

Exhibit A

WCR 34 Bridge Replacement Project

The WCR 34 Bridge Replacement Project involves reconstruction of the existing bridge structure that crosses the Mead Lateral Ditch. The crossing is located along CR 34, just west of the intersection with CR 5. The existing structure was constructed in 1937 and has a sufficiency rating of 53.1, which correlates to a structure condition rating of poor. The majority of the design and construction costs of this project are grant funded. Final design of this project is anticipated in mid-2024 with construction planned to start in late 2024 and extend through early 2025.

The design of the bridge is well underway, and it is apparent that in order for construction of the structure to be completed, temporary construction easements are required on the north and south sides of the bridge. The easement will allow for equipment and personnel to access the project location while crossing privately-owned property. The general locations of these temporary construction easements are shown in the image below.

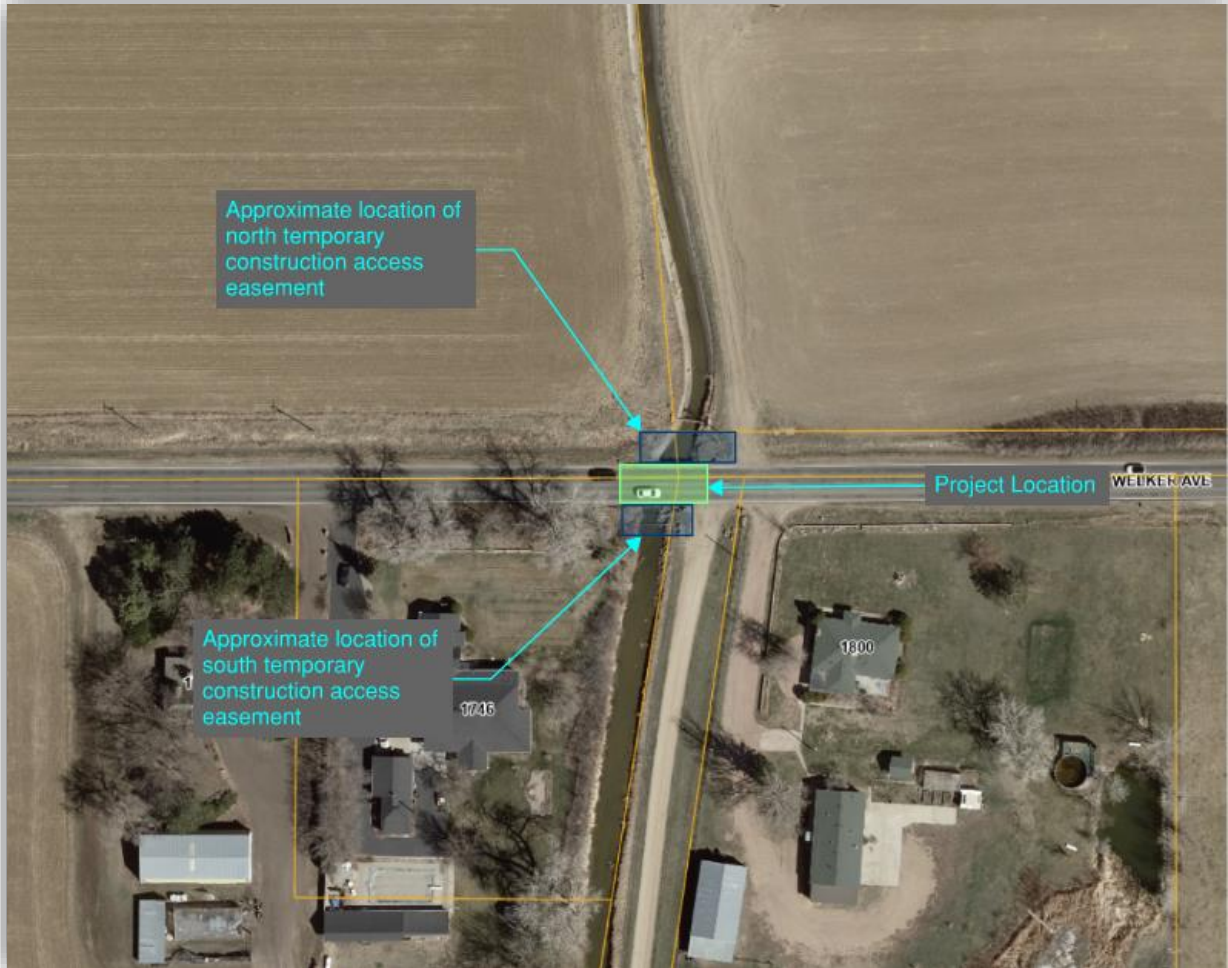


Exhibit B

Town of Mead Regional Trail Extension – Safe Routes to School (SRTS Project)

The Safe Routes to School (SRTS) project involves design and construction of approximately 0.6 mile of 8-foot wide concrete trail on the east side of 3rd Street (WCR 7) between Lake Helen Boulevard and Elderberry Lane. This trail will be an extension of an existing trail network and will provide a safe route for students living north of the downtown area to reach the Mead Elementary and Middle Schools and beyond. The trail will be detached from the existing 2-lane rural asphalt roadway, where currently no sidewalk exists. Additionally, approximately 325 feet of attached sidewalk will be designed and constructed along the south side of Welker Avenue, connecting the Elementary School with the west end of the new sidewalk to be installed as part of the 3rd and Welker Intersection Project.

The majority of the design and construction costs of this project are grant funded. Final design of this project is anticipated in mid-to late 2024 with construction planned to start in late 2024 and extend through early to mid-2025.

Although this project is still in preliminary design, it is anticipated that the Town will need to acquire temporary and/or permanent easements and licenses to enter private properties (for project-related investigatory work). While no property acquisition is anticipated as part of this project, it is possible that, as the design progresses, property may be required to accommodate the ultimate design. The general location of the project is shown below and at right.



Exhibit C

SH66/WCR 7 Pedestrian Crossing Project

The SH66/WCR 7 Pedestrian Crossing Project involves design and construction of an 8-foot to 10-foot wide pedestrian trail along the west side of 3rd Street (WCR 7), extending from the north end of the Mead Place Subdivision south to Branding Iron Way. A pedestrian underpass under State Highway 66 will also be constructed as part of this project. The majority of the design costs for this project are grant funded, but it is apparent that anticipated construction costs exceed current funding resources. The Town is actively pursuing additional grant opportunities to complete the funding shortfall. Final design of this project is anticipated in mid- to late 2024 with construction planned to start in late 2024 and extend through early to mid-2025.

The design of the pedestrian trail and underpass is well underway, and it is anticipated that in order for construction to be completed, temporary construction easements, permanent easements, and property acquisition will likely be required. The general location of the project is shown below.



Exhibit D

Weld County Road 26 Multipurpose Trail Project

The Weld County Road 26 Multipurpose Trail Project is a project spearheaded by Weld County. The first phase of the project will design and construct a new multiuse trail starting from Union Reservoir in Longmont and extending east along WCR 26, then following 3rd Street (WCR 7) north to the Mead High School. A connection will also be made to the St Vrain State Park trail system. The second phase will design and construct trail from the Mead High School to Branding Iron Way. The project falls within Town limits from the High School to the north terminus.

The project is mainly funded by a grant that Weld County received, but it will also rely on contributions from the Towns of Mead and Firestone, as well as the City of Longmont. Final design and construction of this project is not anticipated until 2025.

While the design of the trail is in the very preliminary stages, the Town anticipates that, in order to facilitate construction, there will be a need for acquisition of temporary construction easements, permanent easements, and/or property acquisition. The general location of the project is shown below. The Town of Mead is shaded in pink, Town of Firestone shaded in green, City of Longmont shaded in blue, and unshaded areas are unincorporated Weld County.

