 2 | 3 | 19 | 0 | 0 | 0 | 135 |
| 214 | 359 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 215 | 641 | 107 | 0 | 57 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 178 |
| 216 | 190 | 6 | 17 | 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 |
| 217 | 749 | 100 | 23 | 287 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 421 |
| 218 | 2 | 305 | 33 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 491 |
| 219 | 35 | 41 | 34 | 340 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 430 |
| 220 | 408 | 0 | 6 | 54 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 67 |
| 221 | 0 | 1 | 0 | 1159 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1161 |
| 222 | 5 | 0 | 0 | 18 | 0 | 778 | 0 | 0 | 36 | 0 | 0 | 832 |
| 223 | 0 | 66 | 2 | 73 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 224 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 225 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 0 | 0 | 304 |
| 226 | 28 | 102 | 9 | 735 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 850 |
| 227 | 79 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 228 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 229 | 37 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 230 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 231 | 0 | 53 | 0 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 69 |
| 232 | 58 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 233 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 234 | 31 | 0 | 21 | 0 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 36 |
| 235 | 55 | 19 | 0 | 30 | 81 | 138 | 37 | 0 | 0 | 0 | 0 | 305 |
| 236 | 336 | 114 | 5 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 237 | 0 | 0 | 0 | 335 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 492 |
| 238 | 10 | 23 | 43 | 370 | 3 | 934 | 0 | 0 | 0 | 0 | 0 | 1373 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 239 | 11 | 77 | 82 | 288 | 7 | 336 | 0 | 0 | 0 | 0 | 0 | 790 |
| 240 | 25 | 14 | 0 | 14 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 57 |
| 241 | 52 | 0 | 0 | 305 | 2 | 41 | 0 | 0 | 0 | 0 | 0 | 348 |
| 242 | 168 | 1 | 7 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 243 | 305 | 62 | 20 | 128 | 6 | 0 | 0 | 208 | 183 | 0 | 0 | 607 |
| 244 | 349 | 17 | 12 | 97 | 81 | 42 | 3 | 0 | 0 | 2 | 0 | 254 |
| 245 | 111 | 2 | 85 | 133 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 302 |
| 246 | 85 | 29 | 2 | 16 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 247 | 149 | 22 | 1 | 2 | 1 | 1 | 11 | 0 | 0 | 0 | 0 | 38 |
| 248 | 63 | 73 | 2 | 70 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 150 |
| 249 | 44 | 67 | 54 | 111 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 250 | 13 | 139 | 3 | 92 | 169 | 0 | 11 | 0 | 0 | 0 | 0 | 414 |
| 251 | 158 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 252 | 204 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 253 | 108 | 30 | 35 | 166 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 234 |
| 254 | 58 | 55 | 3 | 104 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 175 |
| 255 | 46 | 15 | 0 | 3 | 21 | 6 | 0 | 0 | 0 | 0 | 0 | 45 |
| 256 | 236 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 257 | 166 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 258 | 57 | 58 | 13 | 77 | 63 | 84 | 4 | 0 | 0 | 0 | 0 | 299 |
| 259 | 16 | 27 | 18 | 125 | 92 | 301 | 0 | 0 | 0 | 0 | 0 | 563 |
| 260 | 5 | 87 | 123 | 62 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 281 |
| 261 | 150 | 0 | 3 | 24 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 33 |
| 262 | 77 | 45 | 67 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 263 | 0 | 23 | 152 | 130 | 389 | 274 | 19 | 0 | 0 | 0 | 0 | 987 |
| 264 | 109 | 12 | 17 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 265 | 111 | 1 | 6 | 49 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 95 |
| 266 | 63 | 0 | 3 | 15 | 17 | 0 | 0 | 20 | 0 | 0 | 0 | 55 |
| 267 | 32 | 23 | 38 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 268 | 6 | 121 | 4 | 18 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 181 |
| 269 | 0 | 131 | 268 | 54 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 455 |
| 270 | 20 | 41 | 0 | 62 | 3 | 0 | 19 | 98 | 0 | 0 | 0 | 223 |
| 271 | 53 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 272 | 62 | 0 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 273 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 274 | 34 | 11 | 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 275 | 48 | 59 | 34 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 178 |
| 276 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 277 | 110 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 278 | 655 | 1 | 9 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 279 | 80 | 10 | 4 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| 280 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| 281 | 18 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 282 | 16 | 26 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 283 | 0 | 26 | 3 | 23 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 78 |
| 284 | 49 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 285 | 188 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 286 | 204 | 12 | 1 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 287 | 70 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 288 | 61 | 52 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 |
| 289 | 0 | 43 | 15 | 22 | 36 | 4 | 0 | 9 | 0 | 0 | 0 | 129 |
| 290 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 291 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 292 | 207 | 87 | 25 | 169 | 2 | 0 | 0 | 93 | 0 | 0 | 0 | 376 |
| 293 | 109 | 204 | 49 | 221 | 16 | 0 | 160 | 0 | 0 | 0 | 0 | 650 |
| 294 | 20 | 64 | 23 | 36 | 1 | 5 | 0 | 0 | 21 | 0 | 0 | 150 |
| 295 | 84 | 4 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 26 |
| 296 | 224 | 17 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 297 | 0 | 12 | 28 | 317 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 367 |
| 298 | 203 | 0 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 299 | 363 | 280 | 57 | 281 | 3 | 28 | 2 | 0 | 0 | 0 | 0 | 651 |
| 300 | 124 | 162 | 95 | 197 | 17 | 26 | 0 | 0 | 0 | 6 | 0 | 503 |
| 301 | 114 | 44 | 176 | 110 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 347 |
| 302 | 96 | 9 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| 303 | 180 | 1 | 4 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 304 | 139 | 29 | 10 | 181 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 |
| 305 | 143 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 27 | 0 | 0 | 30 |
| 306 | 94 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 307 | 113 | 11 | 15 | 16 | 0 | 0 | 0 | 160 | 0 | 0 | 0 | 202 |
| 308 | 0 | 190 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 328 |
| 309 | 0 | 176 | 25 | 73 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 290 |
| 310 | 0 | 379 | 28 | 101 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 511 |
| 311 | 154 | 74 | 78 | 46 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 202 |
| 312 | 163 | 277 | 48 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 335 |
| 313 | 65 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 314 | 135 | 63 | 11 | 38 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 114 |
| 315 | 316 | 82 | 12 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 316 | 411 | 87 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 317 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 318 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 319 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 320 | 236 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 321 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 322 | 460 | 21 | 0 | 58 | 2 | 68 | 0 | 0 | 0 | 0 | 0 | 149 |
| 323 | 305 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 324 | 0 | 0 | 0 | 72 | 0 | 0 | 301 | 0 | 0 | 0 | 0 | 373 |
| 325 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 326 | 0 | 0 | 0 | 26 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 54 |
| 327 | 0 | 51 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 328 | 0 | 54 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 330 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 331 | 0 | 8 | 13 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 332 | 0 | 437 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 |
| 333 | 1 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 334 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 335 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 336 | 4 | 189 | 0 | 3 | 29 | 0 | 99 | 0 | 0 | 0 | 0 | 320 |
| 337 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 338 | 0 | 61 | 33 | 27 | 0 | 0 | 7 | 0 | 0 | 69 | 0 | 197 |
| 339 | 0 | 377 | 0 | 138 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 521 |
| 340 | 1 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 341 | 0 | 1646 | 11 | 142 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1801 |
| 342 | 0 | 15 | 0 | 29 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 343 | 198 | 238 | 10 | 164 | 795 | 0 | 17 | 0 | 0 | 0 | 0 | 1224 |
| 344 | 0 | 24 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 345 | 0 | 237 | 31 | 67 | 116 | 2 | 0 | 0 | 0 | 0 | 0 | 453 |
| 346 | 0 | 331 | 3 | 61 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 463 |
| 347 | 2 | 187 | 0 | 301 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 532 |
| 348 | 67 | 86 | 3 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 349 | 0 | 814 | 0 | 589 | 0 | 0 | 329 | 0 | 0 | 0 | 0 | 1732 |
| 350 | 0 | 25 | 11 | 186 | 36 | 24 | 94 | 58 | 0 | 0 | 0 | 434 |
| 351 | 83 | 5 | 0 | 19 | 79 | 20 | 0 | 255 | 0 | 0 | 0 | 378 |
| 352 | 162 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 353 | 180 | 12 | 0 | 1084 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1096 |
| 354 | 0 | 314 | 16 | 297 | 291 | 344 | 285 | 0 | 0 | 0 | 0 | 1547 |
| 355 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 356 | 0 | 344 | 0 | 171 | 113 | 0 | 69 | 0 | 0 | 0 | 0 | 697 |
| 357 | 264 | 4 | 13 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 358 | 174 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|-----|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 359 | 196 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 360 | 131 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 361 | 593 | 5 | 1 | 9 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 362 | 207 | 19 | 5 | 133 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 159 |
| 363 | 266 | 0 | 5 | 0 | 0 | 2 | 0 | 94 | 0 | 0 | 0 | 101 |
| 364 | 0 | 151 | 0 | 19 | 116 | 0 | 4 | 0 | 0 | 0 | 0 | 290 |
| 365 | 582 | 181 | 82 | 240 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 505 |
| 366 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 367 | 0 | 431 | 10 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475 |
| 368 | 311 | 101 | 0 | 31 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 151 |
| 369 | 0 | 104 | 11 | 98 | 37 | 5 | 14 | 0 | 0 | 0 | 0 | 269 |
| 370 | 0 | 0 | 0 | 27 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 371 | 1 | 122 | 0 | 155 | 214 | 0 | 108 | 0 | 0 | 0 | 0 | 599 |
| 372 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 373 | 0 | 365 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 535 |
| 374 | 0 | 176 | 33 | 33 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 356 |
| 375 | 0 | 5 | 0 | 112 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 121 |
| 376 | 940 | 25 | 63 | 149 | 1 | 6035 | 1911 | 0 | 0 | 0 | 0 | 8184 |
| 377 | 0 | 0 | 0 | 3900 | 0 | 0 | 3133 | 0 | 0 | 0 | 0 | 7033 |
| 378 | 55 | 0 | 0 | 87 | 75 | 0 | 54 | 0 | 0 | 0 | 0 | 216 |
| 379 | 7 | 0 | 0 | 6 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 380 | 205 | 52 | 8 | 42 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 128 |
| 381 | 1 | 508 | 40 | 122 | 78 | 7 | 0 | 0 | 0 | 0 | 0 | 755 |
| 382 | 3 | 36 | 0 | 43 | 3 | 0 | 68 | 0 | 0 | 0 | 0 | 150 |
| 383 | 0 | 291 | 21 | 334 | 4 | 0 | 115 | 0 | 0 | 0 | 0 | 765 |
| 384 | 1 | 69 | 0 | 0 | 0 | 324 | 91 | 0 | 0 | 0 | 0 | 484 |
| 385 | 0 | 149 | 6 | 149 | 83 | 7 | 254 | 0 | 0 | 0 | 0 | 648 |
| 386 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 387 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 388 | 130 | 0 | 0 | 55 | 0 | 7 | 0 | 0 | 153 | 0 | 0 | 215 |
| 389 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 390 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 391 | 259 | 2 | 0 | 11 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 392 | 8 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 393 | 129 | 76 | 3 | 13 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 394 | 226 | 1 | 20 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 35 |
| 395 | 0 | 0 | 61 | 0 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 153 |
| 396 | 241 | 4 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 25 |
| 397 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 398 | 82 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|------|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 399 | 0 | 412 | 90 | 385 | 483 | 11 | 244 | 0 | 0 | 0 | 0 | 1625 |
| 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 401 | 464 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 402 | 401 | 216 | 32 | 286 | 18 | 9 | 20 | 9 | 0 | 0 | 0 | 590 |
| 403 | 635 | 241 | 0 | 443 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 695 |
| 404 | 0 | 833 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 873 |
| 405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 406 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 407 | 618 | 0 | 4 | 16 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 408 | 1162 | 0 | 0 | 38 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 409 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 410 | 1 | 37 | 0 | 28 | 358 | 0 | 0 | 0 | 0 | 0 | 0 | 423 |
| 411 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 412 | 34 | 0 | 6 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 413 | 112 | 0 | 5 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| 414 | 1 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 415 | 30 | 30 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 416 | 118 | 0 | 16 | 0 | 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 1231 |
| 417 | 433 | 4 | 0 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 418 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 419 | 74 | 0 | 5 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 420 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 421 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 422 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 423 | 44 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 424 | 3 | 10 | 0 | 2 | 7 | 0 | 16 | 0 | 0 | 0 | 0 | 35 |
| 425 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 426 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 427 | 32 | 0 | 0 | 161 | 0 | 0 | 0 | 355 | 0 | 434 | 0 | 950 |
| 428 | 1 | 0 | 0 | 0 | 63 | 0 | 16 | 0 | 0 | 0 | 0 | 79 |
| 429 | 614 | 0 | 11 | 47 | 56 | 0 | 0 | 0 | 1084 | 0 | 0 | 1198 |
| 430 | 732 | 14 | 1 | 36 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 70 |
| 431 | 207 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 432 | 0 | 271 | 0 | 0 | 231 | 4 | 11 | 0 | 0 | 0 | 0 | 517 |
| 433 | 1 | 361 | 7 | 40 | 69 | 13 | 60 | 0 | 0 | 0 | 0 | 550 |
| 434 | 0 | 878 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 955 |
| 435 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 436 | 0 | 58 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 437 | 1448 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 438 | 1260 | 163 | 7 | 67 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 244 |

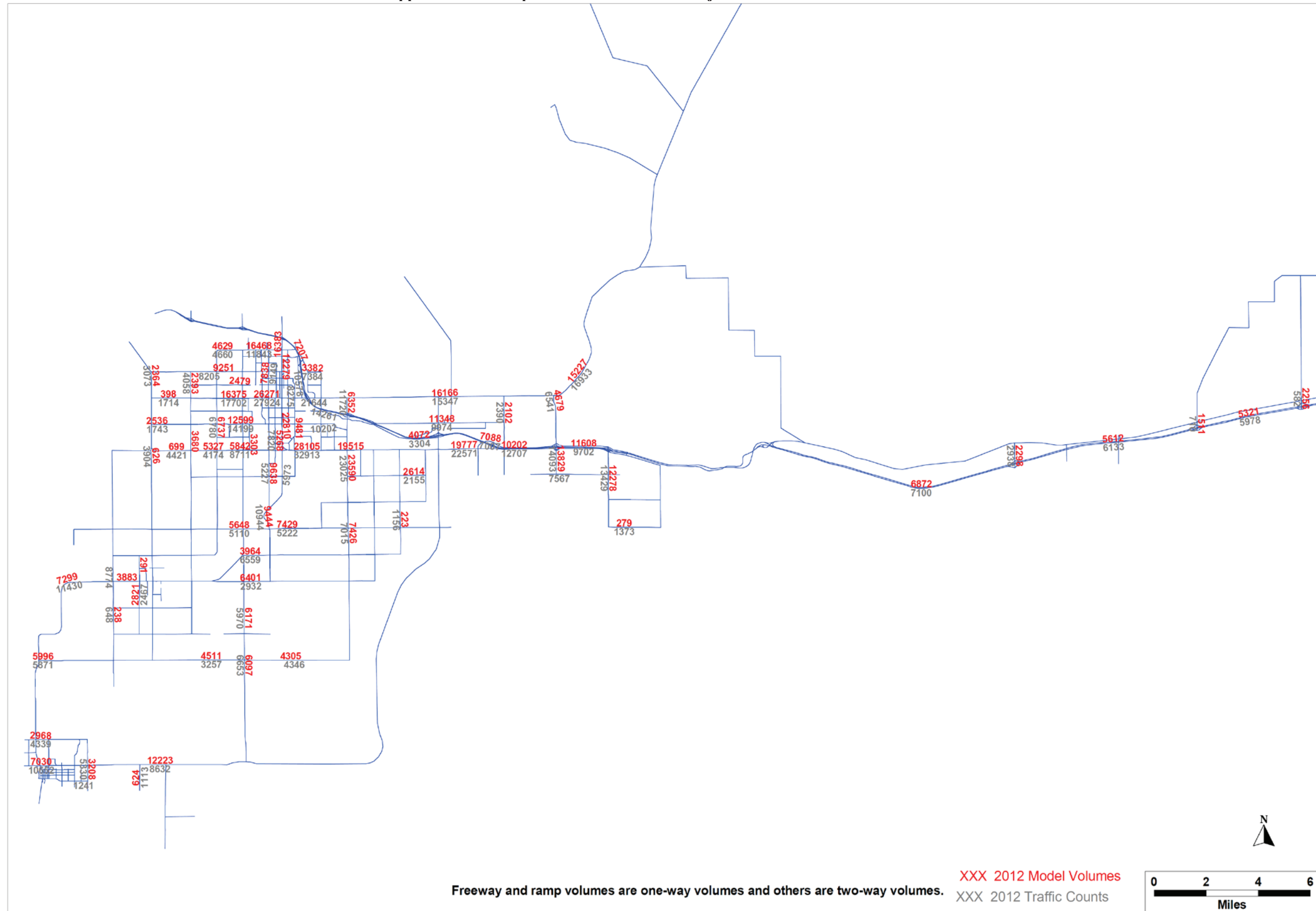
| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|------|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 439 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 440 | 185 | 0 | 0 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 262 |
| 441 | 422 | 24 | 7 | 31 | 91 | 0 | 63 | 0 | 0 | 0 | 0 | 216 |
| 442 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 443 | 135 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 444 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 445 | 371 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 446 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 447 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 448 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 449 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 450 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 452 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 453 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 454 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 455 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 456 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 457 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| 458 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 459 | 3 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 51 |
| 460 | 17 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 461 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 462 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 463 | 7 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 464 | 1188 | 0 | 1 | 0 | 2 | 41 | 0 | 141 | 0 | 0 | 0 | 185 |
| 465 | 1398 | 90 | 11 | 44 | 16 | 97 | 0 | 0 | 0 | 0 | 0 | 258 |
| 466 | 998 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| 467 | 1190 | 2 | 0 | 15 | 2 | 11 | 0 | 0 | 0 | 0 | 0 | 30 |
| 468 | 696 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 469 | 54 | 305 | 0 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 470 | 663 | 62 | 40 | 109 | 1 | 0 | 424 | 0 | 0 | 0 | 0 | 636 |
| 471 | 266 | 18 | 5 | 21 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 472 | 1286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 473 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 474 | 528 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 475 | 860 | 59 | 12 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 |
| 476 | 376 | 427 | 41 | 146 | 80 | 0 | 7 | 0 | 0 | 0 | 0 | 701 |
| 477 | 0 | 389 | 38 | 138 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 567 |
| 478 | 16 | 715 | 32 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 828 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-----|------|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 479 | 897 | 153 | 26 | 72 | 24 | 0 | 4 | 0 | 0 | 0 | 0 | 279 |
| 480 | 436 | 42 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 287 |
| 481 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 482 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 483 | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 484 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 485 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 486 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 487 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 488 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 489 | 678 | 97 | 10 | 214 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 321 |
| 490 | 42 | 303 | 392 | 79 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 793 |
| 491 | 1205 | 0 | 6 | 48 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 492 | 1185 | 277 | 90 | 282 | 84 | 0 | 6 | 0 | 0 | 0 | 0 | 739 |
| 493 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 494 | 655 | 29 | 0 | 44 | 11 | 151 | 0 | 0 | 0 | 0 | 0 | 235 |
| 495 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 496 | 783 | 9 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 497 | 1276 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 498 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 499 | 449 | 417 | 227 | 128 | 20 | 7 | 0 | 0 | 0 | 0 | 0 | 799 |
| 500 | 0 | 10 | 0 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 501 | 1735 | 0 | 3 | 13 | 12 | 0 | 111 | 0 | 0 | 0 | 0 | 139 |
| 502 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 503 | 1506 | 11 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 504 | 1698 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 505 | 1085 | 4 | 4 | 69 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 506 | 169 | 20 | 5 | 30 | 31 | 0 | 69 | 0 | 0 | 0 | 0 | 155 |
| 507 | 208 | 552 | 247 | 245 | 52 | 149 | 44 | 214 | 90 | 0 | 0 | 1593 |
| 508 | 378 | 644 | 289 | 376 | 60 | 175 | 51 | 249 | 105 | 0 | 0 | 1949 |
| 509 | 252 | 368 | 166 | 256 | 35 | 99 | 29 | 143 | 60 | 0 | 0 | 1156 |
| 510 | 18 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 16 |
| 511 | 100 | 32 | 19 | 56 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 111 |
| 512 | 824 | 98 | 8 | 198 | 17 | 8 | 2 | 0 | 0 | 0 | 0 | 331 |
| 513 | 370 | 107 | 97 | 38 | 50 | 43 | 1 | 0 | 0 | 0 | 0 | 336 |
| 514 | 117 | 41 | 138 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| 515 | 97 | 0 | 7 | 67 | 432 | 0 | 0 | 0 | 184 | 0 | 0 | 690 |
| 516 | 13 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 517 | 153 | 21 | 0 | 17 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| 518 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TAZ | DU | Retail | Office | Service | Industrial | Public | Manufacturing | EJHS* | High School | University | Casino | Total Employment |
|-------|---------|--------|--------|---------|------------|--------|---------------|-------|-------------|------------|--------|------------------|
| 519 | 80 | 74 | 0 | 57 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 520 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 521 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 522 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 523 | 305 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 524 | 9 | 7 | 0 | 8 | 0 | 0 | 204 | 0 | 0 | 0 | 0 | 219 |
| 525 | 80 | 61 | 6 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 526 | 139 | 27 | 12 | 52 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 527 | 458 | 45 | 6 | 155 | 32 | 0 | 241 | 0 | 0 | 0 | 0 | 479 |
| 528 | 0 | 0 | 10 | 3066 | 0 | 1533 | 511 | 8 | 0 | 0 | 0 | 5128 |
| 529 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 530 | 410 | 120 | 42 | 112 | 31 | 34 | 2 | 0 | 0 | 0 | 0 | 341 |
| 531 | 191 | 101 | 70 | 50 | 0 | 193 | 38 | 88 | 0 | 0 | 0 | 540 |
| Total | 101,440 | 29,495 | 6,405 | 35,549 | 11,264 | 15,416 | 13,033 | 5,187 | 3,246 | 736 | 534 | 120,865 |

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Appendix B-1. Comparisons of 2012 Model Projections and 2012 Traffic Volumes



Appendix B-2. 2015 Level of Service
 YMPO Regional Transportation Plan
 Existing Conditions (2015) Level of Service

